

Joint Transport Forum – Monday 14th March 2005

Workshop Responses

Congestion

- Congestion charging coordinated over the sub region (charge/mile).
- Congestion charging in central Bristol (x4).
- Showcase bus corridors with cheaper fares and integrated, reliable services (x6).
- Through ticketing.
- Subsidised bus passes (x3).
- Integration of all modes.
- Exact fares required on buses (x2).
- Improve alternatives to car use before introducing sticks (x2).
- Revenue support for public transport.
- Freight management.
- Link road with M4 Junction 18A.
- Safer routes to schools.
- Yellow school buses.
- School travel plans (x8).
- Workplace pool cars.
- Work travel plans (x7).
- Personal travel plans.
- National and local campaigns.
- Public awareness of issues (x5)
- Invest in rail services (x2).
- Accountable delivery executive (x3).
- Parking policy (x2).
- Park and ride and multi modal interchanges.
- Traffic management measures.
- Incident planning.
- Mix of small-scale ideas rather than one major one such as road building.
- For the convenience, the parking charge is not a harsh enough deterrent.
- Through travel plan, company could do more to disincentivise company car use, eg. pool cars, removal of car allowance.
- Through travel plan, provide flexible working – to work from home.
- Encourage lifestyle change.
- More joint working between health and transport.
- Introduce neighbourhood watch style of getting kids to school – parents collaborating.
- Provide car sharing incentives.
- Calculate lost productivity in business through traffic congestion.

Accessibility

- Consider transport/social implications on service delivery.
- Transport should have higher priority in cost/benefit analysis.
- Demand responsive transport – pre bookable (x10).
- Retention of local Post Offices, lobbying etc (x2).
- Self-help communities where local shops act as delivery centres.
- Advocacy role of transport planners.
- Ensure cross-boundary links are maintained.
- Travelling services (e.g. post office, doctor, shops, library) (x6).
- Develop existing networks to essential services.

- With partners, explore how to deliver services in different ways.
- Work with and provide funding to voluntary organisations/church groups to reduce isolation (& enhance social/community links).
- Enhance links between local/subsidised minibuses services to key showcase routes, delivering a complete bus network (x3).
- Subsidised taxi feeder service (x2).
- Investigate small accessible vehicles.
- Subsidised services to access jobs, services and learning.
- Free travel for OAPs and disabled users.
- Focus from the four UAs on the commercial realities.
- Local nodes for services.
- Capital funding/revenue support is critical.
- Encourage service providers to work together so that people from the same areas travel on the same days of the week.
- Revenue funding for demand responsive transport from congestion charging.
- Higher Council Tax for people who choose to live in inaccessible areas.
- Superstores funding buses to link superstores to rural areas funded by the superstores, subsidising fares.
- Greater publicity as to what is available.
- Assess funding of community transport groups.
- Working with hospitals and bus companies to address the needs of people using the services – bus interchanges.
- Older people need to be able to use public transport for quality of life.
- Influence planning decisions.
- Talk to PCTs about appointment times and provide other services at hospitals.
- Wheels to work for children – moped schemes.
- Problems in deprived areas, Weston and Bristol North fringe.
- Physical access to buses and trains – low floors/station ramps.
- Flexible transport provision – liftshare & wigglybus.
- Ambulance services linking with other services (x2).
- Look for local solutions – parishes arranging transport between each other.
- Hub transport services with links to interchanges, P & R.
- Coordinated timetables.
- “Big Bang” revenue to upgrade rural transport (x2).
- Joint concessionary fares.
- Accessibility considered in planning applications.
- Provide a dial-a-ride service or promote existing dial-a-ride services to local community.
- Widen scope of post office services eg. sell bus tickets – to make it more viable.
- Engage local parish council.
- Encourage home shopping over the internet & home delivery service.
- Provide internet training (“IT for the terrified”) – make available via mobile library.
- Engage local voluntary organisations / churches to enhance family / friends contacts.
- Through education, improve civil behaviour on buses eg. leave front seats for the elderly.
- Provide roving conductors to monitor passenger behaviour on commercial routes, or provide driver training re priority seats.
- Through option B, provide more low-floor buses.
- Link local / subsidized minibuses services to key showcase commuter routes to provide a complete bus network.

