

BAL proposals for early surface access measures to be included within a Section 106 Agreement

INTRODUCTION

Bristol Airport Limited (BAL) submitted a planning application, referenced 18/P/5118/OUT, in December 2018, for the development of Bristol Airport to accommodate 12 million passengers per annum (12mppa). Since then BAL have engaged with North Somerset Council (NSC) Highways and Transport Service to review the information included within the application on surface access matters. Additional information and analyses have been submitted to NSC and other parties as part of this review process, and this additional information has been made available on the planning portal as part of further consultations.

Following this process, BAL has produced a revised package of surface access measures that would be delivered early, within the first two years post-consent, as part of the emerging Airport Surface Access Strategy (ASAS). The key objectives of this package of measures are to:

1. Support the objectives of the emerging ASAS, which will include reducing car use and implementing measures that promote and enable alternative modes of travel.
2. Ensure that car parking is phased in order to balance the level of additional car parking at the airport against investment in public transport services, whilst maintaining an adequate supply, helping to lessen the impact of unauthorised off-site parking and supporting a new transport hierarchy.
3. 'Front-load' early public transport service improvements to set the right trajectory for modal shift away from the private car and onto public transport use.
4. Continue to support regional transport projects, in line with our emerging ASAS, to enhance the transport connectivity for North Somerset and the wider region.
5. Allow stakeholders via the Airport Transport Forum the opportunity to shape the surface access plans at the airport, in line with National Government Policy.
6. Establish challenging and ambitious stretch modal share targets for both passengers and employees at the airport, with a clear and transparent process for monitoring.
7. Support the transition from the previous 10mppa Section 106 Agreement (S106) obligations to the new 12mppa S106 Agreement, particularly in terms of the investment in public transport services.
8. Support the development of new innovative measures that can help to deliver sustainable transport services and support promotions.
9. Reduce emissions associated with surface access to the airport in order to deliver an improvement in air quality and reduce carbon emissions, in conjunction with wider measures being undertaken at the airport.
10. Ensure adequate mitigation of the local highway impacts associated with growth of the airport to 12mppa.

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The emerging ASAS will include all of the comprehensive measures to be implemented during the ASAS period. The early-delivery priority projects for the emerging ASAS and Travel Plan, to be included within a S106 Agreement and implemented within the first two years post-consent, are listed below.

1 – A NEW ASAS AND TRAVEL PLAN WITH AMBITIOUS TARGETS

Publication of a new ASAS

A new Airport Surface Access Strategy (ASAS) will be published, with a draft provided to NSC within 6 months of planning consent. The new ASAS would contain a transport mode hierarchy, recognising the environmental impact of the different modes of transport, and with an objective to move as many people as possible higher up the hierarchy. The ASAS would include all strategic improvement measures, as well as shorter term goals and an Annual Action Plan.

Publication of a new Travel Plan

A new Travel Plan for all employees working at the airport. A draft Travel Plan was submitted with the planning application and would be finalised with NSC within 6 months of planning consent.

A new public transport mode share target of 17.5%

A stretch target of 17.5% of airport passengers using public transport, going beyond the adopted 15%. Annual CAA surveys would be used to monitor this target, with a process to be agreed with NSC. Annual CAA surveys could include additional questions as necessary to identify primary mode of travel and dwell time, with these surveys supported by other travel information as available. The overall target would be supported by annual KPIs, with an initial proposal of achieving an average increase of 0.5% improvement in public transport use per annum.

A new staff travel target of 30% by sustainable modes

A stretch target of 30% of all employees working at the airport travelling by sustainable modes of travel, going beyond the adopted targets and the proposed target of 25% within the planning application. Annual Travelwest (or alternative) staff travel surveys, covering all businesses at the airport, would provide the monitoring of this target.

Governance through a Steering Group

A dedicated steering group with representatives from BAL and NSC to oversee and ensure delivery of the agreed S106 measures. The steering group would manage funding, where appropriate, and report to the Airport Transport Forum on progress.

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2 – PUBLIC TRANSPORT IMPROVEMENT MEASURES

Delivery of the new Public Transport Interchange (PTI)

A PTI will be delivered to provide a high-quality facility. Construction of the PTI would commence no later than 12 months following planning consent (subject to securing necessary planning approvals) for completion within 30 months and would be fully funded by BAL. Delivery of the PTI would be secured either via the S106 or by a Planning Condition. Details of the PTI will be submitted to NSC for approval prior to commencement of construction.

Continuation of the 10mppa Public Transport Fund

A fixed sum payment of £125,000 in 2020 and a further fixed sum payment of £125,000 in 2021. This fund would provide a transition from the current S106 arrangement into the new Public Transport Improvement Fund (detailed below) proposed as part of the 12mppa S106 Agreement. Transitional arrangements would be agreed by the steering group regarding the existing local bus services that are supported by the 10mppa fund.

Continuation of the 10mppa strategic public transport services

A commitment to ensure the continuation of the strategic bus and coach service connections that have been brought forward as part of the 10mppa S106 Agreement. This would include the strategic bus service connections to Bath, Bristol and Weston-super-Mare as well as the strategic coach service connections to South Wales and the wider South West.

