

Big Café no 3: Bristol' Transport System

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Hamilton House, Stokes Croft

A day long 'World Café' styled workshop was held in Bristol in which local stakeholders, including local government officials, academics, Bristol residents and transport experts, created positive visions of Bristol's transport system. Participants discussed and drew from global examples of functioning green transport schemes, and explored options for encouraging green transport choices within Bristol, both in terms of improved services and attitudes towards such choices.

This report captures the thoughts and suggestions of the attendees and is submitted for consideration to Bristol City Council with regards to the evolution of Bristol's transport plan.

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1. Vision of Bristol's future transport system

(based on the preferred options identified by the Café participants when answering questions 1-4)

Policy: Bristol will have an integrated transport system governed by an overarching transport authority for the wider Avon area. The Authority will base its decision-making on a hierarchy that favours sustainable modes of travel within and outside the city (cycling & walking>public transport>shared car use>taxis>cars).

Cycling and walking: Bristol will fulfil its aspiration to become the UK's first cycling city by improving the safety, ease and enjoyment of travelling by bicycle, as well as by foot. This will be achieved through the introduction of schemes such as bicycle banks, hire schemes, public transport adapted to accommodate bicycles, and storage in places of work. Greenways, including every third street closed to cars, will offer walkers and cyclists a safe and pleasant environment in which to travel.

Exemplary public transport: Bristol's transport system will provide a mix of affordable, low-carbon, integrated transport choices. New forms of public transport, such as trams, skyways and waterways, will entice people out of their cars. A transport hub will house both bus and train services within and out of the city. People will effortlessly flow between the different modes of travel using a single, affordable payment system, such as an "Oyster card", or via payment through their council tax. "Travelling by public transport is quick and easy".

Information when and where you need it: Intelligent bus, tram and train stops with information hubs providing real-time timetable information, local maps for cycling and walking, and zoned public transport maps.

Reduced car use: Car use is no longer the preferred travel choice within the city due to the appeal of improved and new alternatives, and disincentives such as congestion charging and rising fuel costs. Car clubs and car-pooling are the economically sound option for those needing to drive. Cars are powered by electricity generated from renewable energy sourced from the West of England.

Reduced need to travel: Places of work and community services are easily accessible reducing the need to travel by fuel-intensive and polluting vehicles.

Other behaviour changes: University students, taking advantage of free local transport and bicycle share schemes, choose not to drive a car. Pupils feel safe joining walking buses or cycling along greenways to and from school.

For examples of locations around the world where the various components of this vision have been achieved, see table below.

2. Transport options discussed by café participants

2.1 Table of responses to questions 1 and 2

Question 1. If you had a bottomless pit of money to spend on Bristol's transport system, how would we travel around the city in 10 years time?	Question 2. Practical Examples of better transport systems we can draw on from the rest of the world and history.
An aspiration city	
Electric/solar City	Freiburg
A Green City (nature in the city), including greenways for walking and cycling	Hanover
Cycling and walking – the preferred form of travel	
Continuous (uninterrupted) and/or separated green routes for cycling and walking.	Germany and the Netherlands
Greenways along rivers and through natural landscapes	Hanover
Mixed use roads	
Safe and numerous cycle storage facilities, showers and lockers in public places (e.g. at transport hubs) and at work	Copenhagen
Public transport adapted/designed to accommodate bicycles, e.g. bike racks	San Francisco and Copenhagen
City-wide bike hire scheme and community shared bicycles	Paris and Copenhagen
Junctions allow left turn and straight on cycle movements (where safe to do so), and a presumption that all one-way streets are two-way for bicycles.	
Visionary infrastructure	
A central transport hub for buses and trains (this could be situated at the new Cabot Circus car park)	
A reliable, pleasant and affordable integrated transport system offering a mix of travel choices including extended bus (green fuel), train and ferry services and new forms of transport given below.	Pre-Beeching railways; punctual trains, e.g. Germany and Japan (a refund and a note to a passenger's employer are issued if a train is late) High speed rail network, e.g. Japan, Iran, Germany, France.
Skyways	Bangkok
Metro/underground	London, Paris, Barcelona, New York, Brussels

Ferries/water transport	Sydney, Vancouver, Venice
Tram network	Sheffield today and Bristol in the past. Trams with priority use of roads, e.g. Amsterdam.
Cycle-shaws	Vietnam
Airport metro link	
Expanded park and ride with appropriate disincentives for city centre parking	
M32 mass transit system	
Shared use of roads	Oxford, Dresden, Sienna, Copenhagen
Easy and affordable payment	
Integrated ticketing system where one tickets can be used on all forms of local transport.	Paris, London (Oyster), Stockholm, Copenhagen, Amsterdam.
Cashless payment system	London (Oyster)
Transport subsidised by businesses and/or paid for within council tax	Hamburg
Students can use their student cards to use public transport. They may pay for this as part of their student fees.	Southampton
Accessible and user friendly transport information	
Train, bus, metro and tram information systems that allow you to plan your itinerary and track expected time of arrival in real-time	Smart bus stations in Oxford
Colour coded transport to indicate the frequency and number of 'stops' to help one find the fastest route	Japan
Policy and decision-making	
A dedicated authority overseeing all transport in the Avon area	London Transport Authority
A transport hierarchy: walking / cycling > public transport > car share / taxis > cars	
Public ownership	Renationalisation of transport system in New Zealand
Greener car use	
Car sharing encouraged through incentives and disincentives	Enforced car sharing in Cuba; priority lanes for car sharers in