Road Safety

- Engineering/traffic management (x3).
- 20mph zones around schools and colleges (x4).
- Restricted parking near schools and colleges (x2).
- Segregation of traffic and pedestrians in busy areas/centres.
- Education throughout life, especially young drivers about to buy cars and school children with training and publicity (x10).
- Speed limit enforcement funded through Option C.
- Involve young people in developing solutions, monitoring speeds etc.
- School/college travel plans including training (x4).
- Lower speed limits, particularly in urban areas.
- More red lights.
- More speed cameras (x2).
- Enforcement revenue put into road safety.
- Upgrade signals with cycle and pedestrian facilities.
- Increase driving age from 17 to 21.
- Enhance driver training and improve testing beyond mandatory level – national legislation (x3).
- More public transport school transport – improve quality to give better experience with marketing targeted to mid teen age group.
- Training for young powered two-wheeler riders linked with colleges (x3).
- Parking restrictions to discourage people from driving to college.
- Recovered lost or stolen bikes could be made into bikes that could be sold cheaply by apprentices.
- Shock tactics, theory tests.
- Changing of mindsets (x3).
- Targets set in congestion charges. Abuse is a means of revenue.
- Image and infrastructure should be provided to make public transport (including LRT) more attractive.
- Behavioural change could take financial incentives.
- Enforcement with cameras outside schools (x4).
- Off highway training for pre 17 years old.
- Child cycle training.
- Adult cycle training.
- Limit the power of vehicles for young drivers. Reduce chances of killed or seriously injured accidents.
- Personalised travel planning.
- Duty of care to directors of companies. Train drivers to reduce loss of labour and save money long-term.
- LA should feed weekly casualty figures to Government to illustrate human impact of accidents and road safety.
- Signal timings optimised for safety.
- Bike Safe.
- “Pass Plus” for young drivers – possibly extend to all drivers.
- “Hearts and minds”
- Increase driving age to 18.
- Traffic wardens to ticket cars in areas of schools.
- Older children take younger ones to school.
- Involve young people (both age groups) in the ‘solution’.
- College and school do travel plans with compulsory rider training.
- Can only park on-site if passed training / advanced driver training.
- Provide on site facilities for students eg. common room.
- Get the local speed camera partnership on-site to enforce speed limits.

- LTP fund motor police to deal with speeding – through Option C (Congestion charge).
- Use shock tactics through education to raise awareness about road safety / injuries to motorcyclists. Use police camera footage.
- He needs to be encouraged to walk / cycle to college – in view of distance!
- Introduce a parking zone of say 2-3 miles to prevent short distance commuters parking on site.
- Make a 20mph speed limit enforceable.
- Offer cycle training for primary school children – just before they reach age 16.
- Empower parents to set up speed camera partnership.

Air Quality

- Education – work in partnership with Health Service and schools (x5).
- Congestion – focus on measures to reduce knock-on effects to air quality (x2).
- Freight consolidation, freight distribution centres, rail links and restrict deliveries to the centre of Bristol (x2).
- Travel planning at schools – cycle training, “switch off” campaign and walking buses (x4).
- Air quality action group.
- Build more cycleways.
- Trial new technologies.
- Integrate planning and transport.
- More green spaces near to residential areas.
- Employer travel plans.
- Congestion charging (x3).
- Safer routes for everyone.
- Hearts and minds campaigns.
- Linked with other transport policies – tackle them first. Safe routes, short journeys by foot/cycle.
- Eliminate older vehicles across the board.
- Green transport information through JLTP2 to change perceptions.
- Financial incentive to companies who use greener fleet vehicles. Promote hybrid vehicles and other technologies (x4).
- Improve signing to reduce unnecessary journeys around town.
- No “silly” campaigns – switch off, accelerating/ braking.
- Promote hybrid vehicles and other technologies (x3).
- Route planning to avoid starting and stopping and address air quality.
- Reduce traffic calming and use softer measures to slow cars/reduce traffic.
- Information to road users about switch off campaign – enforced on HGVs when stationary.
- Improved emissions testing on all vehicles (x2).
- Demand management – reduce traffic levels.
- Promotion of alternative fuels at supra national level.
- Widen the debate across the UK – TV campaigns.
- LTP should be bolder in its message in reducing traffic growth.
- Ask local Air Quality Manager to do a presentation at the local schools.
- Encourage walking buses – encourage all parents to get actively involved.
- Work with local schools and local councils to develop school travel plan / walking bus.
- Provide exercise on prescription.
- Ask how PCT can work with Local authority. Contact Health Promotion Team.

- Encourage the surgery to apply for funds for exercise sessions/groups.
- “Switch off outside school” campaign – as part of travel plan.
- Introduce driver training to avoid heavy breaking etc.
- Introduce a ‘clear zone’ at the school.
- Start an Air Quality Action Group.
- Introduce school buses.
- Encourage a car sharing scheme, involving all parents to reduce no. of cars.
- Challenge catchment area policies ie. get local kids at local schools.
- Offer cycle training and presentations to children and parents.