

A4 Portway Strategic Corridor - Minimum Requirements, Objectives and Scope

04th January 2023



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Document Control


VERSION HISTORY

Version	Date	Author	Change	Change Description
0	04/01/23	T Clayton	First draft	
1	25/01/23	T Clayton	Second draft (document version 3)	MoSCoW prioritisation approach applied

REVIEWERS

Name	Department / Role	Initials	Comments Received - Yes/No + Date
Toby Clayton	BCC Project Manager (Author)	TC	27/07/2023
Pete Woodhouse	BCC SRO		
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DOCUMENT SIGN OFF - KEY STAKEHOLDERS

Name	Department/Role	Sign-off	Date
John Smith	BCC Exec Director, Growth & Regen		20.6.2023

A4 Portway SC Minimum Requirements

The table below categorises and prioritises the requirements for the A4 Portway Strategic Corridor. Those requirements with the highest priority are deemed “Must have,” the next level of priority is termed “Should have,” the third level of priority is “Could have” and the lowest level of priority is deemed to be “Would have.”

Category	Requirement	Rationale	Priority
Bus	Deliver the infrastructure to facilitate a Mass transit route between Explore Lane and the northwest of the city centre that is unencumbered by congestion	Contributes to the following: Aim 4 Bristol City Centre Framework, Bristol One City Plan, Objectives A, B & C in CRSTS SOBC, National Bus Strategy, WECA Bus Strategy, Joint Local Transport Plan 4, BSIP	Must have
Bus	Deliver infrastructure changes to contribute to improving bus reliability and journey times along the A4 Portway between the Portway Park and Ride and Explore Lane	Contributes the following: Aim 4 and 6 in the Bristol City Centre Framework, Objectives A, B & C in CRSTS SOBC, Joint Local Transport Plan 4, BSIP To contribute towards the delivery of bus services that are viable to	Must have

		operators and attractive for users	
Bus, Walking & Cycling	Design a Mass Transit route, not excluding LTN 1/20 compliant cycle infrastructure and widened footways, to be progressed at a later phase	Contributes to the following: Bristol One City Plan, Objectives A, B & C in CRSTS SOBC, CRSTS Grant Funding Letter, Gear Change, Joint Local Transport Plan 4, Following guidance of best practice in LTN 1/20	Must have
Access & connectivity	Maintain the ability for all businesses and properties to be serviced	Best practice	Must have
Bus	Deliver infrastructure to create a new bus access and egress to the Portway Park and Ride site for bus services travelling to and from the north and west of the Park and Ride site	Contributes to the following: Aim 4 within the Bristol City Centre Framework, Objectives A, B & C in CRSTS SOBC, Joint Local Transport Plan 4, BSIP, WoE Bus Strategy, National Bus Strategy	Must have
Bus	Deliver improvements public transport interchange infrastructure along the corridor to contribute to the consistent delivery of safe, accessible, and high-quality interchanges.	Contributes to the following: BSIP, WoE Bus Strategy, Bus Stop Standards, Best practice	Must have

		To contribute towards the delivery of bus services that are viable to operators and attractive for users	
Project	Delivery of the project by March 2027.	CRSTS funding requirement	Must have
Project	That the scheme falls within the available funding allocation, or that additional funding allocations can be secured.	CRSTS funding requirement	Must have
Environment	Deliver the infrastructure required to contribute to the region's ambitions of achieving net zero in carbon by 2030, including the facilitation of a low carbon transport system	Contributes to the following: WoE Climate Emergency Action Plan, Bristol Once City Climate Strategy, Decarbonising Transport	Should have
Walking & Cycling	That pedestrian and wheeling routes along the corridor will be improved to provide safe and continuous provision where there is demand and where this is not currently available.	Contributes to following: Gear Change, Best practice, CRSTS grant funding requirement and SOC commitment.	Should have
Environment	No net loss of biodiversity and protection of green spaces for people, wildlife, and nature.	Contributes to the following: Political commitment across all-Bristol City, Bath and Northeast Somerset & South Gloucestershire Councils , Combined	Should have

		Authority's upcoming Spatial Development Strategy	
ACCESS & CONNECTIVITY	That the proposals do not result in any greater severance between communities along the A4.	To ensure local benefits from the scheme are not lost.	Should have
Walking & Cycling	Continuous LTN 1/20 segregated standard safe cycle infrastructure end to end on the key corridor.	Contributes to the following: CRSTS grant funding requirement and SOBC commitment, Gear Change	Could have
Access & connectivity	Ensure that there is improved access to opportunities for walking and cycling along the corridor for communities living along the route.	Best practice SOBC requirement	Could have
Walking & Cycling, Environment	Deliver infrastructure improvements that contribute to the uptake of walking and cycling, 'active modes of travel' to be the preferred choice for shorter journeys which will also combat climate change, reduce emissions, and improve air quality in local areas.	Contributes towards the following: Joint Local Transport Plan 4, Bristol One City Plan, Spatial Development Strategy, WoE Joint Green Infrastructure Strategy, Bristol Transport Strategy	Could have
Bus	A maximum of 600m - 800m between bus stops, apart from in exceptional circumstances where the population yield is not sufficient to accommodate a bus stop.	Best practice	Would have
Environment	Ensure the infrastructure is in place so that all 'last mile' journeys can be decarbonised.	Decarbonising Transport	Would have

Objectives

1. To improve the journey time, punctuality, and reliability of bus services along the A4 Portway corridor by delivering total segregation and other bus priority measures whilst considering the strategic nature of this corridor for private vehicles
2. Increase the proportion of trips made by bus, cycling and walking
3. Reduce the levels of air pollution, and CO2 emissions
4. Enhance the streetscape, public spaces, and urban environments where possible

Critical Success Factors

1. Facilitate a Mass Transit route between Explore Lane and the northwest of the city centre that is unencumbered by congestion
2. Improve bus reliability, and journey times along the A4, between the Portway Park and Ride site and Explore Lane
3. Design a Mass Transit route, not excluding LTN 1/20 compliant cycle infrastructure and widened footways, to be progressed as a second phase
4. Maintain the ability for all businesses and properties to be services
5. Deliver improvements to the Portway Park and Ride that enhance its position as a transport hub for the surrounding communities by creating a new access and egress to the Portway Park and Ride site for buses travelling to and from Avonmouth, Lawrence Weston, and communities in North Somerset and South Gloucestershire. Work with public transport operators will be held to explore the possibility of improving bus service connectivity to the site
6. Improve public transport interchange infrastructure along the corridor to ensure the consistent delivery of safe, accessible, and high quality interchanges

Scope

In line with the CRSTS SOBC, the A4 Portway Strategic Corridor looks to build upon the public transport step change achieved through the metrobus project. The specific interventions with the A4 Portway corridor aim to improve the frequency, reliability, and service provision of our bus network through bus prioritisation measures while also enhancing its connectivity with walking and cycling. Measures therefore include:

1. Bus lanes to enable greater segregation from other traffic
2. Bus gates to filter and improve priority
3. Traffic signal prioritisation
4. Standardised bus stops
5. Transport hubs / interchanges

6. Upgrading the walking and cycling infrastructure in line with LTN 1/20 guidance