

Congestion workshops - Aztec West – 16th March 2005

Participants' suggestions for curbing congestion:

1. Strategic considerations

- a. (The) cost of congestion (needs to be emphasised)
- b. (Need a) body to oversee delivery process mechanism
- c. (There is a) perceived need for joint working
- d. (*but for instance*) M4 Junction 18a (A4174 Link Road) - decision to be made by the Highways Agency, not Local Authorities

2. Private car use considerations

- a. (The) car is dominating – need to change
- b. Vehicle ownership – reduce it!
- c. National publicity needed – (current) advertising (is) *for* motoring!
- d. Must have alternatives to the car
- e. Cost of car journeys, do we know enough about that?
- f. Increase (the) cost of using (a) car (as a disincentive)
- g. Usage of private cars – timing and location (is) important (though)
- h. e.g. Yatton, “four bus journeys per day” – some people must use cars!
- i. *and* Risk (particularly to females) of walking to work/bus stops/cycling

3. Congestion and Parking Charging

- a. Congestion hotspots need to be identified
- b. M32 Junction 1 is a congestion hotspot!
- c. (Need) work-based parking charges, linked with bus improvements
- d. (Should have) congestion charging aimed at “in town” commuters, (but) front loaded with public transport improvements
- e. (Need) business parking charges – levy (on work-based parking)
 - i. e.g. Bristol University and UWE car park fees
 - ii. Needs policing/enforcing
- f. No road tax – petrol tax instead!
- g. Why are facilities distant from the people who (need to) use them?

4. Public Transport considerations

- a. Public transport? Most people work “all over the place”
- b. *But* most commuters (travel) into town.
- c. Public transport needs to be reliable and convenient
- d. What needs to happen to get people to use buses:

- i. (Improved) reliability
- ii. (Improved) access
- iii. (Lower) fares
- iv. Monthly – season- tickets
- v. Pre-paying
- vi. Faster journeys
- vii. More road space for buses
- viii. Bus conductors
- e. (Need) “workers rates” on buses
- f. Bus companies receive subsidies – should demand better services
- g. (Need the) integration of buses and trains with cycle facilities and single ticket (through ticketing)
- h. Park and Ride
 - i. (Need) Park and Ride south of M4
 - ii. Need more Park and Ride, *but*:
 - a. Dirty buses
 - b. No timetables
 - c. Problem with drivers (rude etc)
- i. Local rail (possibilities - need to be included)

5. Cycling as a contribution to reducing congestion

- a. Cycling – not practical – hills!
- b. Should not be focussed on
- c. Cycling education (required)
- d. Safety improvements on cycle routes (needed)
- e. Encourage employers to provide showers – grant aid
- f. Footpaths – upgrade to cycle tracks?

6. Employers’ responsibilities

- a. Don’t penalise employees (for coming to work)
- b. (Need) interest-free public transport season ticket loans from employers
- c. (Providing) works buses (could) provide revenue

7. Education and Information

- a. Educate people about consequences of actions and choices
- b. Educate people who have had freedom of choice
- c. Local travel maps and information - education.

Accessibility/Road Safety/Air Quality workshops - Aztec West – 16th March 2005

Participants' suggestions for improving accessibility:

1. Strategic/joined up approaches

- a. Joined up thinking (needed) re transportation
- b. Big funding needed to solve accessibility problems
- c. Coordination between local Councils – share resources
- d. Do we have the ability to spend £50m?
- e. (Current) support is largely revenue funding
- f. Land regeneration (could be key)
- g. Expert planners but hands tied by Government

2. Auditing accessibility problems

- a. (Need to) consult with the community
- b. (Identify) geographical (problem) areas
- c. (Identify disadvantaged) social groups
 - i. low income groups
 - ii. prioritise

3. Access to Hospitals

- a. Healthcare within region (needs) to be considered in relation to transport:
 - i. Access to BRI from S Glos (very difficult)
 - ii. Downgrade of Frenchay (increases the problem)
 - iii. Access to Southmead – used by people in S Glos and Bristol

4. Taking the services to the people

- a. Do we want to go back to small local:
 - i. Shops
 - ii. Hospitals etc
- b. e.g. chiropodist in village hall
- c. More mobile shops
- d. (Provide) mobile library
- e. Support “social” services (more money solution)
- f. (Provide) continuous funding
- g. Disabled access – ensure DDA compliance

5. Taking the people to the services

- a. Access to employment – radial and orbital bus routes
- b. Support voluntary organisations
- c. (Provide) support for community transport
- d. Pick up vulnerable and elderly etc
- e. Concessionary fares (would help)

