



Bristol City Council

Local Plan Review

Publication Version (11/2023)

Interim Transport Information Note



Introduction

The publication version of the Bristol Local Plan sets out strategies for meeting government targets for housing and employment and the necessary infrastructure, whilst balancing the requirements to address the climate emergency, carbon reduction, flooding, land use and conservation.

The Bristol Local Plan transport approach has been informed by, and developed in line with, strategies from various complementary policy documents- demonstrating the interconnectivities of the local plan transport strategies and the wider transport policies of increasing spatial scales. At the sub-regional level, Joint Local Transport Plan 4 (JLTP4)¹ serves as an integrative link between Bristol and the neighbouring Local Planning Authorities. Further information on complementary transport policy documents can be found on the Bristol City Council website² and similarly, the West of England Combined Authority website contains additional documents to this end.³

This information note is an interim assessment of the capacity of Bristol's public highway for change. Post consultation and the consideration of comments, a model will be run on West of England Regional Transport Model (WERTM)- this will form part of the transport evidence base to support the submission of the Bristol Local Plan.

¹ The JLTP4 was published in 2020 and will be refreshed in line with the latest guidance from the Department of Transport.

² [Transport plans and projects \(bristol.gov.uk\)](https://www.bristol.gov.uk/transport-plans-and-projects)

³ [Transport - West of England Combined Authority \(westofengland-ca.gov.uk\)](https://www.westofengland-ca.gov.uk/transport)

Bristol's Local Plan Review

The Housing chapter of the publication version of the local plan proposes that 1,925 new homes should be delivered on average each year from 2023 to 2040 (34,650 homes).

The local plan proposes specific locations and sites where housing will be delivered with the focus on brownfield development and efficient use of urban land. The Development Strategy in the local plan sets out a direction for each part of the city and identifies specific locations for change and development. It sets out Areas of Growth and Regeneration and locations for new neighbourhoods.

The Development Strategy approach looks at four broad areas of the city:

- Central Bristol;
- East Bristol;
- South Bristol; and
- North Bristol.

This information note summarises the capacity of the busiest corridors in each of these areas of Bristol, which will support the proposed increase in housing set out in the publication version of the local plan.

Spatial strategy area	% of emerging SHLAA capacity	Share of 18yr housing requirement
Central Bristol	42.88%	14,858
South Bristol	31.56%	10,935
East Bristol	10.75%	3,725
North Bristol	14.81%	5,132
TOTAL	100%	34,650

Table 1: showing the housing development targets of the publication version of the local plan, delineated by spatial strategy areas.

Interim Highway Capacity Assessment and Presumptions

The assumptions, which are reflected in the table below, are based on taking 2022 average data for the busiest junction on the busiest corridor in the spatial Development Strategy areas. Using census 2021 data on car ownership and servicing and delivery trips (e.g., refuse and home deliveries) and how many trips car owners make per week. The assumptions do not include construction management trips.

The social and affordable housing proportions of the local plan housing targets are prioritised for Bristol citizens whose vehicle trips it is reasonable to assume are within the baseline- as it is considered that people who will be living in the newly developed social and affordable dwellings are likely to already be counted in Bristol’s transport surveys as they will be existing Bristol residents.

Spatial strategy area	Corridor	JCT/W	2-way trips per day	Per annum estimated trip generation	BCC signal ref	DFT ref
Central Bristol	A4044	A420	9,036	8%	2477	17057
South Bristol	Bath Road A4	A4174	27,648	2%	2074	18376
East Bristol	A420	A4320	5,209	4%	2293	28416
North Bristol	A38	Muller Road	10,734	2%	2035	26403
TOTAL			52,527	3%		

Table 2: showing the percentage of annual trip generation for motorised vehicles, separated by spatial strategy areas, in 2022.

Across all corridors identified, the impact on the junction would indicate need for mitigation. The type of transport improvements required are identified in the wording of the Development Strategy policies and the development considerations text associated with specific development allocations; however, this will be refined following the running of the full transport model through WERTM, therefore the type of mitigation will be assessed for the submitted local plan.