

Agenda Item 7 (i)

Bishopston, Cotham and Redland Neighbourhood Partnership (BCR NP)

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Title: **BCR NP Sustainable Travel Working Group Report**

Date: 7th January 2016

RECOMMENDATIONS

- 1) The **Neighbourhood Committee allocate and approve spending of up to £1000 from CIL funds on the installation of publicly accessible cycle stands on business forecourts.**
- 2) The **Neighbourhood Committee approve spending £750**, from within the 2015/16 Sustainable Travel spending limit, on Minor Works to install dropped kerbs at the junction of Cambridge Road and Clevedon Road.
- 3) The **Neighbourhood Committee allows BCC Highways to reallocate £6000 funding**, previously approved for a road scheme to create additional parking on Gloucester Road that proved infeasible, to other future road schemes in our area.
- 4) The **Neighbourhood Partnership approve BCR NP joining the Bristol Walking Alliance**, based on the attached manifesto.

1. Sustainable Travel Working Group progress report

This is the second report by the Sustainable Travel Working Group to the BCR Neighbourhood Partnership. See the first report for details of the remit of the group.

1.1. Meetings

We have held three meetings since the last report, in October, November and December. Future meetings will be on the first Tuesday of each month, the next being on 2nd February 2pm-4pm.

Regular participants in the group (attending at least two of the last three meetings) have been: Martin Fodor, Fi Hance, Jenny Hoadley, Matt Jones, Liz Kew, Viv Lindow, and Gavin Spittlehouse. We have welcomed members of the Neighbourhood Policing Team and Bristol City Council Highways team for specific meetings.

1.2. Progress to date

Detailed meeting notes are available on request for each of the meetings held so far (and will be put on the bcrnnp.org.uk website, which is pending reorganisation). The table in Section 6 is a summary of progress to date, shown against the tasks in the Neighbourhood Partnership Plan for which the group has responsibility.

2. Cycle Stands

The group has compiled and submitted to Bristol City Council Highways a list of locations for further cycle stands in our area. BCC is currently installing additional cycle stands as part of their overall cycling provision, provided there are existing public off-road spaces that can accommodate them.

There are some locations where there would be space for cycle stands in front of shops etc, but where the space is privately owned. Locations on Cotham Hill and Gloucester Road have already been suggested. Businesses can already apply for free stands (from Life Cycle), but have to pay for the cost of their installation. We would like to propose allocation up to £1000 of CIL development money to be awarded to businesses to cover the installation cost of cycle stands on their forecourts. Awards would only be made if the landowner signed an agreement that the stands could be used by any member of the public, not just their own customers. A limit of £200 per installation is suggested. This kind of agreement has successfully been used by the Henleaze and Westbury-on-Trym NP for such a scheme. We will not know the potential uptake until the scheme can be publicised after approval, so this allocation will allow interest to be gauged.

3. Traffic Choices road-related issues

Traffic Choices is the Bristol City Council website, trafficchoices.co.uk, used to track road-related issues and associated works. Progress on road schemes chosen for implementation by our Neighbourhood Committee is shown on this website, as well as problems that have been logged and progress towards solving them. It does not show schemes supported by other funding sources, such as Department for Transport, Cycle Ambition Fund or Casualty Reduction budget.

3.1. Minor Signs and Lines

At the last Neighbourhood Partnership meeting, £2000 was approved for spending on Minor Signs and Lines in 2015/16. Schemes estimated to cost £850 had already been identified.

The group agreed to allocate a further £150 from the Minor Signs and Lines budget on Traffic Choices Issue 952, to put advisory white lines to discourage parking near the junction of Longmead Avenue and Highfield Grove. This brings the total allocated from this budget to £1000 from the £2000 approved.

3.2. Minor Works

Traffic Choices Issue 944 identifies the need for dropped kerbs to be installed at the junction of Cambridge Road and Clevedon Road. This can be done without needing a traffic order, so can be requested of BCC as Minor Works. The Sustainable Travel group requests that the Neighbourhood Committee approve spending £750 on these dropped kerbs from its remaining 2015/16 spending limit of £3000.

3.3. Road Schemes

Several years ago, BCR NP chose a BCC Highways scheme (Traffic Choices Issue 636) to increase the amount of parking on Gloucester Road. However, on further investigation by highways engineers, the scheme as approved turned out to be impossible, mainly because of the existing bus and cycle lanes. The original proposal was made by the Gloucester Road Traders Association, when it was more active than at present. We request that the Neighbourhood Committee allows BCC Highways to reallocate the £6000 allowed for this scheme to other future road schemes in our area. It is likely that there will be a future capacity review of Gloucester Road in connection with the Cribbs Patchway New Neighbourhood.

4. Walking

The group had explored the possibility of finding leaders prepared to promote walking for health, and had identified the training that would be available from BCC for walk leaders. However, given the limited voluntary resources of our group, it was agreed our efforts should rather be spent on ensuring a better walking environment for all.

