



**Report on behalf of:** Mayor's Congestion Task Group

**Title:** Recommendations from The Bristol Congestion Task Group

**Ward:** City Wide

**Officer Presenting Report:** Alex Perry, Transport Policy Advisor, City Office, Bristol City Council

**Contact Telephone Number:** 0117 357 3061

## **Introduction:**

This report from the Congestion Task Group (the Group) to the Mayor sets out a one-year long piece of work by the Group and makes recommendations to be taken forward. The report also highlights how the group has also used the opportunity to build relationships, become involved with policy development and offer challenge where needed. The presentation of this report marks the conclusion of the Group's remit as a City Office 'Task and Finish' group however, as the recommendations below state, there is still more to be done through the development of a 'Transport Board'.

## **Recommendations:**

1. That the Bristol Transport Strategy Objectives 1-15 (Appendix 1) are endorsed and then put out for public consultation in Autumn 2018 to be concluded by 31 October 2018.
2. That Bristol City Council commissions as a matter of urgency a Bristol Transport Plan which reflects the specific geographical and movement characteristics of the city, and which is based on transparent data and evidence.
3. That a 'Transport Board' is set up to independently monitor delivery and progress against the Bristol Transport Plan and set the strategic direction for all transport related matters.
4. That the 'Quick Wins' sub-group recommendations are given to Bristol City Council officers to be costed and prioritised – see Appendix 2 for the nine Quick Wins.
5. That the 'Communications' sub-group recommendations to establish a specific role of Transport PR Advisor to take a proactive and positive role on promoting Transport across the city and where relevant wider City region be implemented.
6. That the Mayor and Cabinet member for Transport and Connectivity continue to prioritise options for the movement of people on the key strategic corridors.
7. That the Mayor continues to work in partnership across the sub region, via the Joint Local Transport Plan to promote and deliver transport improvements.

# **Report from The Congestion Task Group To The Mayor of Bristol**

## **Background**

The Mayor of Bristol, Marvin Rees, established the Congestion Task Group with a wide range of stakeholders in May 2017. It was established as a Task and Finish Group with agreed Terms of Reference. Twenty individuals representing their organisations met on a monthly basis with guiding objectives including improving people flow across the city, supporting inclusive economic growth in Bristol and looking at innovative longer-term solutions to the city's transport challenges.

Initially it was envisaged that the Group would meet for twelve months and would prepare a series of recommendations on the City Centre Movement Plan, a Bristol Transport Plan, a 20-mph speed limit review and priorities for the region wide Joint Transport Strategy.

## **Meetings**

The main Group met monthly and in addition established three sub-groups: 'Quick Wins' chaired by Cllr Mark Weston, 'Technical' sub-group chaired by Peter Evans and 'Communications' chaired by John Hirst. The main Group received a series of presentations from both external groups and from officers of Bristol City Council to widen their knowledge and engage in debate. A list of the external organisations that presented is shown in Appendix 5.

A series of reports were drafted and then came to the June 2018 meeting for discussion and debate with a view to forming a consensus. With such a wide range of stakeholders, it was unlikely to result in complete agreement due to the broad range of views and challenging nature of congestion and its impact.

Each sub-group produced a report and recommendations. A short report from each sub-group is attached at Appendices 2, 3 and 4. The recommendations were agreed at the June 2018 meeting and form part of this main report.

## **Outcomes**

Beyond the formal recommendations made above, the Group worked with Bristol City Council officers to discuss and debate and offer opinion of numerous work schemes.

## **Bristol Transport Strategy**

The main focus of the work was on the Bristol Transport Strategy. Initially this was a Bristol Transport Plan and had numerous drafts and iterations. The City Centre Movement Framework was debated first and then the Plan. However, during the review process, it became apparent that a strategy was required before a detailed Plan. Therefore, the technical sub-group spent most of their time on the plan/strategy and helped shape the format of the document which as a Bristol City Council proposed strategy will go out to public consultation in Autumn 2018.

The Group also debated in some detail the objectives of the Bristol Transport Strategy that are to go out for public consultation. In total there are 15 objectives and they are attached in Appendix 1. They are summarised under the headings of (a) Citywide movement (b) City Centre (c) Corridors (d) Local Centres and (e) Neighbourhoods and Residential Streets.

Whilst the objectives are at a high level, the implementation will inevitably cause some conflicts hence the need for a detailed Bristol Transport Plan. The Strategy is a necessary first step but to enable delivery rapid progress must now be made.

