Bristol Transport Strategy 2018 key points:

Intended outcomes include:

Encourage sustainable public transport, reduced the need for car usage which will reduce congestion and air pollution, increased access to public transport, more efficient transport corridors (underground) to move people from in the city and outside of the city to the city centre, reduce impact of motorised traffic to create public spaces that are more accessible by walking, cycling and reliable public transport.

Bristol’s Corporate Strategy for the city contains the following themes:

� Empowering and Caring- empowering communities and individuals to increase independence;

� Fair and Inclusive- ensuring people have access to learning, jobs and affordable homes;

� Well Connected- linking people with jobs and each other;

� Wellbeing- creating healthier and resilient communities.

Each of these themes can be achieved by making access to increased transport options available to all our citizens13. Inequality across the city exists in part due to the lack of good quality transport options available to connect citizens to services. This strategy sets out objectives to ensure all citizens are able to get where they need to be to open up more opportunities and make sure no one is left behind.

Copenhagen | Over the course of more than 50 years, Copenhagen has gradually transformed its city centre to an urban space where walking and cycling are the most used forms of transport. Copenhagen has seen wide-scale pedestrianisation, the reduction in traffic lanes and prioritisation of cycles, as well as a gradual reduction in parking spaces by 2-3% annually and incremental increases in parking costs, all of which has helped to change the transport culture of the city. Land made available by the removal of parking spaces has been transformed into public open space

A big issue is people driving from neighbouring areas into Bristol – would that be a target for EV?? People travelling longer distances would be less likely to use Public Transport? Less access?

It is therefore vital that timeliness of public transport is improved. The majority of public transport use is by bus and in order to improve reliability of buses we need to improve the resilience of our road and rail network and reduce congestion by encouraging people out of individual cars and on to vehicles that carry larger numbers of people.

Sharing modes of transport is no longer restricted to bus and rail, we can now share bikes, taxis and minibuses to get around, reducing the number of vehicles on our network

Connected and autonomous vehicles (CAVs) are forecast to increase in around the period covered by this strategy44, which could have the potential to transform how we travel. It is too early to tell how this transformation will unfold, but as with all new technologies, there are likely to be both positive and negative impacts. CAVs could enable greater efficiency in how the road network is used for instance through shared smart taxis, which can also reduce the need for parking. However, they could also increase the number of vehicles on the road and increase congestion, and there would need to be an even greater emphasis on promoting public transport.

Our vision for Bristol is to be a well-connected city that enables people to move around efficiently with increased transport options that are accessible and inclusive to all. We will deliver an improved sustainable and resilient transport network that supports Bristol’s vibrant independent local centres and neighbourhoods and connects to an attractive and thriving city centre. To achieve this vision, and to overcome our challenges, our city needs to continue the transition to increased use of sustainable modes of transport, such as walking, cycling and public transport.

This does not mention EV’s

For the city to maintain congestion at its current level with the planned growth (and not increase), the percentage of people commuting by sustainable transport would need to increase further and people commuting by car would need to reduce from 53% today to around 43% in 20364

Along with West of England partners, Deliver & Enable a Joint Low and Zero Emission Vehicle Strategy, including expansion of the charge point network and electrification of the Council’s vehicle fleet, starting with 40 vehicles funded through the Go Ultra Low grant. Cars still have a role to play for many journeys until realistic alternative modes are available, therefore in order to manage the air quality impacts of car use, we will encourage the use of cleaner fuels, including electric vehicles.

Along with our West of England partners, Deliver & Enable a Joint Bus Strategy, to help achieve continuing improvements to bus services in the region. The bus strategy will need to consider:

� Working with operators to make local buses more attractive, improving the speed and reliability of service by: increasing bus priority, integrated smart ticketing, and improved bus information � Suitable sites for bus depots, particularly to the north of the city, which is currently a significant constraint on bus growth � How to develop the bus network to better serve the 24 hour economy and poorly served areas of the city � Investigating better interchanges between sustainable modes, such as cycling and rail stations � Supporting the introduction of low emission buses � Improving information and access to Demand Responsive and Community Transport.

Pg 48 – Public Transport Proposals

Map

Description automatically generated

Seems to be walking strategies, bus strategies, parking strategies, cycling strategies, bus strategies,

Pg67 - Deliver & Enable mixed use development in co-operation with colleagues in housing and major projects to provide a range of amenities within a short distance of where people live and reduce the need to travel by car.

Road user charging is an option to fund transport schemes – also reduces the demand for car travel (claims between 6-8% reduction of private cat trips)

5.2 Income deprivation94 Almost 72,000 people in Bristol (17% of the population) suffer from income deprivation. The proportion varies across the city. There are 37 Lower Super Output Areas (LSOAs)95 in Bristol in the most income deprived 10% nationally; of these 17 are in Bristol South, 12 are in Inner City, 5 in Bristol North and West (outer) and 3 in Bristol East. In all these areas more than 30% of residents are income deprived. By the new wards, the highest levels of income deprivation are in Lawrence Hill, Filwood and Hartcliffe & Withywood

In addition, a recent local report151 estimates that around 300 deaths each year in Bristol can be attributed to exposure to both nitrogen dioxide (NO2) and fine particulate matter. This represents about 8.5% of deaths in Bristol being attributable to air pollution. [NB this is higher as the local report considers NO2 as well].