

## **Place Scrutiny Commission – Transport Inquiry Day, March 2015 and November 2016 OFFICER ACTION PLAN**

### **Bristol City Council Officer response and up-date**

Officers welcome the recommendations from the Integrated Transport Inquiry Day in contributing to the overall strategic direction for transport across the region.

The West of England authorities are committed, by Memorandum of Understanding (March 2014), to the production of a statutory Joint Spatial Plan for the four Unitary Authority areas. This plan, being developed over 2015/16, will:

- Consider the objectively assessed housing need for the WoE 2016 to 2036 as indicated by the WoE Strategic Housing Market Assessment 2015
- Set out the housing and employment land requirement to be delivered over the period 2016 to 2036,
- Indicate the strategic locations for future development, and
- Indicate strategic infrastructure requirements, including transport infrastructure.

The plan will be subject to examination, form part of the statutory Development Plan for each Unitary Authority and will inform the review of the Local Plans of each authority. It is a requirement that each council engage elected members in the preparation of the plan.

It was therefore proposed that the majority of these recommendations be fed into the process for developing the Joint Spatial Plan. This work is due to form part of the Place Scrutiny Work programme for 2015/16 and 2016/2017.

This below table sets out the proposed actions to be taken in response to the recommendations from the Place Scrutiny Inquiry day.

<b>Ref</b>	<b>Recommendation</b>	<b>Proposed Action</b>	<b>Lead Officer</b>	<b>November 2016 Up-date</b>
T1.PL.ID.	That the report and recommendations from the Inquiry Day are referred to both the West of England (WoE) Joint Scrutiny Committee and the West of England Joint Transport Board for their consideration and responses to the recommendations	The report has been issued to WofE Joint Scrutiny officer to pass to both committees. Bristol Scrutiny Officers to monitor progress & ensure responses are shared with Place Scrutiny. Propose that the report be circulated	Service Director Transport	The report and recommendations were referred to the West Of England (WoE) Joint Scrutiny Committee and WoE Officers as well as Bristol Officers.

		to all officers / members developing the Joint Spatial Plan		
T2. PL.ID	<p>Whilst the Place Scrutiny Commission would welcome the transport related benefits that a Combined Authority could bring, it is recognised that discussions about this are currently ongoing. In the meantime Commission Members were encouraged by what has been suggested could be achieved by further joint working across neighbouring authorities. The Commission therefore recommends that discussions should be progressed that aim to address cross-boundary issues by identifying opportunities for sub-regional collaboration, establishing the extent of control over the bus network, and agreeing the preferred model for integrated transport.</p>	<p>This recommendation to be incorporated into the development of the West of England Joint Spatial Plan. Progress will be reported back through Place Scrutiny. In addition the Joint Transport Study will consider areas where collaborative working would be beneficial – this is being overseen by the Heads of Transport for the four WoE authorities.</p>	<p>Service Director Transport &amp; Service Manager Scrutiny</p>	<p>A report recommending that Cabinet agrees to the draft Order for establishing the Mayoral Combined Authority is being considered on 14 November. If agreed by all 3 authorities, Transport Authority powers will transfer to the MCA. This will give the MCA responsibility for, amongst other things, agreeing an LTP, the approach to bus services across the 3 authorities and defining the Key Route Network of roads across the MCA area. The MCA will work with North Somerset to ensure that Transport services are as integrated as possible with services in North Somerset. Arrangements for joint working with North Somerset are being worked up.</p>
T3. PL.ID	<p>That a further ‘Integrated Public Transport’ Scrutiny Inquiry Day to be arranged that encompasses the contributions from Bristol’s neighbouring West of England authorities and that would seek to improve sub-regional public transport issues and how future transport related joint working across the neighbouring authorities can be improved</p>	<p>Propose that this be aligned to the development work of the Joint Spatial Plan and that this recommendation be raised with West of England Joint Scrutiny.</p>	<p>Service Director Transport &amp; Service Director Planning &amp; Policy Advisor - Scrutiny</p>	<p>To be discussed and considered by the current Scrutiny Commission Members. There are currently a number of works, plans and consultation activities in the pipeline. It therefore needs to be considered if or when would be an appropriate time in the future to do this.</p>
T4. PL.ID	<p>Examine ways in which Bristol and its partners can reduce the need for road</p>	<p>Changing travel patterns is been a core part of a number of council</p>	<p>Service Manager</p>	<p>Smarter working is recognised as one avenue for reducing congestion</p>

