

Transport and Connectivity Policy Committee

24 October 2024



Public Forum

The following Public Forum items have been received for the Transport and Connectivity Policy Committee on 24 October:

Public Forum Questions

Questions 1, 2, 3 - Nicholas Davies:

Question 1 - Portway CRSTS scheme

Question 2 - Use of CRSTS funding for bus lanes

Question 3 - City centre consultation proposals - traffic suppression

Question 4 - Martin Rands: Metrobus AVTM, Avon Crescent

Questions 5, 6, 7 - Councillor Tim Kent: CRSTS Strategic Corridors (A4018/A37 Southern Section) scheme proposals

Questions 8, 9, 10 - David Redgewell:

Q8 - Facilities for scheduled service coaches

Q9 - Ferry services

Q10 - Bus services, possible quick improvements

Question 11 (a.-c.) - Robert Harrold: Active travel / City Centre Framework - a Strategy for Movement and Development

Please note: The views and information contained within the public statements are those of the individuals concerned and not of the Council.



Public Forum Questions

Question 1: Nicholas Davies - Portway CRSTS scheme

At the committee meeting on 11 July, the Head of City Transport (HCT) informed the Committee that Active Travel England (ATE) had found no "critical fails" on the Portway CRSTS scheme. I attach ATE's Route Check which lists 27 "critical issues"; including a lack of provision for cycling at the proposed crossings, need for more controlled crossings for walkers and cyclists, separating people cycling and walking, a buffer and more. Why did the HCT not mention these 27 critical issues on 11 July, Why did he give the Committee the impression ATE approved the scheme with minor issues. Will the Committee instruct Officers to redesign the scheme to take account of these 27 critical issues. Why was a scheme with a cycle track designed with crossings for pedestrians only, not cyclists as well?

Officer Response: Active Travel England provided an initial assessment of the scheme. This assessment highlighted 27 issues that ATE listed as Critical Issues. Officers reviewed these issues and were confident that none of them were issues that would materially impact the overall scheme concept hence the response given. A number of issues were raised on the basis of incorrect assumptions around traffic flows, others required changes to structures that were outside of the scope of the project and there were requests for new crossings that were not felt to be appropriate or affordable as part of the project. The project team also took on board some of the comments raised and made changes where appropriate including changing some crossings to toucan crossings. I believe the responses from BCC to ATE comments which set out these changes were provided with the FOI but if not a copy can be provided. Separating pedestrians and cyclists was not listed as a critical issue, contrary to the assertion in the question, as a shared path is acceptable under LTN 1/20 in this location due to the very low pedestrian and cycle flows along the Portway.

Question 2: Nicolas Davies - Use of CRSTS funding for bus lanes

Bristol is using its CRSTS funding to build bus lanes. What evidence do you have that building bus lanes leads to higher bus usage. In the City Centre scheme, you've reallocated space away from cars to buses but not substantially to bikes or pedestrians. Do you accept build it and they will come applies to cycle lanes (masses of evidence, eg Baldwin St). Why do you think it applies to bus lanes (no evidence). You will be aware both the Leeds University study and Transport for London confirm buses are a complicated system (unlike cycling and walking which are simple); routes, fares, services, frequencies, operations etc and there is no evidence bus lanes increase usage. Please name a city where building bus lanes has worked significantly to increase bus use?

Officer Response: The Leeds University evidence cited indicates that there are significant benefits to bus lanes. The "evidence" cited previously regarding TfL was referenced as "*Obtained privately August 2024*" with no further detail provided, hence we are not aware of what this might refer to. Clearly the bus network is a complex system, so is the walking and cycling network and the rest of the transport network. There are myriad factors that influence decisions on what transport mode people take, bus lanes are one of those factors. What we do know from assessing Bristol is that the approach taken over the last 10 years has seen increasing bus patronage, one of very few authorities bucking the national trend and in the top 10 of authorities nationwide, and increasing walking and cycling mode share - the highest of the core cities.

