

BRISTOL CITY COUNCIL

Place Scrutiny Commission

23 October 2014

Report of: Peter Mann - Service Director, Transport

Title: Transport Policy Context

Ward: Citywide

Officer Presenting Report: Peter Mann

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RECOMMENDATION

To note the content of this report as a wider context for the other transport reports presented to this Commission.

Introduction

The reports included on the agenda for this Place Scrutiny Commission should be considered within the wider context of the high level transport strategy encapsulated in the Joint Local Transport Plan 2011-26 (JLTP3). JLTP3 has been adopted by all four of the West of England authorities; the vision is for: “an affordable, low carbon, efficient and reliable transport network to achieve a more competitive economy and better connected more active and healthy communities”.

Some of the key principles contained within the JLTP3 include:

- Creating a transport system that recognises the whole door to door journey; integrating modes such as walking and cycling with public transport.
- Developing a transport system where both bus and rail play their part - where buses serve the movements around and within towns, cities and rural communities and where rail serves both short and longer journeys;
- Promoting marketing, through ticketing, timetable coordination and interchanges to make public transport more desirable than the private car;
- Introducing demand management measures to encourage people to use lower carbon forms of transport.

Key challenges

Air pollution – Much of inner Bristol is covered by an Air Quality management area where Nitrous Oxide and particulates levels are often too high. A recent study suggested that 24 premature deaths of Bristol residents could be attributed to transport related air pollution in 2010, compared to only 9 for road collisions.

Traffic volumes and congestion – Around 106,000 cars come into the Bristol city area, and 94,600 into the city centre every day. The road network is not designed to accommodate these sorts of volumes and congestion is the result, especially but not exclusively at peak times. This congestion impacts on the economy, the public realm, air quality and the city's reputation and severance affects local communities.

Road safety – Despite the fact that road collisions are reducing, there are real and perceived dangers to vulnerable road users which affect people's travel choice and lifestyle. A common example is parents driving their children to school because they are fearful of their children walking and cycling. It is important to recognise that perceptions of road safety are every bit as significant as reality in influencing behaviour.

Growth – At least 26,000 new houses are expected in the city between 2006 and 2026. More than 20,000 houses are also expected in each of our neighbouring authorities of North Somerset and South Gloucestershire. The Temple Quarter Enterprise Zone aims to create 17,000 new jobs in the heart of the city and the Local Enterprise Partnership is aiming for 95,000 jobs across the region. The travel demand associated with this growth is one of the biggest challenges for the city and sub-region, although this creates an important opportunity to minimise impact on the network by promoting mass transit solutions such as MetroBus and local rail.

Healthy lifestyles - Half of all adults in Bristol are insufficiently physically active to maintain good health and nearly a quarter are obese. The worst effects air quality, road safety and inactivity of appear to be amplified in the most deprived communities. However, more adults in Bristol commute to work by bicycle or on foot than in any other Local Authority in England and Wales and cycle use has almost doubled, up 94%, and walking has increased by 40% between 2001 and 2011.

Key approach

Working in partnership – We will continue to work with our neighbouring authorities as we have done successfully on major projects such as the Greater Bristol Bus Network, MetroBus and MetroWest and important programmes such as the Local Sustainable Transport Fund (LSTF) and Cycle Ambition Fund. We are also harnessing the expertise of local organisations such as Sustrans and UWE and working with the Local Enterprise Partnership to make the investment case at the national level.

Demand Management – The programme of residents' parking schemes is removing thousands of commuter cars from residential streets in central Bristol as well as reducing pressure on the road network at peak times. Other benefits include reducing circulating traffic and consequent air pollution in residential areas, improving the attractiveness of

walking and cycling and providing more space for visitors, including to shops and other businesses, supporting the local economy. Parking management, by price and/or availability, is a key component of any sustainable urban transport policy and sits alongside investment in public transport, walking and cycling.

Creating safe environments - 20 MPH, Cycle Ambition Fund and LSTF schemes will improve perceptions of safety and create more pleasant environments for cyclists and pedestrians around the city.

Major Schemes – Projects such as MetroBus and MetroWest offer a step change in public transport provision across the Bristol area.

Temple Quarter Enterprise Zone - will see £21m of investment, focused on enabling the success of the zone through infrastructure investment, travel planning and remodelling of Temple Circus.

Bus improvements – Within a deregulated local bus environment, a great deal of reliance is placed on effective partnership working with the principal operator First Group and other local operators in order to help promote public transport use further. Better Bus Area Fund and the LSTF represent around £6m to improve local buses including new routes such as the X1, and better stops, improved journey experience and better Real Time Information. Smart and integrated ticketing is well advanced and should be rolled out citywide within the next few months.

Supporting rail investment – Alongside the MetroWest proposals which have been allocated funding within the West of England LEP devolved funding arrangements, other rail investment directly by Network Rail such as the electrification of the railway from London and the four-tracking of the Filton Bank and by First Great Western on station and service improvement is being supported via the West of England Heads of Transport.

Promotion and behaviour change – Green Capital and the LSTF programme present the opportunities to 'lock in' the benefits of infrastructure investment. We are working with employers, especially in the RPS and enterprise areas, schools and the universities on a range of initiatives and providing better information through TravelWest.info. The LSTF community and Green Capital Grants will provide communities with an opportunity to identify and implement their own solutions to local transport problems through neighbourhood working.

Network Management – We continue to invest in network management, intelligent transport systems technology and have recently adopted a protocol for utilities providers and the council to better manage roadworks.

Quality Assurance – An internal QA process ensures all interests are taken into account when schemes (transport and other public realm) are brought forward – this includes cycling, pedestrian, public transport, road safety, maintenance, and public realm.

Programme

The Greater Bristol area is now experiencing a period of perhaps the biggest transport investment in living memory with in excess of £400m expected to be spent up to 2020, with major public transport, public realm and walking and cycling infrastructure working in tandem with behaviour change and promotional activities transforming transport in Bristol.

Programme	Project	Capital	2012	2013	2014	2015	2016	2017	2018	2019	2020	2020 >
Metrobus	Ashton Vale Temple Meads	£50,000,000										
	North Fringe to Hengrove	£170,000,000										
	South Bristol Link	£45,000,000										
MetroWest	Phase 1	£55,000,000										
	Phase 2	£45,000,000										
RIF	Temple Quarter Enterprise Zone	£21,000,000										
CAF	Avon Promenade	£11,000,000										
Bids	LSTF West / LSTF 2	£6,000,000										
	City Wide 20MPH	£2,000,000										
	Residents Parking Zones	£8,000,000										
	Clean bus technology fund	£500,000										
		£413,500,000										
	Great Western Route upgrade											
	Intercity Express Programmes											

Estimated transport investment and timelines.

Consultation

Internal

This report is a factual update and as such requires no separate consultation.

External

This report is a factual update and as such requires no separate consultation.

Proposal

N/A

Other Options Considered

N/A

Risk Assessment

This report is a factual update and as such requires no separate risk assessment.

Public Sector Equality Duties

N/A

Legal and Resource Implications

There are no Legal or Resource implications related directly to this report.