

Transport and Access Improvements

- 4.10.1 This policy sets out development principles for consideration in all new development proposals and supports the delivery of strategic transport infrastructure and improvements to access in all areas of Bristol by public transport, walking and cycling.
- 4.10.2 The policy addresses objectives 1, 2, 3, 5 and 8 of the Core Strategy and responds to issues 2, 7, 10, 12 and 13.

Context

- 4.10.3 Traffic congestion is a significant constraint on economic growth. The need for good transport connections within Bristol and the West of England sub-region is vital to economic prosperity and to the quality of life of residents. The scale of development proposed in the Core Strategy will have significant impacts on the transport system and this growth can only be accommodated through major investment in transport infrastructure and the implementation of transport strategies.
- 4.10.4 Enhancing and promoting less environmentally damaging modes of transport is central to the Joint Local Transport Plan (JLTP) for the West of England. Bus-based public transport currently offers the main motorised travel alternative to the private car in Bristol with the Greater Bristol Bus Network providing a network of strategic bus corridors throughout the city. Rail's share of total trips in Bristol is relatively small though patronage has been steadily increasing in recent years due to significant investment in local rail services.
- 4.10.5 National transport policy documents emphasise the need to promote sustainable transport choices in land use decisions, promote accessibility of sites to essential facilities by public transport, walking and cycling, and to reduce the need to travel, especially by car.
- 4.10.6 These themes were incorporated into the JLTP. It sets out a 5-year transport capital investment programme within the context of a long-term vision to transform Bristol and the sub-region's transport network. A replacement JLTP is currently being developed (completed March 2011), building on the objectives of the current plan, with a longer-term strategy to 2026. It will be set around the key goals from the Department for Transport's "Delivering a Sustainable Transport System" to: Reduce carbon emissions; support economic growth; promote equality of opportunity; contribute to better safety, security and health; improve quality of life and a healthy natural environment.
- 4.10.7 The Greater Bristol Strategic Transport Study examined the strategic transport improvements needed within the Greater Bristol sub-region for the period up to 2031. This work modelled the approximate level of development set out in this Core Strategy. The recommendations from the study have informed the JLTP and the Core Strategy's transport policy.

Policy BCS10

The council will support the delivery of significant improvements to transport infrastructure to provide an integrated transport system, which improves accessibility within Bristol and supports the proposed levels of development. In particular it will support, subject to environmental impact assessment where appropriate:

1. The implementation of the Greater Bristol Bus Network.
2. The delivery of transport infrastructure improvements, including:
 - Rapid transit routes (Ashton Vale to Emerson's Green and Hengrove to the North Fringe, all via the city centre);
 - Rail improvements, including the following prioritised schemes:
 - › The reopening of the Portishead rail line for passenger use; and
 - › The Greater Bristol Metro Rail Project;
 - And the following potential long term schemes:
 - › The reintroduction of a local passenger rail service between Avonmouth and Filton (Henbury Loop);
 - › New rail stations, for example at Portway Park and Ride, Ashton Vale and Ashley Hill;
 - › And other passenger rail stations where appropriate;
 - New and expanded Park and Ride facilities:
 - › New site on the M32; and
 - › Expansion of existing Park and Ride sites where appropriate;
 - South Bristol Link;
 - Callington Road Link; and
 - A network of routes to encourage walking and cycling.
3. Making the best use of existing transport infrastructure through improvement and reshaping of roads and junctions where required to improve accessibility and connectivity and assist regeneration and place shaping.
4. Appropriate demand management and sustainable travel measures.

Safeguarding of Routes and Facilities

Land required for the implementation of transport proposals will be safeguarded to enable their future provision. Corridors with the potential to serve as future routes for walking, cycling and public transport will also be safeguarded. Appropriate existing transport facilities such as transport depots will be safeguarded where required.

Development Principles

Without prejudice to the implementation of the major transport schemes listed above, proposals will be determined and schemes will be designed to reflect the following transport user priorities as set out in the Joint Local Transport Plan:

- a) The pedestrian;
- b) The cyclist;
- c) Public transport;
- d) Access for commercial vehicles;
- e) Short stay visitors by car;
- f) The private car.