Members of the Group felt strongly that a firm evidence base was required and for Bristol to move forward a Bristol Transport Plan with evidence based detail, deliverables and dates was urgently required. The Group felt that this was crucial to show that progress beyond a high-level strategy was indeed being made.

### **City Centre Movement Framework**

The City Centre Movement Framework was debated and following good engagement, changes were made to both the format and drafts of the document. This document then went out for formal consultation during April and May 2018.

### **Other**

The Group were informed and fed back on the planned 20mph review and the Clean Air Zone proposals and the planned consultation. They then gave feedback and suggestions on how they might be amended to get the best possible public engagement.

A smaller sub-group also met with senior staff from Network Rail and Great Western railway to understand the scope of the works on both local rail services and the forthcoming station works at Bristol Temple Meads. The works included the re-signalling scheme and the roof and canopy works. In addition, a meeting was held to further improve Bus / Rail / Ferry transport integration plans for Temple Meads and the Temple Quay re development.

Further benefits came from informal networking between a diverse range of stakeholders who often had differing viewpoints yet shared a common desire to improve connectivity and reduce the impact of congestion in the city.

## **Summary of Sub Group Recommendations:**

### **Quick Wins**

That the Mayor accepts the nine recommendations of the Quick Wins sub-group (as listed in Appendix 2) and, through the Cabinet Member for Transport and Connectivity, forwards them to officers to be costed and prioritised.

### **Technical**

1. That the City Council commissions as a matter of urgency a Bristol Transport Plan which reflects the specific geographical and movement characteristics of the city, and which is based on transparent data and evidence.
2. That the City Council gives consideration to how best to ensure that transport planning is

adequately resourced, with a focus on additional internal resources or, where appropriate, by commissioning works.

3. That any follow up group or Board has satisfactory technical support to allow independent consideration, and that this is properly resourced and supported and has the sufficient authority.

### **Communications**

1. That Bristol City Council have a role dedicated to Transport Communications promoting positive messages about Transport now and in the future.
2. That the focus should be on promoting a proactive relationship with the media stakeholders and the public moving away from specific resource/project allocation to articulating a shared vision for Transport.
3. That the vision and objectives of the Bristol Transport Strategy and the Joint Local Transport Plan are clearly articulated and communicated, and this shared vision is the golden thread which knits together the disparate policy areas.
4. That Bristol City Council provide timely positive accurate and relevant information in a manner which easy to read and understand.

### **Moving Forward**

The Group felt that there was more to be done and broadly supported the establishment of a Transport Board to operate at a strategic level to ensure that progress was delivered. There was a strong feeling that a Transport Plan was required and whilst focussed on Bristol needed to be closely aligned with sub regional and sub national bodies.

The Bristol Transport Plan was seen as an urgent requirement to plan implementation of schemes that delivered the proposed Bristol Transport Strategy. Additionally, the Group wanted to see continued work on progressing options for the movement of people on key strategic corridors.

There was much debate over the role of Bristol in the sub region and the potential for change with the developing regional bodies. The Group wanted to ensure that the Mayor and Member for Transport and Connectivity continued to work in partnership across the sub region, via the Joint Local Transport Plan, to promote and deliver transport improvements.

Reflecting on the work of The Congestion Task Group itself, the Group felt to maximise effectiveness such a Board needs a very clear purpose being clear on what additionality it brings, a defined remit, strong governance, a strategic focus and the ability to use sub-groups to focus on specific issues.

