

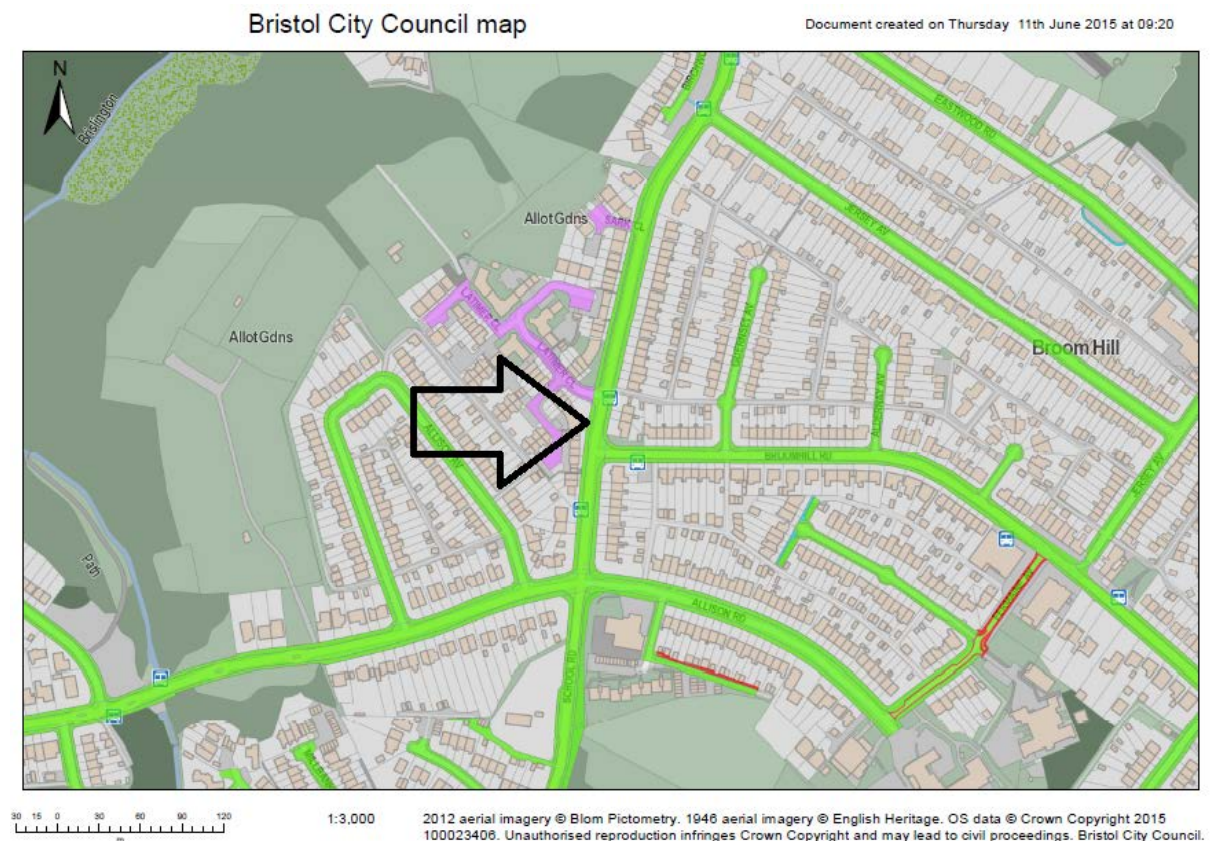
Section 106 Investigation – Greater Brislington Neighbourhood Partnership

08/01798 / Birchwood Road Prefab Site, Broomhill / ZCD...938

Current Funding Available: £21,328.35 to be spent by 10th September 2015

Purpose of Contribution: Improvements to public transport corridors and infrastructure in the vicinity of the development

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Introduction:

The following is a summary of possible bus stop upgrade options that fall within the remit of the above Section 106 agreement. The pinpoint extract above illustrates which bus stops in the vicinity could potentially be upgraded. “Best Value” should be considered when deciding how to maximise the good that a potential upgrade can deliver. As a rule those stops that serve inbound passengers (journeys towards the city centre) tend to represent more good value as statistically greater numbers of passengers will receive a benefit from any potential upgrade delivered. Furthermore those stops that have a higher number of registered departures would also represent good value. For the area in question the number 1 service is the most important strategic route delivering the vast majority of registered journeys. Attached to this document is information for the departures from each stop. This report is for information only.

