Sustainable Transport Interventions

Where the transport impacts of a development are of a material nature, we will expect you to devise physical solutions to overcome these negative impacts and present these within your TA for our consideration. These will be secured either by condition (and delivered by a developer under a section 278 or section 38 agreement) or the funding obtained through a section 106 agreement.

However, such interventions should not be seen purely as increasing the ability to accommodate the motor vehicle, for example junction capacity improvements or carriageway widening. Such proposals that add additional space for private vehicles are often not possible in dense urban environments and can generate problems elsewhere (ie, re-routing and bottlenecks), whilst minimising space for pedestrians, cyclists and public transport as explained in *TDMG – section 2.1.3*

We therefore require developer interventions that follow a hierarchy where the most vulnerable users are considered first, with their requirements not just built-into, but prioritised within and around the development. This process must consider the movement and safety of the local population be they residents/employees/visitors, or those living or working close to the development. It is these members of the community who are most likely to suffer from the impact of additional and/or unsuitable traffic volumes or safety issues in the event that no interventions are made. The following requirements should be read in conjunction with policy *DM23: Transport Development Management* of the Bristol City Council Development Management Policies document.

Fig 1: **Segregated cycle lane, Baldwin Street**

Fig 2: **Bus stop, Bristol City Centre**

The scale and nature of improvements we are likely to insist upon will vary and are likely to comprise (but not be limited to):

Pedestrian Improvements:

- Footway widening / decluttering
- Benches
- Lighting
- Improvements or diversions to Public Rights of Way
- Provision of new or improved crossing facilities
- Signage and Wayfinding

Cycle Improvements:

- Segregated cycle lanes
- Provision of new or improved crossing facilities
- Remodelled junctions and point-closures to allow for cyclist priority

Public Transport Improvements:

- Public Transport Interchanges
- Enhancement to/provision of bus routes through a development
- Funding of existing or new public transport routes
- Bus priority interventions i.e. Bus Gates, Bus Lanes and associated camera enforcement
- New or extended shelters
- New or extended raised kerbs
- Concrete bus platforms
- Seating, lighting and waste bins
- Real-Time Passenger Information (RTPI) and display boards
- Taxi facilities
- Coach facilities
- Rail provision

Bristol City Council expects new developments to have access to high quality walking, cycling and public transport facilities to ensure healthy sustainable transport is the preferred mode of travel. Where this infrastructure is not currently present, or not of an appropriate standard and a development does not offer appropriate and proportionate enhancements we will not support the development, in line with policy.

Public Transport Routes

Larger developments should make provision at the masterplanning stage to incorporate direct and efficient bus routes within the development site. These routes must ensure that all properties are no greater than 400m (five minutes' walk) from the nearest bus stop.

Numerous developments still exist where bus routes have been threaded, often retrospectively, around a pre-determined masterplan that has not sought to consider direct public transport linkage from the outset. This has led to convoluted and infrequent routing serving many of our outlying areas where journey times are maximised, with the low levels of bus of frequency reflecting the lack of demand. In these circumstances, public transport modal shares are unacceptably low as residents or visitors are discouraged from using public transport, whilst car ownership and reliance is significantly higher than average. This represents a failure of masterplanning. Furthermore, it excludes certain members of community from the connectivity they rely on and necessitates additional reliance on public funds to deliver supported bus services where commercial services have become unviable. We will not accept developments that will threaten to repeat this situation.

We therefore strongly urge masterplanners to work in collaboration with our public transport colleagues to adopt the principles set out in Buses in Urban Developments (CIHT, 2018) and become familiar with how previous mistakes can be avoided by referring to the Transport for New Homes research document referenced earlier in the TDMG.

Junction and Public Realm Improvements

Development mitigation can take many different forms, and whilst we predominantly consider the needs of active travel and vulnerable road users, the movement of traffic is also a critical factor in reaching an acceptable safety solution, as this in turn, will impact upon more vulnerable users in a number of ways.

In certain circumstances (for instance the provision of or intensification of an access, or for access to a major road), we may require for driver visibility to be increased in view of the additional movements a development may generate, or where a material increase in HGV movements is likely. Similarly, we may consider the introduction of traffic signals where the change in volume / routing of traffic, pedestrians or cyclists may dictate that an uncontrolled junction represents a risk to highway safety or the encouragement of walking and cycling.

Alternatively, if it is felt that the nature of a street may require altering in terms of creating a greater sense of security or in the interests of improving the public realm around a development, we may consider calming measures, shared space or even reduced visibility, where it can be demonstrated that motorists will observe the speed limit and alter their behaviour accordingly.

