

Congestion workshops - @Bristol – 9th March 2005

Participants' suggestions for curbing congestion:

1. Promote working from/near home

- a. Encourage people to work where they live
- b. Encourage employers to enable (their staff) to work from home
- c. (Create) a "Tele-village"
- d. (Establish a) creative quarter - (a) central trading estate – (with) live/work units to encourage people to work where they live.
- e. (Create) 'no more Bradley Stokes' (dormitory townships)
- f. Urban planning: need to create an environment so people feel they don't need their car

2. Restrict central car parking – to dissuade drivers

- a. (Institute) Controlled Parking Zones
- b. (Raise) car parking charges
- c. (Impose a) levy on parking to fund (less economic) bus schemes
- d. Reduce number of (City Centre) car parking spaces
- e. (But) displaces (the) problem parking - people park in Kingsdown and Totterdown and walk in to work from there.

3. Encourage attitudinal change – in those who drive into town

- a. Some people will never change – (so we) need to entice those who are (more) likely to change
- b. Changing attitudes: research on showcase routes show that 1/3 of passengers are new users
- c. Flexibility would make a difference even if people only caught a bus to work one day a week
- d. Tackle school (related) traffic
- e. (Negotiate) staggered school hours
- f. (Push for) Government publicity campaigns re school runs
- g. Need to tackle (the ultimate) suppressed demand for car travel
- h. Emphasis should be on tempting people out of their cars not pushing them out.

4. Improve buses/routing

- a. Entice people out of their cars (through) quality service/quality bus
- b. New buses, clean, easy to use, (that) can get through traffic (and are) convenient
- c. (Need) reliable bus services
- d. (Make them) more frequent during peak times

- e. Better information (needed) particularly for new users (RTI)
- f. (Improve) info. at bus stops
- g. (Improve the) quality of bus maps
- h. Timetables, (use the) clock face (for easier recognition)
- i. Ticketing – (develop) smart cards
- j. Enforcement of bus lanes (will enable rapidity)
- k. Invest in non-commercial routes
- l. Current problems with bus routes:
 - i. Orbital bus routes are inflexible e.g. no bus link between Easton and Montpelier
 - ii. Showcase routes are great if you live on them and they go where you want to go
 - iii. Takes too long to get on to buses, needs to be a more efficient way of paying fares (and) getting people on to buses quicker
 - iv. First Bus need to move away from pleasing (their) shareholders to pleasing customers
 - v. Need to enforce fines for people parking or driving in bus lanes

5. Park and Ride

- a. (Develop) more park and rides like 902
- b. (Build an) M32 park and ride
- c. (But) Park and Rides (are) great if you are on route (but you) cannot get on half way along

6. Promote alternatives to single occupancy cars for travelling into the centre of Bristol/Bath

- a. Make it unviable to use cars at peak times
- b. To provide better alternatives - bus service must be improved
- c. (Promote) (larger) employers bus schemes
- d. Link bus schemes between (smaller) firms
- e. Publicise (these) link schemes
- f. Public authorities (need to) collaborate over employee travel arrangements
- g. (Support) Social enterprise transport scheme for (travelling around the rather elongated) city centre
- h. (Give) 2+ people in car privileges vis-à-vis parking
- i. (Place) more emphasis on motorcycles in JLTP
- j. Permit (motorcycle) use in ALL bus lanes
- k. (Develop) bicycle and scooter pools with secure parking
- l. (Support) electric bicycle rental
- m. (Introduce) yellow school buses

7. Consider Congestion Charging

- a. Need to look at (the) whole picture
- b. (The) level of (any) charge (would be) crucial
- c. (The) location of any charging zone (would be crucial)
- d. (Need to be sensitive to the) effect on businesses
- e. (Need to be sensitive to) issues of inequality
- f. Transport interchanges (would need to be designed in order for people to avoid congestion charging)
- g. Tolls need to be greater than the cost of the park and ride

8. Reassess unused/underused assets

- a. Need to make use of existing assets e.g. Cumberland Road rail-track - unused
- b. Alderman Moore allotments - 7 acres (currently) inaccessible - would be ideal for a car-free, low cost housing project where people could live if public transport links were good enough
- c. (Institute) traffic management (measures) e.g. better traffic signal control (UTMC)
- d. (In the) longer term, look at some new roads

Accessibility/Road Safety/Air Quality workshops - @Bristol – 9th March 2005

Participants' suggestions for improving accessibility:

1. Urban Accessibility

- a. To employment
 - i. Design (transport) services to accommodate shift patterns/ cluster of employers
 - ii. Large single employers (should be) required to provide buses or pay into (a) hypothecated pool (to fund transport improvements)
 - iii. Employers could sell subsidised bus tickets
 - iv. Offset (workplace) car parking restrictions with graduated privileges (for alternative transport)
- b. To services
 - i. Planning permission (should be made) contingent on accessibility to services
 - ii. (Support) motorcycle taxis (for rapidly transiting the inner city)
 - iii. Quality (multi-modal) ticket machines (to ease travel to awkward locations)

Participants' suggestions for improving road safety:

1. Keep traffic flowing on major routes

- a. Target deprived areas for (improving) road safety
- b. A and B roads are very dangerous for non-car users
- c. Need to improve flow of traffic on main roads so as to keep cars on main roads and to remove the incentive to 'rat run'
- d. Improve off road routes for vulnerable users
- e. Residential Areas should have lower speed limits