<b>Citywide Movement</b>
<ol style="list-style-type: none"> <li>1. Efficient movement of traffic around the city, with increased resilience of the network and minimised impacts of congestion and air pollution.</li> <li>2. On and off-street parking managed efficiently to encourage use of sustainable transport and tackle congestion, while providing options that support the city's economy, especially evening and night-time.</li> <li>3. Reduced excess lorry and van travel in the city (especially during peak hours), working with industry to find cleaner alternatives for the movement of goods.</li> <li>4. Public transport to be visibly integrated, convenient and reliable to enable people to move around the city in a more efficient way</li> <li>5. Walking to be safe, pleasant, accessible and the first choice for local journeys and combined with public transport for longer journeys.</li> <li>6. Cycling to be safe, simple, accessible and convenient, either as an option for the whole journey or as part of a journey combined with public transport</li> <li>7. More people making sustainable and healthy transport choices by improving engagement with communities, schools and businesses.</li> <li>8. New developments to be innovative in their approach to prioritise sustainable transport options and address the impact on the existing network.</li> <li>9. A resilient and well-maintained network to enable continuous movement of people and goods, using smart technologies.</li> </ol>
<b>City Centre</b>
10. A city centre that is accessible by active and sustainable transport and attractive to live, work and visit, enhancing its status as the foremost shopping and cultural centre in the South West.
<b>Corridors</b>
11. More efficient transport corridors to move the largest number of people in the space available
<b>Local Centres</b>
12. Supported and enhanced local centres and high streets, recognising that they provide key services and facilities, and can also be transport corridors and destination points for visitors.
13. Reduced impact of motorised traffic on local centres creating better public spaces that are more accessible by walking, cycling and reliable public transport.
<b>Neighbourhoods and Residential Streets</b>
14. Key facilities and services increasingly accessible to all citizens without the need to rely on a car.
15. Safer places to live by working with citizens to design and deliver measures to improve movement and liveability in our neighbourhoods

## Appendix 2

### Quick Wins Sub Group

The Quick Wins sub-group was established to look at suggestions from a variety of sources that could cut congestion, and improve people flow, quickly, and hopefully cheaply. In total 151 proposals were received from Councillors, experts and the results of the travel to work survey.

The sub-group was chaired by Councillor Mark Weston and the membership is shown in Appendix 6

We have limited road space in Bristol. Bristol road space is operating at capacity. We are looking for more efficient ways to use that road space and improve people flow across the city. Any proposed quick wins can help improve things but won't solve the problem.

The sub-group also wanted to ensure we had a good range of quick wins, which covered a range of modes, that included capital/revenue spend or could influence existing budget allocations. It is very important that the City as a whole takes on the issue of Congestion – it is not simply a Council problem. These quick wins can be delivered with partners but we also must ensure that the general public realise they too have a role to play in the choices they make and if we are to truly cut congestion it will require people to make different choices, more often. All quick wins and any transport investment should be linked to the emerging Joint Local Transport Plan and Bristol Transport Plan to show they are a contribution to the overall transport vision for the area.

After deliberation, our top 9 suggestions (in no particular order) are as follows:

- 1. Corridor Review** – Many suggestions refer to small measures that might help alleviate congestion, such as traffic light optimisation, but it was felt that rather than consider each in isolation that we should instead look strategically at an entire corridor. We would suggest that the A38 be considered first as a pilot as this would build on the South Gloucestershire Council review that looked at their portion of this arterial route. When considering this, and any other, corridor the review should include the following elements:
  - Traffic light optimisation, are these working at the right sequence to allow maximum flow into the city at peak times all along the corridor.
  - Bus Lanes, are they working properly and in the right place?
  - Parking, would a 'red route' designation in which parking is prohibited at peak times increase road capacity and flow.
  - Review effectiveness of protruding bus stops, although they do allow buses to retain their place in the traffic queue, they can also hold up all of the traffic behind them (including other buses).
  - Junction turnings, would restrictions on certain turning options help ease congestion in neighbouring roads? In addition, there may be scope to widen the road space to allow a turning lane at more junctions (such as with Kellaway Avenue) than currently exist.
  - Enforcement, it is believed that better enforcement of bus lane usage and parking provision would benefit the flow of people up and down the corridor.
  - Use intelligent monitoring of congestion to identify hotspots for focus of our information.
- 2. Bus Lanes: Policy update and review** - The members of the Congestion Task Group would like to get a better understanding/overview of Bristol's bus lanes in terms of policy, operation and enforcement. Are there any tweaks that can be made to the existing network to improve bus reliability and maximise people flow across the city?