These can be directly attributed to the GBBN investment, which met its 10-year objectives in 18 months – partly due to the introduction of Residents Parking Zones at the same time – and the Metrobus schemes which continue to drive growth in patronage. There are lots of projects and factors, from fares to petrol and parking prices, that have influenced this including bus lanes and it is not possible to try and assign specific impacts to any one of them. COVID changed movement patterns a lot but we now look to be back to pre-pandemic levels of bus patronage. Cycling numbers dropped significantly after COVID most likely due to people working from home and the increased availability of workspace parking. Infrastructure is not the only issue that drives cycling numbers, the quality and availability of other modes are also key drivers. We work closely with bus operators who are best placed to assess the importance of bus lanes and they constantly ask for more priority and cite the benefits in enabling more frequent and reliable services.

In short, considering the evidence available, it's clear that bus lanes implemented across Bristol have worked significantly to increase bus use.

Question 3: Nicholas Davies - City centre consultation proposals - traffic suppression

There is very limited traffic suppression in the current City Centre Consultation proposals, Bedminster Bridges being an honourable, welcome, exception. Next to none in the A4 Portway or A37 Wells Road proposals. If you don't suppress traffic, or do demand management, you won't have the passenger demand necessary to run numerous buses in your new bus lanes. If you do suppress traffic you don't need the bus lanes. Are these schemes doomed to fail until you make driving, and parking, less easy, quick, convenient and cheap (relatively)? And once you do that you don't need bus lanes. Please just do the cycling and walking, which will work, on their own; no need for anti car measures.

Officer Response: Bristol Bridge was closed in 2020, this reduced motorised car traffic volumes significantly across the city centre area. The proposals are taking advantage of that motorised car traffic reduction in many places. Capacity is being removed on Bond St, Temple Way and through Cabot Circus as well as at Bedminster Bridges as mentioned. Other schemes in the CRSTS programme are also removing motorised car traffic capacity to increase sustainable transport provision in the city centre, notably the bus lane extension in the city centre and the reallocation of bus lane road space to segregated cycle lanes on Victoria St. The A4 Portway scheme significantly reduces motorised car traffic capacity in a number of locations to prioritise public transport. We are also bringing forward previously consulted proposals to change the Triangle and Park St and prioritise sustainable modes at the expense of motorised car traffic. During the same period the council has significantly increased parking charges at car parks, on street and most recently for residents parking permits to encourage more sustainable transport modes as well as starting work on a workplace parking levy. Not everyone can walk or cycle easily. The council has to provide a transport network that works for all users and balances the needs of all appropriately with due note to national and local policy.

Question 4: Martin Rands

In March 2014 Metrobus AVTM was given planning consent. At least two of the planning conditions attached to this long-completed project have never been satisfied. Planning amendments have been brought forward five times. Three times they were withdrawn at the last minute, and two times amendments have been heard by the development control committee, but were unanimously

refused. When will these two outstanding planning conditions to create a shared space at Avon Crescent, and to replant the trees at Avon Crescent that were felled for the Metrobus scheme, be satisfied please?

Officer Response: Officers are considering options for what can be done on Avon Crescent within current guidelines. The existing planning conditions will be considered as part of this process.

Question 5: Councillor Tim Kent

Re: agenda item 8 - CRSTS Strategic Corridors

Why was the right-hand turn ban proposal from Hengrove Lane onto Wells Rd ignored and not included in these proposals?

Officer Response: Recognising the concerns that were raised at the public consultation stage around modifications to this junction and the potential impact of displaced traffic, we have sought to minimise the movement restrictions to facilitate the new pedestrian crossings. This included removing the proposal to ban the left turn from Wells Road into West Town Lane.

Question 6: Councillor Tim Kent

Re: agenda item 8 - CRSTS Strategic Corridors

How many vehicles turn right from Wells Rd into West Town Lane daily, as per the recent traffic counts for this proposal?

