

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.

Delivery Strategy

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.