The needs of disabled people will be considered within all of the above headings.

Development proposals should be located where sustainable travel patterns can be achieved, with more intensive, higher density mixed use development at accessible centres and along or close to main public transport routes. Proposals should minimise the need to travel, especially by private car, and maximise opportunities for the use of walking, cycling and public transport.

Developments should be designed and located to ensure the provision of safe streets and reduce as far as possible the negative impacts of vehicles such as excessive volumes, fumes and noise. Proposals should create places and streets where traffic and other activities are integrated and where buildings, spaces and the needs of people shape the area.

Explanation

4.10.8 This policy and the Core Strategy as a whole aim to provide a framework that can enable delivery of the transport infrastructure required for Bristol to grow in a sustainable manner, facilitate improvements to accessibility, provide a step change in public transport provision and minimise the need to travel, especially by the private car. The widening of travel choices will help to tackle the high levels of congestion within the city and the implementation of significant public transport schemes, the provision of safe and attractive cycling and walking routes and promotion of smarter choices will help reduce the impacts of transport on the environment and encourage healthy lifestyles. The policy reflects the JLTP policy aims and transport strategies and proposals affecting Bristol.

4.10.9 The main elements of the transport strategy are shown on the Key Diagram. Details of the transport improvements contained in Policy BCS10 are set out below.

- **Greater Bristol Bus Network:**

Significant investment in public transport corridors across the Greater Bristol area to deliver substantial improvements in the quality of bus services. The implementation of this scheme began in 2008 when full funding was awarded, with completion of the full network programmed for 2012.

- **Rapid Transit:**
Rapid transit will provide a fast, frequent and reliable public transport service with a high quality passenger experience. Services will run on a largely dedicated route, separate from car traffic, with priority over other road users.
- **Rail Improvements:**
Continued investment in local rail services and development of major rail schemes such as the Portishead Passenger Rail project and the Greater Bristol Metro Rail project. The Metro project seeks to deliver an enhanced local rail network of half-hourly cross-city services into and across the West of England (Yate to Weston-super-Mare and Cardiff to Westbury via Bath and Bristol corridors). It will improve reliability of services and provide additional capacity through new infrastructure. The proposed electrification of the Great Western Mainline between London and Bristol by 2016 (and onto Swansea by 2017) will bring faster journey times, greater capacity and a more efficient network.
- **Park and Ride:**
New and expanded sites could be brought forward as individual schemes or as part of a wider package of measures linked in with other transport improvements such as rapid transit.
- **South Bristol Link:**
A transport link between the A370 Long Ashton bypass and the A4174 Hartcliffe Roundabout to enable better access to South Bristol. There has been public consultation on a preferred option which includes new highway, rapid transit and adjacent pedestrian and cycleway.
- **Callington Road Link:**
A transport link between A4174 Callington Road and the south end of the A4320 St Philips Causeway to enable better access to South Bristol. Scheme options are currently in development and could include highway or public transport solutions, or a combination of both.
- **Walking and Cycling:**
Improved pedestrian and cycling facilities through specific schemes; improvements secured through new development, and as part of wider public transport and highway improvement schemes. Bristol's award of the UK's first 'Cycling City' in 2008 has enabled three years of accelerated investment to the cycling network, which will provide a strong base for continued investment into the future.
- **Demand Management and Sustainable Travel Measures:**
The council will continue to investigate the potential for demand management measures such as parking management (e.g. Controlled Parking Zones and Residents Parking Zones), and wider demand management options where appropriate.

4.10.10 The transport user priorities referred to in the policy are set out in the Joint Local Transport Plan 2006/7-2010/11.

Policy Delivery

Policy BCS1 refers to improvements to transport infrastructure in South Bristol.

Policy BCS2 sets out the approach to Bristol City Centre including access improvements.

Policy BCS20 directs higher intensities of development to accessible centres or along main public transport routes.