3. **Review the appropriateness of pelican / zebra crossings** – In several key locations, such as the Triangle or Redcliffe Street, zebra crossings hold up the flow of traffic considerably as a steady stream of pedestrians trickle across the crossing. We believe that consideration should be given to converting these to button controlled pelican crossings to ease congestion and unnecessary car idling whilst still accommodating significant pedestrian/cycle movements.
  4. **Lines & Signage in Cycle Lanes** – Reviewing existing signs and lineage - In some cases cycle lanes are poorly marked and difficult to access. The example of the cycle lane over the Downs is cited. In this scenario cyclists use the road (where there are poor safe overtaking opportunities) whilst riding immediately adjacent to a joint pedestrian and cyclist path. If the path were better marked, signposted and easier to access then it would improve usage, increase safety and help traffic flow.
  5. **Waste Collection Restrictions** – Understand the possibility of restricting bin collections to side roads during peak periods.
  6. **Specific traffic Flow Issue on Black Boy Hill** – The junction has many failings and needs a review that looks at how to keep the junction clear, how to optimise the traffic lights at key times and how best to control the slip road for vehicle access.
  7. **Review of Procurement Rules** – The Council should add an extra criteria within its definition of social value when it considers bids and tenders from suppliers, for example whether the supplier has a motor vehicle use reduction plan.
  8. **Promoting Bus / Rail Interchange through maximising the potential of our existing rail facilities – (with WECA)** This includes better signage, information and connectivity. Proposals might include:
    - Bus stops adjacent to rail stations should bear the name of that station.
    - On-board information should indicate e.g. “Alight here for Montpelier Station”
    - In timetables for routes calling at that station its name should be mentioned in the timetable e.g. “Berwick Road for Stapleton Road Station”
    - There should be a rail timetable at each entrance to each rail station where it can be read by passers-by.
    - Ensure rail timetables at all bus stops adjacent to rail stations.
  9. **Lane Rental Scheme (with WECA)**  
DfT initiative launched end Dec 2017 - Licensing/charging for road works to help improve journeys and reduce congestion. <https://www.gov.uk/government/news/congestion-busting-scheme-to-benefit-millions-of-drivers>
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**Other shortlisted Quick Wins removed from above list but are or need progressing so noted here:**

#### **ALREADY PROGRESSING**

**Travel Plans** - Investigate planning conditions to enforce the development and use of travel plans for Employers and Schools, can conditions be attached to granting business parking permits.

**Overly wide pavement** – The Council has spent a lot of money in widening pavements. However it was felt that in some cases this has been carried too far and needlessly restricted road width to the point that two large vehicles can no longer safely pass each other. One example would be the Luckwell Road junction with Ashton Road.

**Secure Cycle Storage** – Ensure that adequate secure bike storage is provided at key transport interchange hubs and across the city as a whole.

## **PASS TO COMMS GROUP**

**Communications/Campaigns** – working closely with the comms group there are key messages that need to be communicated. Need to link all transport investments back to the Joint Transport Study/Joint Local Transport Plan/Bristol Transport Plan – part of a wider vision for the area, educate wider public on transport issues using facts and data. Need to ensure all transport investments include revenue as well as capital funding to inform people what is happening and the benefits.

This can also include a number of specific campaigns like:

- **Walk to work campaign** – We should look at a targeted campaign to encourage people to walk short distances to work.
- **Pavement Parking** – help reduce the inconsiderate practice of pavement parking with affects more vulnerable pavement and road users (pedestrians, cyclists, disabled, children, older people).
- **No idling** – links to air quality, when stopped turn off engines (cars, buses, taxis, motorbikes).
- **One Day a Week** – encourage people to think about how they travel and get them to try a different mode at least one day a week to help cut congestion.
- **Flexible Working** – Promotion through employers and with the BCC Transport Team help for greater flexible working so that working from home becomes a choice for more employees.
- **Greater use of existing travel information** – We should look at ways in which we can promote Travelwest for transport information and journey planning.
- **Cycle security** – We should campaign with police to crack down on cycle thefts/theft hot spots in the city, promote cycle security (how to lock your bikes to deter thieves etc).

## **LONGER TERM – Not Quick Wins but worth progressing**

**Traffic Light on Roundabouts (with WECA)** - Investigating whether certain traffic lights on roundabouts can be turned off during the off peak to improve flow.

**Consider new incentives (with WECA)** – One possibility worthy of consideration would be to lobby the Government to trial a Bus to Work / Train to work scheme similar to Cycle to Work in the City/West of England. In addition, we should look at ways to promote the existing "Freedom Pass" train/bus ticket range and consider incorporating the ferry, also season tickets for part-time workers or people who cycle 2/3 days a week and train/bus 2/3 days a week.

**Yellow Box Junction Enforcement (with WECA)** – Lobby the Government for powers to enforce yellow box junctions, currently only the Police are able to do so.