Officer Response: Traffic counts have established that around 800 vehicles make the right turn from Wells Road into West Town Lane from 0700 to 1900.

Question 7: Councillor Tim Kent

Re: agenda item 8 - CRSTS Strategic Corridors

What time savings are projected to be made for the 376 bus timetable with 12hr bus corridors on the southerly and northerly sides of the A37 south of West Town Lane (please give the details for both directions including peak and off peak times)?

Officer Response:

Northbound savings = AM 2.6m, Interpeak 0.9m, PM 1m

Southbound savings = AM 1.4m, Interpeak 1m, PM 2.4m

This project is part of a whole corridor project and bus time savings should be viewed accumulatively across the whole corridor. As well as journey time savings, bus lanes also provide punctuality and reliability benefits.

Question 8: David Redgewell

With the city centre and Broadmead Transport and connectivity study and the Regeneration of Broadmead shopping centre/Bond Street shopping centre, **what provision is being made by the western Gateway Transport Board, west of England mayoral combined transport Authority and Bristol city council to provide facilities for both scheduled service coaches?** i.e. National Express coaches limited/ Flixbus coaches and megabus Scottish City link coaches and Tourists coach parking. In central Bristol, the present Marlborough street bus and coach station is too small for the level of coach and Regional bus service, Is there still a plan to provide a station at the End of Newfoundland road within Cabot Circus.

Officer Response: There are no current proposals for a coach station at the end of Newfoundland Road. The City Council is working with coach operators to make on street provision for coach services. As the Council is neither landlord or tenant of the current bus station, we cannot effect a change to current usage but would support the maximisation of space available for scheduled coaches and are pleased to see that Flixbus is now using the Coach station. Additional Coach parking for tourist coaches is being considered in the plans for the wider development of the City Centre/Broadmead area.

Question 9: David Redgewell

With the study of Bristol Harbour and redevelopment of the waterfront and working with West of England mayoral combined transport Authority and Bristol Harbour Authority, **what discussions are taking place with The Bristol Ferry Boat company and boat 7 to improve and increase the Ferry services from Hotwell Bristol city centre, Bristol Temple meads and the Netham/ St Anne's?** Including working with company's to improve accessibility to the Ferry Terminals and boats for passengers with reduced mobility and partly sighted and integration of the services with Bus services services at Hotwells, Harbourside, city centre, castle park Bristol Temple meads station and the Netham with through ticketing.

Officer Response: Water transport is being looked at as part of a more significant piece of work, including routes and associated costs. The companies who currently operate within the Harbour will be involved in any engagement in the future.

Bus to ferry through ticketing is a longer-term aspiration but will follow work on achieving better bus/bus and bus/rail ticketing integration, work that is being led by the Combined Authority.

Question 10: David Redgewell

With Cuts to Bus services causes a lot of Hardship with people being unable to get to work, school College university Heath provision, Hospitals and Basic food shopping centre.

With service 19 being withdrawn in Evening on the Bath spa bus and coach station to Bitton, oldland Common, Warmley, Kingswood, Hillfields, Staple Hill, Downend and uwe Bus station and Bristol Parkway station.

In the Evenings between Downend and uwe bus station and Bristol Parkway and no service from Uwe Bus station to stoke park Stapleton and Frenchay to Kingswood all day.

Service 90 Bristol city centre to Bedminster windmill, knowle imperial park and Hartcliffe. Being withdrawn when Transport buses clasped.

With no services from St Anne's park Brislington Hungerford road Knowle Hengrove hospital Imperial park Hartcliffe Bishopsworth Withywood.

Service 36.

And no bus services around parts Brislington and St Anne's park.

Will the bus service review jointly for spring 2024 working with the west of England mayoral combined transport Authority and North Somerset council bus service improvement plan area,

Is it possible to get some Quick improvements? - like Operating service 1 from Cribbs causeway bus station to Henbury Westbury on Trym Clifton Down station park street Bristol city centre Bristol Broadmead shopping centre Bristol Temple meads station to Arnos vale Brislington sandy Park Road via Wick road and St Anne's park Brislington Hungerford road school Road loop as 1 a.