	Leeds and Washington
Expanded car club services	
Underground car system – no over-ground driving!	
Electric charging stations	
Car-free days and areas; every 3 rd street car free and linked to each other; Home Zones; Sunday road closure; freight consolidation and time restrictions; slower speeds on all streets	Number plate based driving days, e.g. Athens, Rio de Janeiro, Rome, Naples. Car-free Sundays in Bogota, Colombia
Energy	
Sustainable energy for transportation, including green fuels and electricity generated from renewable energy.	Freiburg, Germany (electric/ solar city)

2.2 Question 3. What would enable you personally to make greener transport choices in Bristol?

Supportive Policy

- Parking charges (with a transparent relationship with spending on sustainable transport measures)
- Priority to pedestrians, not cars, at traffic lights and in planning policy
- Car free city centre
- Car-free artery roads
- Congestion charges
- Rebates for non car owners

Enhanced infrastructure

- Better school buses
- Continuous/separate bus routes to make my journey quicker
- Logical transport locations
- More river crossings for pedestrians/cyclists

Systems that make sustainable travel the EASY option

- Cashless payment system
- Integrated payment system – i.e. use one ticket for all modes of public transport, and for the entirety of your journey
- Cheaper fares

- Improved facilities for carrying awkward items on buses
- Better evening public transport
- Availability of information

Safer, more enjoyable and more appealing green travel

- Improve safety of sustainable travel (like the Bristol – Bath cycle / walking path and late night buses etc)
- Comfortable public transport
- Fast journey times
- Regular services
- Security (bikes)
- Pleasant, helpful staff
- Improve driver and cyclist attitudes towards each other
- Responsible attitudes to those on foot and bikes, especially children
- Behavioural / culture change supported by marketing

Improve cycling and walking facilities

- Continuous walking/cycling routes
- Bike racks on public transport
- Cycle maintenance workshops
- Improved cycle maintenance facilities
- Cycle training
- Improvements to cycle storage and security

Reduce the need to travel

- Integrated communities
- Mixed use development
- Working from home
- Shop delivery services

Question 4. How do we encourage better use of, and attitudes towards, sustainable transport?

PUBLICISE

- Change perceptions of transport options
- Transport awareness campaigns
- Personal stories/accounts

PRIORITISE

- Cyclists and pedestrians prioritised over other road users
- Respecting bus and cycle lanes
- Respect of the highway code

INCENTIVISE

- Fewer parking spaces = less tax for business
- Free trial tickets
- Lower council tax for people who don't have a car

MOTIVATE

- Bike initiatives
- Student, staff and parent car clubs
- Car exclusion zones around schools
- Chooseday - leave car at home on Tuesday

LEADERSHIP

- Green mayor for Bristol
- Council to lead by example
- Create a transport system we can be proud to use

PLEASURABLE travel by public transport

- Music, books, toys
- Newspapers
- Sudoku
- Conductors
- Bus speed dating

PLAN

- No more out of town shopping/business centres

- Planning to incorporate alternative transport options

3. List of attendees

Please note, the above summary of results does not reflect the individual views of all the attendees, but is a record of discussions that took place.

Alice-Marie	Archer	Schumacher Institute
Patti	Rudling	Pubic/volunteer Sustrans/Save the Railway Path
Janice	Thompson	University of Bristol
Keith	Hallet	Advocate of URL (ultra-light trams)
David	Bishop	Bristol City Council
Kate Hoare	hoare	Bristol City Council
Colin	Knight	Bristol City Council
Sam	Lee-gammage	University of Bristol - student
Petra	Regent	University of West of England - student
Alison	Bromilow	Redland & Cotham Amenities Society
Peter	Goodwin	Bristol South Green Party
Ale	Fernandez	Transition St Pauls
Jon	Rogers	GP & Ashley Ward Liberal Democrat Councillor, Bristol Lib Dem lead on transport & sustainability
Pam	Gill	University of Bristol
Christina	Crossingham	Interested resident
Martin	Parkinson	Personal interest in sustainable transport
Colin	Palmer	Ginko Investments
William	Shier	Institute of Directors, Portishead Chamber of Commerce
Jon	Toy	Arup
Ann	Cousins	Arup
Sarah	Toy	Arup

Rebecca	Pillinger	UoB
Dane	Comerford	UoB - Public engagement
Vala	Ragnarsdottir	University of Bristol
Anja	Dalton	UWE PhD student
David	Wilcox	Employee of HP, interested in transport
Stephen	Petter	Active campaigner for PT in Bristol
Catherine	Sampson	Bristol Cycling Campaign
Sue	Flint	Interested resident
David	Saunders	Connelly & Callahan
Stephen	Petter	Interested resident
Tim	Waite	Interested resident
Andy	O'Brian	Interested resident
Steven	Williamson	MP Bristol West