One of the group's NP Plan items (2.3.3.2, see section 6) is to work with other organisations to promote Active Travel. For this reason, we would like BCR NP to join a new alliance, as described below.

4.1. Bristol Walking Alliance

The Bristol Walking Alliance is a new consortium of organisations and individuals campaigning to improve Bristol's walking environment. BWA believes that walking needs a stronger voice, alongside the voices for motorists, cyclists etc. The current members are Bristol Civic Society, Bristol Ramblers, Greater Bedminster Community Partnership, Living Streets, Sustrans, University of Bristol (SHINE Health Integration Team). Their current manifesto is included at the end of this report and tells you more about what BWA is campaigning for.

The Sustainable Travel group requests that BCR NP should agree to join BWA, on the basis that we endorse their manifesto and agree to be publicly named as a supporter. We are already involved in the two areas on which the BWA manifesto asks Neighbourhood Partnerships to take action - to draw up local walking strategies and to support improvements to the walking environment.

5. West of England Joint Transport Study

There is currently a consultation being carried out by the four local authorities in the Greater Bristol area about future housing and transport developments over the next 20 years. We have the opportunity to comment on the key principles that will guide the Joint Transport Study. We are currently drafting a response and hope to have it ready to propose for approval by BCR NP at the open forum section of this meeting.

6. Progress in relation to Neighbourhood Partnership Plan

		Task ID	Task Description	Priority	Progress
2 Traffic and Transport (Keep Bristol Moving)					
<i>We want sustainable travel options and safer pavements and roads</i>					
2.1 Highways					
		2.1.0.1	Set up Sustainable Travel working group and hold regular meetings	High	Set up 2/6/2015, now meeting monthly
2.1.1 Promote road improvements					
		2.1.1.2	Identify problems and find solutions that can be negotiated with Highways as part of minor traffic or safety improvements	High	Regular meetings consider pending issues on Traffic Choices
		2.1.1.3	Investigate projects to improve road safety (including reducing speed)	High	Monitoring through Traffic Choices
		2.1.1.4	All working group members to learn to manage Traffic Choices website	High	Briefing received on 2/6/2015
		2.1.1.5	Identify projects that need close liaison with clrs, NP and officers. (Eg Colston's primary annexe, Dolphin school)	High	Waiting for Dolphin school proposals
		2.1.1.6	Influence prioritising of resurfacing and highways dressing schemes	Low	2015 schemes now complete
		2.1.1.7	Engage with other NPs to help shape ideas to tackle traffic impact of Filton Airfield (S Glos) development	High	Waiting proposals from BCC
2.2 Public Transport					
2.2.1 Promote local train network					
		2.2.1.1	Investigate improved signage to/from local train stations (Gloucester Rd/ Whiteladies roads etc) and publicising train provision	Low	
		2.2.1.2	Support potential local rail improvements including Henbury Loop and Ashley Down station	Low	To be included in Joint Transport Study response
2.2.2 Protect and improve bus routes and service					
		2.2.2.1	Ensure forums are a place to enable local people to campaign for the preservation of (or lobby for new) bus routes and improvements to the service	Low	Awaiting BCC Supported Service Contract review
2.3 Safe and responsible road behaviour					
2.3.1. Protect safety of pedestrians and cyclists					
		2.3.1.1	Action days with the police at 'hotspots' Agree process with Police. 1 per annum	Low	Road Safety Action Day carried out 11/05/2015. Police action continues.

		2.3.1.2	Communicate (and work) with identified schools to deal with parking problems and work on educating parents about parking	Low	Meeting with Brunel Fields PSA
		2.3.1.3	Action with PCSOs - cycling on pavements. 2 per annum	Low	<i>Included in 2.3.1.1</i>
		2.3.1.4	Investigate signage and other 'minor' actions to reduce nuisance and speeding	Low	Vehicle Activated Sign now on Ashley Down Road
		2.3.1.5	Investigate education and safety programmes for cyclists	Low	
	2.3.2 Tackle dangerous and antisocial behaviour of all vehicles including cycles				
		2.3.2.1	Grow Speedwatch programme in NP	Low	Speedwatch occurs regularly, but more volunteers needed
		2.3.2.2	Work with police to identify possible 20mph enforcement activities	Low	See 2.3.2.1
		2.3.2.3	Sustainable Travel Working Group to identify potential capital projects for speed reduction	Low	See 2.1.1.2
		2.3.2.4	Encourage residents to use Traffic Choices (a Bristol City Council website) to highlight problem areas re speeding and antisocial driving and cycling	Low	Residents must report via BCC Officers
		2.3.2.5	Problem parking on pavements. Education and enforcement of problem parking.	Low	Parking Action Day carried out 6/8/15. More work planned
	2.3.3 Promote increased number of active travel journeys				
		2.3.3.1	Promote and enact the BCR walking strategy	High	Initial meeting held 5/8/15
		2.3.3.2	Promote Active Travel with other organisations	Low	Request to join Bristol Walking Alliance
		2.3.3.3	Promote safe cycle routes and provision of facilities eg cycle stands	Medium	Money requested from BCC for hazardous Zetland junction
4 Quality of Life, Families, Younger and Older People (Vibrant Bristol)					
	4.1 Health				
	4.1.1 Identify and reduce barriers to a high quality of life for all sections of the community				
			Highlight air pollution caused by traffic?		
	4.1.2. Promote healthy activities				
		4.1.2.1	Promote and enact the Walking Strategy	High	See 2.3.3.1