## **Appendix 3**

### **CONGESTION TASK GROUP TECHNICAL SUB-GROUP REPORT**

#### **Key Recommendations**

1. That the City Council commissions as a matter of urgency a Bristol Transport Plan which reflects the specific geographical and movement characteristics of the city, and which is based on transparent data and evidence.
2. That the City Council gives consideration to how best to ensure that transport planning is adequately resourced, with a focus on additional internal resources or, where appropriate, by commissioning works.
3. That any follow up has satisfactory technical support to allow independent consideration, and that this is properly resourced and supported and has sufficient authority.

#### **Introduction**

The Technical Sub-Group was formed to provide a resource to the Task Group to support consideration of the Task Group Terms of Reference. The Sub-Group prepared initial draft Terms of Reference on this basis. In the event, as the work of the Task Group did not fully reflect this Group's Terms of Reference, the work of the Sub-Group proved more limited.

The Sub-Group worked closely with relevant officers and was highly impressed by the commitment shown by these officers.

The Sub-Group comprised mainly members of the Task Group with specialist transport planning expertise. As such, the Sub-Group felt strongly that proposals should be based on appropriate and transparent data and analysis. The Sub-Group was advisory only, and this view was not reflected in the final versions of documents on which comments were made. In the view of the Sub-Group, this was a matter for regret, as was the limited co-ordination with other Sub-Groups.

In the event of a follow-up group being formed, the work of the Technical Sub-Group showed the potential benefit of such an independent resource to complement the work of officers, providing this is properly resourced and supported, and has clear authority.

#### **Terms of Reference**

A copy of the draft Terms of Reference prepared at the start of the Sub-Group's work is attached.

The sub group was Chaired by Peter Evans and the membership is shown in Appendix 6

#### **Key Areas Investigated**

Initial work was undertaken on commenting on the City Centre Movement Strategy and the relationship with the City Centre North East Spatial Framework. The Sub-Group commented that the two documents should be combined to make the inter-relationship clear, and also for the analysis underpinning the movement options to be included. The Sub-Group was not involved in the subsequent work. The recommendation that the additional feasibility work was undertaken in order to get additional data and evidence was not due to the role of the document acting as a framework rather than a specific scheme.

Later, work concentrated at the request of the Task Group Chair on liaising with officers on a Bristol Transport Plan, the production of which was a component of the Task Group Terms of Reference. The Sub-Group prepared a suggested brief for discussion with officers, who had already prepared a draft Transport Plan before the Task Group was formed.

There was a divergence of view between officers and the Sub-Group on the scope and technical content of the document. Officers preferred an accessible public facing document and the Sub-Group a more technical document

It was determined by the Council to continue with a public facing document as this was more useful, so the document was renamed the Bristol Transport Strategy. Nonetheless, the Sub-Group advised that there should be a Technical Appendix with appropriate data and analysis. This was not incorporated but there was a strong recommendation from the Sub-group that this is included in future iterations - whether as an appendix or a Bristol Transport Plan.

The Sub-Group considers that a Bristol Transport Plan to the brief originally suggested and supported by transparent data and evidence remains an urgent need for the city.

## **Outcomes**

The main outcomes of the Group were the influences on the City Centre Spatial Framework and the Bristol Transport Strategy.

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## **TECHNICAL SUB-GROUP TERMS OF REFERENCE – INITIAL DRAFT**

### **General**

- facilitate technical liaison with Council transport officers;
- provide advice to main group on approach to technical matters;
- coordinate work with main group programme.

### **Short Term**

- establish current technical linkages with WECA, WofE Joint Committee, and JTS;
- identify current transport related studies, processes and data;
- initial technical over-view of City Centre Movement Strategy, including evidence base;
- advise on potential technical implications of suggested 'quick wins'.

### **Medium Term**

- review the Council's current approach to plans and projects;
- liaise with Communications Sub-Group on issues for transport department;
- consider the role, context and content of the Bristol Transport Plan;
- consider coordination with surrounding City region;
- consider priorities for infrastructure proposals for JLTP4.

### **Long Term**

- recommend good practice on use of data and transparency;
- investigate the latest innovative technical approaches and opportunities;
- advise on national policy implications of experience in Bristol.

**Other**

- consider the need for whether further independent resources from outside the main group or sub-group are required;
- monitor TOR, membership and programme.