2. Training for road users

- a. The larger the vehicle the more responsibility it has to watch out for smaller more vulnerable road users
- b. Need technical road use training for all road users
- c. (Promote) cycling proficiency training and tests
- d. Cyclists (should be) told to stick to (the) rules (Highway Code)
- e. (Institute a) horse road safety test

3. Road planning

- a. Traffic calming high on government agenda yet this makes it more dangerous for cyclists and it reduces the space cars can leave for them
- b. Need for segregating not traffic calming
- c. Road planning – (instigate more) cycle lanes
- d. (Look carefully again at the) merging of lanes

Participants' suggestions for improving Air Quality:

1. Reduce confusion

- a. (People should understand that this is a) crucial issue regarding climate change
- b. (People should specifically understand the importance of) CO₂ levels
- c. Contrary to popular belief air quality is poor in cars - people should not add to traffic pollution by trying to avoid it (by driving rather than walking)
- d. (Reference should be made to) wider lifestyle changes e.g. cheap flights
- e. Conflicting policy issues RTRA and TM act

2. Lower pollution vehicles

- a. (Adoption of) eco-friendly vehicles, buses etc
- b. Set example - local authorities should be leading the way
- c. (Provide) incentives to own more eco-friendly vehicles
- d. Bus operator needs to be more responsible (vis-à-vis air pollution)
- e. Relationship with First Bus operator - Councils should have more influence (over the air cleanliness of buses)

Joint Local Transport Plan Consultation Event at @Bristol - 9th March 2005

“Post-it” Comments Stakeholders - @Bristol

Being Proactive/Integrative

- Show some political leadership - voters are cynical about our continued failure to take difficult but reasoned decisions.
- Bristol road network is currently saturated and traffic problems will only increase if measures are not taken.
- Co-ordination and joining of all means of transport (public, private, voluntary, mass use, out of hours etc)
- Accessible, affordable integrated transport in city centre supporting external interlinking public transport, linking various points in central Bristol - social enterprise.
- Bring together the best community transport and environmental transport schemes to create a super-sustainable scheme to show way forward.
- Option C only if (use of) income (is) very focussed.

Contribution of Buses

- Make existing transport better.
- Ensure public transport is a quality alternative to the car.
- Council (should) work with transport operators to keep fares down.
- Improve orbital transport routes.
- Address the bus route needs that are not commercial.
- Pressure is needed on central government to stop the monopoly of companies like Firstbus, which run only the most commercial routes.
- Private/public partnerships for use of link buses to services (e.g. hospitals and businesses)
- Community transport initiatives are strangled by restrictions on advertising routes and timetables on bus stops to non-members.
- Bus scheduling is becoming increasingly difficult, as the traffic situation is so variable increases in journey times are not necessarily attractive to passengers even if punctuality is improved.
- Buses seem designed to not allow people on and off at the same time - there is a bottleneck by the driver.
- (Need) availability of ticket vending machines for transport options.

Park and Ride

- More Park and Ride schemes.
- Extra park and rides: M32
- Park and Ride for the head of the M32.

- Ensure park and ride sites are serviced by dedicated non-polluting transport.
- Competition law does not work in public transport (c/f Park and Ride).

Rail/Trams

- Greater use of the suburban rail network needs to be promoted to alleviate congestion at peak hours with additional capacity these routes could provide a much more viable solution.
- Consider viability of alternative modes such as electric rail-bus and guided buses.
- Use track guided vehicles in pedestrian areas e.g. trams
- Frequent services of medium-sized non-polluting trams connecting main points in city with park and rides.
- Use of existing assets e.g. rail track for new off-road transport services to relieve congestion and improve safety.
- Sort out timetable anomalies e.g. there's no train from Temple Meads to Montpelier between 6pm and 7pm.

Road use changes

- Big one-way systems to reduce pollution e.g. Wells road inbound, Bath Road outbound. Link via outer ring road.
- (Institute) Clear Zones.
- Encourage 2 or more car user schemes by penalising single car users.

Congestion/Charging

- Congestion: as long as driving to work is the least complicated way and fastest way of getting around people will use their cars.
- Schemes/relief to mitigate impact of congestion charging on small businesses especially retailers in city centre need to be developed alongside mainstream city centre scheme.
- Congestion charges: don't push shoppers out of Bristol.
- Instead of central area congestion charging install road use charging

Cycles/Motorcycles

- Promote use of motorcycles.
- Promote use of powered two-wheelers.
- Cycle access to the cycle network along congested roads is not adequate. The routes can be particularly hazardous when pavements are also crowded.

Road Safety

- Road safety: Even more emphasis need to be put on discouraging parents from using cars to collect children from school.
- Concentrate on accident black spots.
- Safer routes to schools should be extended to higher education establishments.

Public Awareness

- Public education campaign - local and national government combine resources to promote more public transport use and reduction in car journeys.
- Better education relating to the reduction of car use e.g. SMART Travel initiatives.
- We need to inspire Bristolians - but we've missed the boat!
- Increase public awareness - publicity campaign!
- Information provision is poor.
- Better integrated - travel information and marketing of public transport.

Employer involvement

- Provide incentives to employers to make travel plans.
- Changing travel behaviour away from the car and supporting employers in their efforts to do this.

Rural/Accessibility issues

- Accommodate the rural users who can only use car transport.
- (Include) a good entry in plan on Public Rights of Way, leisure, safety, aspects, health, horse riders and drivers to be included.
- (Improve) accessibility to employment opportunities.