Policy BCS7 focuses higher density forms of development to accessible centres.

Policy BCS21 sets out the design criteria for new development in Bristol which includes issues of accessibility and permeability, legibility and integrated public realm.

Local parking standards for cycles and cars (including provision for people with special needs) will be set out in the Site Allocations & Development Management DPD. This document will also include a specific transport development management policy which will set out considerations and inform requirements for planning applications for proposed new developments. This will include requirements for developments to implement smarter choices measures (e.g. Travel Plans and Car Clubs), which will help deliver the aim in Policy BCS10 of minimising the need to travel especially by the private car.

Land safeguarded for transport infrastructure proposals will be allocated in the Site Allocations & Development Management DPD and the Bristol Central Area Action Plan. These DPDs will also safeguard where appropriate existing transport facilities such as rail depots.

Delivery of transport infrastructure

The transport proposals and schemes listed in the policy are likely to be delivered through government funding (core LTP funding and specific Major Scheme funding), funding from the West of England authorities and developer contributions. The Highways Agency through its role as a statutory consultee is involved in the process of developing the BDF documents.

A revised method of securing sustainable transport contributions will be contained within either a revision to SPD4 “Achieving Positive Planning Through the Use of Planning Obligations” (October 2005) or a Community Infrastructure Levy (CIL) charging schedule depending upon the implementation of revised regulations.

The Joint West of England Transport Executive Committee has approved governance and project management arrangements for major transport schemes and other sub-regional transport projects.

The Greater Bristol Bus Network has been awarded funding through the Regional Funding Advice process and the four councils in the West of England Partnership, First, and developers will provide further funding. The 10 Greater Bristol Bus Network corridors are due for completion by 2012.

The following schemes listed within Policy BCS10 have been identified as priorities for funding through the Regional Funding Advice process:

- Rapid transit Ashton Vale to City Centre;
- North Fringe to Hengrove Package (including rapid transit, M32 Park and Ride and other highway improvements);
- South Bristol Link;
- Greater Bristol Metro Rail Project;
- Portishead Rail Corridor;
- Callington Road Link; and
- Rapid transit City Centre to Emersons Green.

Work to develop the details of these schemes and appraise potential options will be undertaken leading to the submission of a Major Scheme Business Case for each scheme, which the Department for Transport will assess before awarding the necessary funding.

Walking and cycling improvements will be delivered through funding from the JLTP, Cycling City and developer contributions.

Central government spending reviews during 2010 could lead to anticipated funding levels being reduced thereby making the delivery of major transport schemes more challenging. However, the vast majority of the funding identified to support the schemes within the JLTP is programmed for spend in the period up to 2019. In a scenario of reduced funding in the shorter term it should still be possible to deliver most if not all of the schemes identified albeit over a longer period of time.

If major schemes are delayed, smaller scale enhancements can be implemented in the shorter term with lower levels of investment to deliver further improvements to the bus network, walking and cycling and smaller scale highway improvements required to support new development.

The design of transport infrastructure will be informed where appropriate by national guidance set out in the “Manual for Streets”.

The Council’s Legible City initiative will deliver improvements to streetscape, way-finding and information provision throughout the city.

| Targets | Indicators |
|---|---|
| Improve access to services and facilities by public transport, walking and cycling in accordance with Local Area Agreement (LAA) targets. | % of households who are within 30 mins travel time of healthcare facilities (National Indicator 175a(i)) |
| | % of non car-owning households who are within 30 mins travel time of healthcare facilities (National Indicator 175a(ii)) |
| | % of households who are within 40 minutes travel time of a key employment site (National Indicator 175b) |
| To limit the increase in person journey times in accordance with LAA targets. | Congestion - the average journey time during the morning peak (National Indicator 167) |
| Increase bus passenger numbers per annum in accordance with the LAA target. | Local bus journeys originating in the authority area (National Indicator 177) |
| Increase level of cycling across Bristol in accordance with the JLTP target. | Number of cycling trips (JLTP indicator LTP3) |