## **Appendix 4**

### **Communications Sub Group Report**

#### **Recommendations**

1. That Bristol City Council have a role dedicated to Transport Communications promoting positive messages about Transport now and in the future.
2. That the focus should be on promoting a proactive relationship with the media stakeholders and the public moving away from specific resource/project allocation to articulating a shared vision for Transport.
3. That the vision and objectives of the Bristol Transport Strategy and the Joint Local Transport Plan are clearly articulated and communicated, and this shared vision is the golden thread which knits together the disparate policy areas.
4. To provide timely positive accurate and relevant information in a manner which easy to read and understand.

The sub group was chaired by John Hirst and the membership is shown in Appendix 6

#### **Outcomes**

The group sought to review and add value to the activity and diversity of the breadth of communication activity relating to transport across the City and to consider the region.

After several productive and constructive meetings with officers and reviewing the media coverage the Group identified the following points:

- A need to be creative and positive and all work together
- A requirement to move away from project specific resource allocation
- Promotion of a shared vision for transport
- A desire to improve communications internally, externally and use existing networks to convey messages
- The current lack of dedicated communications resource specifically for the transport directorate was a serious constraint
- A view that Communications should sit at Board level to understand and develop plans appropriate to the scale of transport plans, showing clearly how communications is an essential part of the delivery
- To consider alternative approaches maximising social media and, for example, using YouTube for video explanations
- To consider a face of transport - recognised as the champion of transport promoting the message that we all need to review our own approach to travel.
- To be positive and realistic and to relay accurate timely information whilst also selling the bigger picture

### **Specific points on messaging**

This would include the following:

- Creating consistent and coordinated messages about current issues.
- Giving advice and guidance, current and future.
- Promote positive messages about transport improvements.
- Encouraging everyone to review their approach to travel.
- Changing long-term habits of individuals and companies.
- Build a collegiate approach across the WECA region with an overarching narrative encouraging buy in from key partners.
- Highlight and encourage the benefits for all users.

### **Conclusion**

The sub group debated the issues and then proposed the recommendations listed above to the wider Congestion Task Group.

## **Appendix 5**

### **Presentations Given to the Congestion Task Group**

#### **External**

Tunnelling Options – Balfour Beatty, Mott MacDonald, WSP

Joint Transport Strategy – WECA

Metro Bus – West of England Partnership

The Customer – Transport Focus

The Role of the Bus – First

Cycle Hire – Yo Bike

Ferries – Bristol Ferry Boats

Taxis – Bristol Licenced Taxi Association

Private Hire – Uber

Car Clubs – Enterprise Car Club

#### **Bristol City Council - Officer Presentations**

#### **Subjects**

Bristol Transport Issue – Facts & Figures

No Idle Roadworks

The New Operations Centre

Air Quality Study

2050 City Vision

Metro West Rail Plans

City Centre Movement Framework

Bristol Transport Plan/Strategy

Temple Gate Redevelopment

One City Plan

20mph Proposed Review

## Appendix 6

### Membership of the Congestion Task Group

The members of the Group were acting in their individual capacities rather than as representatives of their institutions.

<b>Name</b>	<b>Affiliation</b>	<b>Sub Groups</b>
Councillor Mhairi Threlfall	Bristol City Council (Chair)	
Adrian Davis	Public Health, Bristol City Council	QW, Comm
Ann O' Driscoll	North Bristol SusCom	QW, Comm
Councillor Mark Weston	Bristol City Council	QW,
Councillor Steve Pearce	Bristol City Council	QW, T
David Redgewell	Disability Equalities	
Prof Eddie Wilson	Bristol University	T
Prof Graham Parkhurst	University of West of England	QW, T,
James Freeman	MD First Bus West of England	
John Hirst	Destination Bristol	Comms
Kevin Slocombe	Head of Mayor's Office, Bristol City Council	
Melanie Watson	Transport Focus	QW, Comms, T
Dr Miriam Ricci	University of West of England	T
Patrick Williams (initially)	Sustrans	Comms
Jon Usher	Sustrans	Comms
Peter Evans	Peter Evans Partnership	T,
Rod Dennis	R.A.C	
Sue Arrowsmith	Bristol Women's Commission	QW
Sean Walsh	Highways England	
David Northey	Network Rail	
Peter Mann	Director of Transport, Bristol City Council	
Adam Crowther	Head of Strategic City Transport, Bristol City Council	

### Supported by

Alex Perry	Transport Policy Advisor, Bristol City Council
Simon Cowley	Policy Manager, Mayor's Office, Bristol City Council

**QW – Quick Wins    T – Technical    Comms - Communications**