Option 1:

Guernsey Avenue (W) - (Old Name – Broomhill Road/School Road) – 0100BRA10432



Key facts

- Three services depart from this bus stop shelter: The number 1, a very frequent service, serves Brislington, Totterdown, Redcliffe, the City Centre, College Green, Clifton, Henleaze, Westbury on Trym and Henbury before terminating at Cribbs Causeway. The number 513 is an infrequent spilt service that operates to either Knowle Broadwalk shops or Brislington Square.
- There are 96 departures each weekday, 59 departures on Saturday and 29 departures on Sunday from this stop. In total there are (480 + 59 + 29) 568 departures per week from this stop. Of the 568 departures - 557 journeys are inbound on the number 1 service with the remaining 11 journeys being local on the 513 service.
- Bus shelter and bus cage already in situ providing the necessary physical space for potential upgrades.
- Due to the presence of a bus shelter at this site there is less likely to be issues experienced at the public consultation phase.

Option 2:

Broomhill Road (N) – 0100BRA10450



Key Facts:

- Three services depart from this bus stop: The very frequent number 1 service that is very near the conclusion of the route going on to terminate at Whitmore Avenue in Brislington and the infrequent 513 and 514 that serve Knowle Broadwalk Shops and Brislington Tesco's.
- There are 90 departures each weekday, 56 each Saturday and 31 departures on a Sunday. In total there are (450 + 56 + 31) 537 departures from this bus stop each week. Of those 537 departures 527 are outbound on the number 1 service which terminates soon after with the remaining 10 journeys being local on either the 513 or 514 service.
- There are spatial constraints that would make the installation of a DDA compliant raised kerb difficult. These include the vehicle access ways present before the bus stop pole and flag and the new housing now present at the site.
- Installation of a bus shelter at this site would not be cost effective given that the number 1 service terminates shortly after this stop therefore yielding very small numbers of passengers waiting to depart. There will be passengers that wait for the 513 and 514 service to use local amenities in Knowle and at the Tesco's in Brislington, however these make up a small number of departures and are not regular enough to provide good value.

Option 3:

Broomhill Road (S) – 0100BRA10919



Key Facts:

- Two services depart from this stop: They are local services – the 513 to Brislington Square and the 514 that goes a little further to Brislington Tesco's.
- There are 12 departures from this stop all of which operate on weekdays. The 513 operates on Tuesdays and Thursdays only whilst the 514 operates on Monday, Wednesday and Fridays only.
- Installation of a bus shelter at this site would not be cost effective given the very small number of departures from this stop.
- There are spatial constraints that would make the installation of DDA compliant raised kerb and/or shelter difficult. There is a vehicle access present before the stop and a pedestrian access to 159 Guernsey Avenue in the area which would be affected by a raised kerb and platform.

Conclusion:

The investigation focused on the 3 nearest bus stops to the development as these stops are the most likely to receive use from those residents within the new development. In terms of cost benefit analysis it is clear that investments in upgrading Option 1 would yield the greatest positive impact. This stop yields the greatest numbers of departures to the greatest number of destinations. As a consequence many more people would use this stop than the other 2 stops that are the subject of this investigation. As the site already has a shelter in situ the physical scope to install a high quality modern bus shelter is already available. Issues with consultation will again be limited given a shelter already exists in this location. As well as a new high quality modern bus shelter the site could also benefit from a DDA compliant raised kerb and safehaven, making boarding and alighting easier, and a Real Time Information unit that informs passengers when and what bus service will next be arriving at the stop. Furthermore, if possible a litter bin could also be provided. If these improvements were undertaken the many passengers who use this bus stop would benefit from a superior waiting experience.

Although there might be some merit in upgrading options 1 and 2, the physical constraints present and the relatively low numbers of passengers served do not equate to value for money in comparison to the potential upgrade of Option 1. It is therefore the recommendation of the Sustainable Transport Infrastructure team that the Section 106 monies attributed to this development would be best used upgrading Option 1. This could feel counter intuitive as the stop itself is located on BroomHill Road and not on Birchwood Road, however, of the 3 nearest stops within the vicinity the facts clearly bear out that an upgrade of this stop would create the best value. An upgrade of the site as detailed above would cost in the region of £30,000. This would pay for the shelter, construction materials for the raised kerb and platform, the Real Time Information unit and litter bin as well as civil engineering costs, RTI installation costs and administrative costs associated with the upgrade. The section 106 **08/01798 / Birchwood Road Prefab Site, Broomhill / ZCD...938** of £21,328.35 would help in making this upgrade a reality. The Sustainable Transport Infrastructure service could fund the shortfall of approximately £9,000 - £10,000 necessary to perform the work.

It has come to our attention only recently that we will need to act quickly to use the Section 106 funding currently available. Naturally, a discussion will need to take place regarding our suggestions. Please feel free to contact me regarding the proposal should you wish to know more. My details are at the top of this document.

Thanks

Thor Sever.