

November 30th Joint Transport Forum @ Bristol Centre

Introduction

Bath & North East Somerset, Bristol City, North Somerset and South Gloucestershire Councils have joined forces to plan to deliver transport improvements to the area, naming themselves the Joint Local Transport Plan. (JLTP).

The Joint Transport Forum was an opportunity for the JLTP to discuss their key issues namely (Accessibility, Major Scheme Bid and Additional Funding). The Forum was also an opportunity for stakeholders and the general public to find out more and to get involved in the process.

A wide range of interested groups, organisations and individuals were invited to attend (with the mailing list consisting of 400 names). The Forum was split up into presentations and workshops with the attendees being divided up into eight tables.

Additional Funding Workshop

The purpose of this workshop was to assess how each table would allocate extra money linking it to the priorities discussed in the presentation (For the sake of this exercise a £1,000,000 sum was given).

Five spending options were identified and it was up to the individual table to decide whether they wanted to allocate all the money to one scheme or select a mixture of options. The options are listed below;

- 1) **Smarter Choices:** Influencing people to use more sustainable travel like walking, cycling, public transport and car sharing.
- 2) **Safety:** Tackling and preventing accidents, including safe routes to school.
- 3) **Managing Traffic:** Making the best use of the road network; traffic signals, improved junctions, local road schemes.
- 4) **Buses, trains and taxis:** Better infrastructure for operators and passengers; bus lanes, station enhancements, interchanges taxi stands, shelters and information.
- 5) **Accessibility:** Cycling and walking schemes and better bus services and community transport to meet every day travel needs.

The table below shows our analysis of the results in the form of a point scoring system. An allocation of 10 points was given to each table and divided between the five option groups according to priority (the more points the option was allocated, the more important it was to them).

Spending Options	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6	Table 7	Table 8	Total
Smarter Choices	1	2.5	1	0.5	4	5	1	0	15
Safety	0.5	2	2	0.5	2	0	0.5	0	7.5
Managing Traffic	1.5	0.5	4	2	1	0	5	0	14
Buses, trains and taxis	5	2	2	5	2	0	2.5	8	26.5
Accessibility	2	3	1	2	1	5	1	2	17

Clearly buses, trains and taxis was the most important spending option with Accessibility, Smarter Choices and Managing Traffic not far behind.

Future Major Scheme Bids Workshop

A series of decisions will have to be made about the major scheme bids that are to be pursued by the four authorities in the future. The aim of the workshop was for each of the eight tables present - to discuss which of the following schemes they felt would have the most impact on the transport problems of the sub region. There were nine options available and the groups were asked to choose the three that they felt were the highest priority. The nine options are listed on the next page;

Option 1 – Second Generation Public Transport Improvements e.g. guided/tram-like bus Park & Ride

Emerson's Green to Bristol City Centre
Hartcliffe to North Fringe of Bristol
Bristol International Airport/Ashton Vale to the city centre
Bath to Cribbs Causeway
Kingswood to Avonmouth
Portishead to Bristol city centre

Option 2 – South Bristol Ring Road

Phase 1 A38 – A370 & Cater Road linked to South Bristol public transport improvements
Phase 2 Hengrove to Hicks Gate

Option 3 – Weston-super-Mare Package

Option 4 - Weston-super-Mare Package (M5) – Bristol International Airport – new link road

Option 5 – New/relocated M5 Junction 21

Option 6 – Local Major Highway Schemes, e.g:

A38 – A370 additional Links
Banwell Bypass
Stoke Gifford Bypass
A36-A46

Option 7 – Second Avonmouth Crossing

Option 8 – Light Rapid Transport

Option 9 – Heavy Rail Schemes

Options	Number of groups voting for each option
Option 1	7
Option 2	6
Option 3	5
Option 4	0
Option 5	0
Option 6	1
Option 7	0
Option 8	1
Option 9	4

Accessibility Action Plan Workshop

Through consultation, the JLTP team has identified 7 areas for accessibility Action Plans. These seven Action Plans are;

Royal United Hospital (Bath)
Aztec West
Bristol Royal Infirmary
Further Education
Bristol International Airport (BIA)
Bristol Health Service Plan
Learning Difficulties

Further work is needed on all of these Action Plans. For the purpose of the workshop the groups were asked to identify 3 measures and 3 barriers for five of the seven Action Plans.

Action Plan Areas	Measures	Barriers
BRI	Fully accessible Demand Responsive Transport service. Subsidised taxi service. Encourage local facilities.	Cost. Problems with locally provided services. Capacity.
Aztec West	Video/tele-conferencing. Develop Greater Bristol Bus Network. Complete cycle network.	Change social perceptions to travel patterns. Funding. Congestion.
RUH	Parking Management. Improved bus/community transport services.	Enforcement of proposals. Funding for services.

	Take health services to the public.	Cost.
Further Education	Student Helpline. Subsidise Fares. Segregated school runs.	Courses change on regular basis. Distribution of courses. Access to free transport.
BIA	Flyer Improvements. Travel plan @ BIA. Location of services.	Capacity of A38 for flyer. Extensive catchment area of BIA. Illegal car parking.

Partnership Workshop

The JLTP team will need to enter into partnerships with various organisations to progress the accessibility Action Plan. The aim of the workshop was therefore for the groups to discuss the direction these partnerships should take in working together.

Key ideas for involving partners	What contributions could your organisation make? (if relevant)
In the context of the travel plan – making sure all private franchises at the BIA work together on any travel plan measures.	Working closely with them to develop their Surface Access Strategy
Involving all relevant operators – again back to improving interchange making sure other transport provides can link to flyer service.	Ensuring Travel Plan measures are linked to development aspirations on-site.
Working with the airport and rail operators to make sure information and publicity are available. Specifically trying to target those travellers who fly frequently could be identified by the airport.	Local authority can have a role in co-ordinating publicity.
Link in with safe routes to school / travel plans Travel Plan Group – Build on this National Problem – More high level commitment towards local flexibility / DOH / Treasury.	Cycle Training Club – be part of cycle training and promotion
Promote more focused ‘User Group’ meetings, that is users of the business park to promote better education on sustainable ways of travel to work. It should be a condition of a new tenancy on preparing a Travel Plan with an associated Action Plan or Implementation. Develop carrot as well as stick approach.	The Senior Citizens Forum believe they can achieve a lot by getting involved
Develop demand responsive work place bus services, shared with other	To hold an annual Stakeholders meeting with the health Trust and

employers in the locality. Shuttle services between the sites specifically promoted. Bus companies to develop bus based solutions.	discuss issues and share ideas.
Encourage developer-funded contributions to develop infrastructure.	
Reduce the cost of travel to colleges. The partnership working with First and some of the colleges have given rise to the area student ticket (£12.50). There is the opportunity to build on this so that a similar pass can be offered to the under 16s. There is also need to ensure that disabled students will be able to use the concessionary scheme before 9am.	
Laptops for lectures to allow them to carry student course work without the need for a lot of bulky paper, thus reducing the need for a car for all journeys	
Identify the health Service Trust including the delivery partners and the consultation partners.	
Engage with the Health Trust by offering local information, can we work to resolve and overcome problems?	
Establish a working partnership with the health Trust. Interact with those who have the influence, direct knowledge and expertise.	