Or service 77 from Henleaze via The Downs Clifton Down station park street Bristol city centre Bristol Broadmead shopping centre Gloucester road Montpellier station approach Horfield Common to Southmead hospital bus station.

Or service 43 from Cadbury Heath to Kingswood Town centre, St George Lawrence Hill Station Bristol Cabot Circus Bristol city centre Bedminster to Bishopsworth library to continue to Highridge common. Extra journey across south Bristol.

From Bath spa bus and coach station, Weston Newbridge Salford Keynsham Brislington, Hengrove, Bishopsworth Hartcliffe Bristol Airport.

To operate via Hungerford Road and Hengrove South Bristol Hospital to make a 30 min service across south Bristol.

Service 25 Bristol city centre St Paul's St Werburghs Eastville park Fishponds extension to Emerson Green Yate bus station Chipping Sodbury Wickwar Charfield Wotton under Edge and Stroud bus and coach station.

A proposal by South Gloucestershire county council, Gloucestershire county council and Stagecoach West. With some money from each of the local Authority's and West of England mayoral combined transport Authority

Or metro bus service M3 to Bristol Temple meads station Old Market Street Bristol Cabot Circus, Bristol city centre to Harbourside, Industry Museum Long Ashton park and ride to Hartcliffe and Hengrove hospital via Imperial park

So what public consultation stakeholders consultation with community's, Bristol Transport Board West of England mayoral combined transport Authority and North Somerset council passengers panel Banes South Gloucestershire county council and North Somerset council.

Equalities forums Public transport user groups / Bristol older people Forum

Bristol disability equalities forum and commission, LGBT community, women groups

Bus company's and railway company.

First Group plc West of England buses And First Group plc Greater Western trains company limited GWR.

Cross country train Arriva 1sq Capital.

Stagecoach West Big Lemon buses Euro coaches and buses A bus Rapt Bath bus company.

Over the proposal for a new Bristol city council / West of England mayoral combined transport Authority network for the Greater Bristol area using the clean air money.

Officer Response: With the assistance of the Combined Authority and stakeholder engagement, the City Council is currently reviewing opportunities to enhance the bus network in Bristol including the Task and Finish Group being led by Cllr Rippington. This may deliver some benefits in advance of

reporting from the Combined Authority on its Assesswest project. The Council will also be discussing with bus operators whether there are any commercial quick wins that can be delivered.

Question 11: Robert Harrold

a. The active travel provision in the proposed City Centre Transport Changes is significantly diminished compared to the agreed BCC strategy, particularly in respect of continuity of routes (*The City Centre Framework - a Strategy for Movement and Development, June 2020*). Why is this?

b. Are *The City Centre Framework - a Strategy for Movement and Development, June 2020* and 'Bristol public transport network vision' the basis for transport decision making?

c. If not, what is?

Officer Response:

a. The active travel provision proposed in the city centre project engagement is a significant step towards realising the aims of the city centre framework and other related documents. It is not everything that needs or could be done but necessarily has to focus on what is affordable and deliverable in the time and funding window available. We need to accept some degree of flexibility in our transport strategy and plans as conditions change, new information becomes available and policy shifts. It's not affordable or practical to produce detailed design work in support of transport plans which are there to provide a framework for our approach. Sometimes when we get into the design and stakeholder engagement process it becomes apparent that we need to make compromises and we strive to strike the right balance of priority between different modes and trip types.

Looking forward we are developing a Transport Movement Plan for the whole City which will draw together our existing mode and area based plans into one place to provide a clear picture of the council's strategy for improving conditions on the highway across the City over the next 5-10 years.

b. Yes they are part of the wider suite of documents that influence scheme development as well as others such as JLTP4, Gear Change, Bus Back Better, WECA Bus Strategy etc.

c. See above.