Bristol Walking Alliance - manifesto

Goal

Our goal is to make Bristol the best city for walking in the world. We want to create an environment for those on foot that is:

- **welcoming** – with well-maintained and generous pedestrian space in attractive surroundings
- **safe** – designed to be safe and to feel safe from risk of accident or attack
- **convenient** – with direct routes that are free of unnecessary impediments
- **inclusive** – usable by all regardless of age, gender, financial circumstances or level of fitness.

Spending

We want transport expenditure on improving the walking environment to be clearly identified and to increase by 10% a year.

Actions required

(1) West of England Local Transport Body

Direction

- **strategic guidance** – (Joint Local Transport Plan 3 2011-2026 and supplementary guidance on walking; emerging Joint Transport Study). Retain the pedestrian as top transport user priority and give this more meaning. When reporting progress, include a report on progress in improvements in walking.
- **set a target** for an increase in walking, and a supporting indicator for maintenance of pedestrian routes

Delivery

- **investment in pedestrian-friendly schemes** – eg projects to reduce through traffic, and create better pedestrian crossings and interchanges (including new bridges over waterways).
- **pedestrian benefits from other schemes** – assess impact of all transport schemes on pedestrians and seek maximum benefits. Create new public rights of way and public open spaces where possible. Integrate walking with public transport, or as ‘park and stride’.

(2) Bristol City Council

Direction

- **strategic guidance** – update Bristol’s Walking Strategy, and report regularly on progress against it
- **set targets** for the five years to 2021, measure baselines and report progress:
 - number of walkers – 10% increase in numbers walking to school; to work; on day-to-day business; and for recreation (residents and visitors separately)
 - frequency and length of walks. 10% increase in the numbers walking for at least 30 minutes five times a week (a long-standing Government target).

- satisfaction. 10% increase in numbers reporting satisfaction with the walking environment
 - road accidents. 10% reduction in the number of accidents involving pedestrians.
- **Walking Champion** – appoint a senior council officer to bring together action on health, transport, planning, neighbourhoods, education and business.
- **design guidance** – promote and implement guidance in *Street Design for All* and elsewhere to make routes easy to use eg wider pavements; pavement build-outs; informal crossing-points; less clutter; good lighting and sight lines; seats; toilets.

Delivery

- **planning controls** – consider impact of planning proposals on pedestrians. Ensure major new schemes are ‘permeable’, with good walking routes. Use developer contributions (Community Infrastructure Levy and s106 agreements) to obtain improvements for walkers.
- **better traffic management in city centre** – reduce through-traffic; remove the most polluting vehicles; more car-free routes; follow guidance in *Street Design for All*
- **better traffic management in residential roads** – eg 20mph zones; fewer ‘rat runs’; pocket parks, cars as ‘guests’.
- **footway maintenance** – repair defects, clear snow and ice on busy routes.
- **enforcement** – take action on speeding, pavement obstructions, and illegal gating of alley ways.
- **better signage** – integrated signing, mapping and online tools. Updated Legible City.
- **‘showcase’ routes and areas** – eg central area ‘living heart’; commuter route; recreational route (Harbourside?); public urban space (the Triangle?); public green space (the Downs?); quiet routes.
- **encouragement** – a sustained and well-branded city-wide programme to raise the profile of walking with residents, employers, schools and universities.

(3) Neighbourhood Partnerships and local community groups

- **strategic guidance** – draw up local walking and public realm strategies in line with the Bristol Walking Strategy
- **improvement schemes** – undertake/support schemes such as ‘pocket parks’ that improve the walking environment

(4) Property owners/developers/managers

- **pedestrian-friendly schemes** – take account of the needs of those on foot in existing and proposed schemes. Encourage public access where possible. In larger housing developments, design in a pedestrian-permeable network from the start.
- **new public rights of way and public open spaces** – create/dedicate these where possible and appropriate.
- **toilet facilities** – allow public use where possible.

(5) Transport operators

- **pedestrian-friendly schemes** – provide seating, shelter, signs and maps.

(6) Individuals and streets

- **involvement** – suggest street improvements and report problems.
- **footway clearance** – avoid obstruction with bins, plants/trees, or vehicles.