	use by changing travel patterns e.g. by improving and encouraging opportunities for home working, remote working and implementing faster broadband connections etc.	strategies (e.g. Bristol Work Place Programme). It is recommended this forms a key component of the West of England Joint Spatial Plan and Transport Study.	Scrutiny & Service Manager Communications	across the region. The JTS proposes a number on interventions including cycle facilities, promotion of alternative modes and the expansion of home working, remote working etc. Th JTS estimates a total cost for these measures over 20 years of £500m. We also continue to bid for and win funding for promoting smarter choices and sustainable transport modes through funds such as LSTF and the new Access Fund
T5. PL.ID	<p>Develop a marketing strategy that takes account of the following points:</p> <ul style="list-style-type: none"> <li>• A 'positive' marketing strategy is required to attract new bus users.</li> <li>• Tackle the negative perception and image of public transport in Bristol through improved engagement and the sharing of success stories.</li> <li>• Use the launch of new buses, bus-stop redesign and information, apps etc. to raise the profile of buses thereby increasing usage.</li> <li>• Accessible information for all i.e. public transport network maps throughout the city.</li> <li>• Real-time information (RTI) needs to be more widely available.</li> <li>• Improve the level of customer service on buses</li> </ul>	TravelWest currently take the lead on the current marketing strategies for the buses in the city with First Bus and the other public transport providers. It is proposed that these recommendations are passed to TravelWest and the West of England communication team and that a report of their work be requested be brought to Place Scrutiny.	Service Director Transport & Service Manager Scrutiny	<p>Local Sustainable Transport Fund (LSTF) funding has previously been used to carry out these activities, we are currently awaiting a response to our bid to the DfT for the Access Fund of £2.75m to continue these works</p> <p>Bus services and bus service information will in future be the responsibility of the Mayoral Combined Authority (MCA).</p>
T6. PL.ID	Develop a local ticketing strategy that can be used flexibly on all modes of	Ticketing falls under the West of England Smartcard Board and this	Service Director	Once the Bus Services Bill is enacted,

	<p>transport i.e. interoperability across the regional network (including rail journeys) on a time or journey basis. This needs to be suitable for all users including part-time and/or casual workers, young people and students, and be introduced as soon as possible</p>	<p>recommendation will be incorporated into its work as well as the broader Joint Transport Study.</p>	<p>Transport &amp; Service Manager Scrutiny</p>	<p>the MCA will have the ability to implement bus franchising or enter into an Enhanced Quality Partnership Scheme with bus operators. Both provide an opportunity to secure the aspired scope of joint ticketing across the regional network. Decisions on the approach to take is likely to be set out in a Bus Strategy covering the MCA area. The MCA will work with North Somerset and other partners to seek as comprehensive a scheme as possible.</p>
T7. PL.ID	<p>That a universal approach to traffic management and network development be developed between West of England (WoE) authorities, to increase co-ordination and ensure that there is strategic overview at the planning stage and when developing operational infrastructure</p>	<p>This recommendation will be referred to the Heads of Transport and as part of the Joint Transport Study work.</p>	<p>Service Director Transport &amp; Service Manager Scrutiny</p>	<p>The JTS sets out a number of regional schemes and aims that will need to be prioritised and agreed at a regional level, it does not however cover joint working. This will be part of the MCA discussions and agreements. While there is recognition of the benefits of cross border working, particularly in relation to traffic management, each authority currently has its own methods of delivery. The implementation of the new Bristol Operations Centre and the MCA agreement will provide an opportunity to review this issue and work with neighbouring authorities to better co-ordinate the management of traffic. Discussions are ongoing and some work has been done with Highways England to explore opportunities for joint working. Closer working can only</p>

				be delivered with the agreement of each authority
T8. PL.ID	Increase segregated public transport infrastructure such as bus lanes. On particularly congested routes, bus lanes should run for the entirety of that section. Currently there are pinch points on congested routes that negate the time saved from the existing bus lanes	This recommendation to be incorporated into the development of the West of England Joint Spatial Plan and Transport Study.	Service Director Transport	This has been a key topic of discussion while developing the JTS and officers have repeatedly stressed the need for fully or 95% segregated routes to ensure public transport reliability. This is often not possible on existing routes due to competing priorities such as parking, traffic and cycle routes. The need to address road space allocation has been raised in the JTS consultation as removing some of these barriers will be key to delivering a high quality public transport network. We are also considering options for rapid transit routes across the city which will also require full segregation.

Reference key – T (Transport), PL (Place), ID (inquiry day).