We may therefore consider one or more of the following junction treatments, should the impact of, or nature of the development justify it:

- Junction signalisation
- Inclusion of pedestrian / cyclist crossing facilities and advanced stop lines
- Removal of parking and / or provision of new or amended Traffic Regulation Orders (TROs)
- Revision/realignment of boundaries to alter visibility
- Provision of kerb buildouts to obtain sufficient visibility
- Raised table junctions and entrances
- Public realm improvements, planting or public art to enhance the pedestrian / cycling environment

We will resist development proposals that do not address harmful impacts nor provide sufficient high quality and direct access for active and sustainable travel modes in line with current local and national planning policy. For further guidance on the formulation and design of development layouts, junction design, walking, cycling and public transport provision, please refer to *TDMG sections 3.2, 3.3, 3.4* and *3.5*.

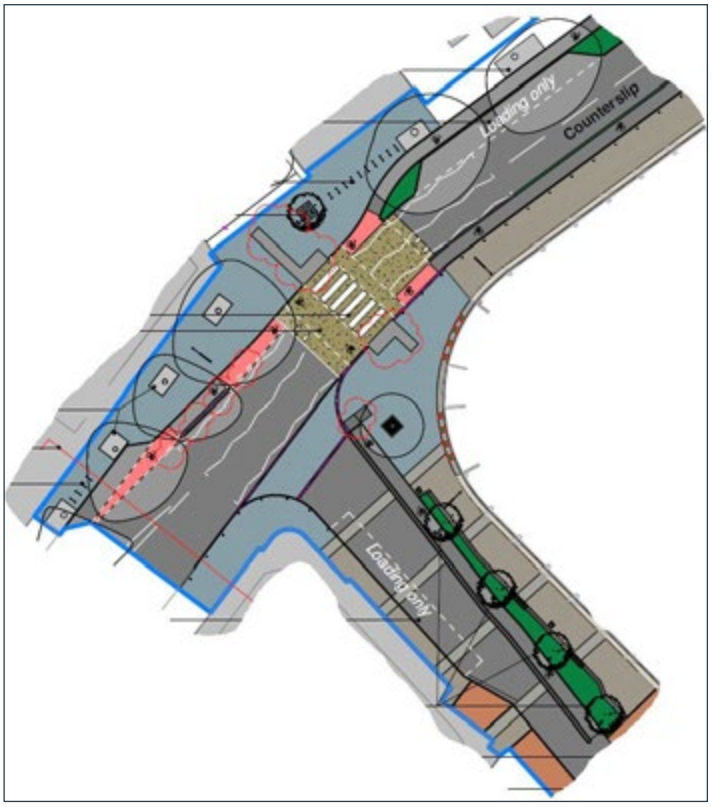

Fig 3: **Developer-delivered active Travel interventions, Former Fire Station, Counterslip.**

Travel Plans

Travel Plans are long-term management strategies required through the planning process for a wide range of land uses such as residential, retail, employment, education, leisure and health and, whilst guided by a framework of common principles and components, are unique and are aimed at addressing the transport needs of a specific development or organisation. A Travel Plan is also a 'living' document that is implemented, regularly monitored and reviewed, and has an identified owner.

Each Travel Plan must identify, through an Action Plan, a package of measures that can be applied at that location to ensure accessibility and to encourage an increased use of more sustainable travel - public transport, car sharing, cycling and walking. The Travel Plan should cover all occupiers and be a means of monitoring the impact of car use to and from the site.

The objective of the Travel Plan is to achieve the following outcomes:

- **Minimise single occupancy car travel to and from a development**
- **Identify which measures are needed to maximise the use of non-car travel**
- **Lead to a change in the travel behaviour of individuals to a sustainable mode of travel and then maintain that change**
- **Identify ways of reducing the need to travel to and from a development**
- **To reduce the number of freight movements or delivery vehicles travelling to and from the site**

There are numerous benefits that a Travel Plan can bring forward for both developers and the wider community as follows:

- **Reduced traffic congestion and reduced demand for parking spaces**
- **Increased choice in means of travel**
- **Reduced social exclusion**
- **Local environmental improvements**
- **Reduced travel costs for organisations and individuals**
- **Provision for people without access to a car or with mobility impairment**
- **Opportunities for active, healthy travel**

Our Travel Plans for New Developments website provides the following information:

- **Requirement thresholds**
- **Process flowcharts**
- **Travel Plan Fees**
- **Implementation**
- **Monitoring and enforcement**

The website sets out best practice on how these aims can be achieved to ensure your Travel Plan accords with the requirements of Bristol City Council. In addition, templates are provided that should assist in the preparation of the Travel Plan document and in subsequent implementation processes.