6. Public Transport contributions to the solutions

- a. If First didn't need (to make) a profit...
 - i. (Find) better ways than conventional buses to meet needs
 - ii. Need to decide priorities
 - iii. e.g. (current) criteria (is to) maximise passengers

7. Provide/Improve Multi-modal interchange points

- a. (At) Emersons Green
- b. (On the) Ring Road at "Aspects" (Barr's Court)
- c. (At) MOD (Abbey Wood)
- d. (At the) motorway links
- e. Rural areas – more integration with taxis and taxi buses

Participants' suggestions for improving air quality:

8. Walking

- a. A walking policy is required
- b. Children's "walking buses" (should be promoted)
- c. Safety issues – pavements required – funding

9. HGV traffic handling

- a. Freight traffic (should be) guided onto specific routes
- b. HGV traffic through villages – (causes) higher pollution
- c. HGV signage and priorities (need to be instituted)

Participants' suggestions for improving road safety:

10. Road safety audit needed

- a. Distorted view of where dangers are
- b. Find out what best targets are
- c. Most vulnerable groups for "injury accidents"
 - i. Powered two wheelers
 - ii. Children
 - iii. Socially deprived areas
- d. Distractions
 - i. Distraction from private advertising
 - ii. Too many signs (distracting)
 - iii. Road sign audit (needed)
- e. Speed limits (to take into account accident history/likelihood)

11. Varied patterns of peak road usage

- a. Rush hour vs. school run – move one of them
- b. Vary school times (to avoid traffic problems)
- c. Primary school statistics not bad in the UK (though)

12. Educate Road Users

- a. Educate motorists – can be done
- b. Better now than formerly
- c. But uneducated cyclists (are/are at risk)

“Post-it” Comments and Questions from Stakeholders – at Aztec West

Comments/suggestions recorded during the workshops on issues raised in the Joint LTP proposals – grouped under identifiable themes.

Additional Post-it Comments

1. Safety

- a. Concentrate on speed control to improve safety
- b. Place emphasis on speed control at all times
- c. Policing (required)
- d. (Do) not erect barriers and speed bumps which have local effect only
- e. The resolution of road safety and congestion issues requires greater management
- f. Careful design and management is needed of our road space
- g. Proliferation of road signs over and above the basics distract from concentrating on actual driving and therefore is a safety hazard
- h. Pedestrians say that road crossings are designed by car drivers
- i. Child safety solutions (required)
- j. Encourage more “walking buses” and encourage the parents to walk instead of driving

2. Alternatives to the car for many journeys

- a. Provide alternative mode of transport to cars
- b. Focus on behavioural change, not just physical infrastructure
- c. Need to consider access for recreational use, as equally important for social inclusion and health reasons
- d. Institute concessionary fares
- e. (Fund) free travel for OAPs by bus
- f. (Fund) free travel to school by bus
- g. Rail must be part of the answer
- h. Local rail travel (should be encouraged/enabled)
- i. Stop the change at Yate Railway Station

3. Congestion issues

- a. Cars are not a luxury for most people - they are an essential part of living

- b. Needs a selective approach to private vehicles and congestion charges: treat long distance commuters, small vans etc, and women's security issues as important
- c. 2+ lanes do not reduce congestion
- d. Use roads for vehicles to move along – not provide free parking

4. Buses as a contribution to the solution

- a. Reliability of bus service is key to passenger growth
- b. Travel awareness – making timetable and fare information readily available Night buses – (make) links with (changes to and extent of) licensing
- c. Bus passengers want direct journeys – not rides around housing estates

5. Pollution (Air and visual)

- a. Need to recognise that the transport paraphernalia (signs, traffic lights, barriers) in proliferation can be significantly detrimental to the character and quality of life of both rural and urban areas
- b. Only jammed traffic creates pollution
- c. Design roads to improve traffic flow – not erect obstructions. This would also reduce air pollution

6. Funding

- a. (Adopt) Option C – radical solutions required
- b. Links (needed) with education and housing (to optimise benefits)
- c. Revenue support required if Option C is adopted
- d. Need revenue funding
- e. Has consideration been given to local businesses contributing to funds?
- f. Always use the carrot as much as the stick! Sweeten the pill
- g. Private funding – buses serve businesses
- h. Leverage our growth in GDP (to work on our own behalf)
- i. Don't waste £1m for the sake of spending £1.5m more effectively