A new Public Transport Improvement Fund

A new Public Transport Improvement Fund totalling £625,000 which would be used by the steering group to bring forward improvements to public transport services at the airport aimed at contributing towards modal shift to public transport services. The total figure of £625,000 has been calculated based on a continuation of the fixed sum of £125,000 per annum between 2022 and 2026 inclusive. The total fund would be held in escrow and drawn down by the steering group as required. Funding for services would be on a kick-start basis, with continuing funding for service improvement subject to viability. Priority would be given to match-funded project. Early priorities for the Public Transport Improvement Fund could include:

- Improvements to the Bristol Temple Meads interchange
- Worle Station Improvements (study)
- Bus to rail information/ticketing integration
- Bath Spa interchange improvements

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Public Transport Publicity and Promotions

A commitment to develop an annual marketing programme in conjunction with the ASAS in order to raise awareness and promote all sustainable modes of transport at the airport. This would include an ongoing 'Onward Journey' marketing campaign to promote public transport to arriving passengers. The programme would also include a commitment to further develop the Bristol Airport website and outlets to ensure that public transport and sustainable travel options are promoted to all customers.

3 – METROBUS

Metrobus Service Integration and Network Improvements

A feasibility study would consider closer alignment of the A1 Bristol Flyer service with the Metrobus network, with BAL retaining full ownership and management of the service. The feasibility study would include (but not be limited to):

- Joint Metrobus/Airport branding of vehicles
- Consideration of a two-zone fare structure with a central zone aligned with Metrobus fares and an additional Airport premium fare zone
- Acceptance of Metrobus tickets for interim journeys within the central zone
- Upgraded information across the Metrobus network to add Bristol Airport to the Metrobus network map
- Off-bus ticketing options
- Review of stopping patterns

Funding will be provided towards infrastructure improvements on the Metrobus network to support the service integration proposals.

A budget of up to £500,000 would be made available to cover both the service integration and network improvement projects, to be managed by the steering group. A feasibility study would be undertaken within six months of planning approval and measures would be implemented within 18 months, subject to agreement with the appropriate Metrobus authorities and the securing of any necessary approvals.

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4 – WESTON FLYER IMPROVEMENTS

An enhanced 24/7 timetable

Commitment to a 12-month trial of an enhanced 24/7 timetable operation, to be operational within six months of planning consent. The continuation of the 24/7 timetable beyond the 12-month period would be subject to viability, with funding from the Public Transport Improvement Fund as appropriate.

An enhanced 30-minute frequency

An ongoing commitment to enhance the timetable of the Weston Flyer service to half hourly at 10mppa, subject to viability.

Integration with Worle Station

The Weston Flyer service would be integrated into Worle Station, as part of future proposals for wider Worle Station enhancement works. This would be supported and funded through the Public Transport Improvement Fund, as necessary, and would be implemented within six months of planning consent.

Annual marketing and improvement package

An enhanced marketing and promotions package for the Weston Flyer service, including active promotion of the current integrated rail/bus ticketing.

5 – NEW PUBLIC TRANSPORT SERVICES

A new Flyer Shuttle service for Clevedon

A new Flyer Shuttle service, which would be public transport and available to everyone. Likely to be delivered as a demand-responsive, 'book-in-advance' type service. Connecting Clevedon to Bristol Airport via Yatton, calling at Yatton rail station.

A new Flyer Shuttle service for Nailsea

A new Flyer Shuttle service, which would be public transport and available to everyone. Likely to be delivered as a demand-responsive, 'book-in-advance' type service. Connecting Nailsea to Bristol Airport via Backwell, calling at Nailsea & Backwell rail station.

Both new services would be implemented within six months of planning approval. The services would be reviewed by the steering group at 6-monthly intervals. Any future funding that may be required after an initial 24-month period would be through the Public Transport Improvement Fund.

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6 – COACH SERVICES

Service and Infrastructure Improvements

Delivery of service improvements, through enhanced timetables and/or greater network coverage, to the current express coach service routes to South Wales and to Somerset/Devon. Continued service frequency enhancement would be subject to viability.

Delivery of infrastructure improvements to the routes, identified by the steering group in liaison with the service operators.

A single budget of up to £100,000 would be made available to cover both potential service and infrastructure improvements, to be managed and allocated by the steering group.

7 – STAFF TRAVEL

Employee Travelcard

Introduction of an Employee Travelcard Scheme to promote and encourage staff at Bristol Airport to use sustainable transport modes, reflecting the transport mode hierarchy. The scheme would be applicable to all staff working at Bristol Airport.

Parking Review

No additional staff parking has been provided at Bristol Airport as part of the 12mppa proposals, which will form a key measure within the Travel Plan. A review of employee parking charges would also be undertaken in line with the wider ASAS objectives.

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8 – NEW INNOVATION

Mobility as a Service Feasibility Project

A commitment to integrate with the West of England Combined Authority (WECA) proposals for a Mobility as a Service (MaaS) platform, proposed as part of WECA's Future Mobility Zone bid to DfT. A direct contribution of £25,000 towards the project, with an ongoing commitment to work collaboratively with WECA and other stakeholders to bring forward a MaaS platform that can be implemented across the region, including at Bristol Airport.

9 – AN ULTRA-LOW EMISSION STRATEGY

Developing an ultra-low emission strategy

A commitment to develop an Ultra-Low Emission Strategy to consider how ultra-low emission vehicles can be introduced and accommodated as part of our ASAS. The strategy would be introduced within six months of planning approval and would include the following:

- An implementation plan for accelerating the introduction of lower emission vehicles into the Bristol Airport fleet
- A minimum of 10 additional EV charging bays for passengers, to be delivered within 12 months of submission of the strategy
- Additional roll-out of EV charging and supporting infrastructure to be set out on an annual basis
- A strategy to identify a phased introduction of EVs into the contracted taxi fleet, with an initial target of 75% electric or electric hybrid to be incorporated into the next contract

10 – CAR PARKING

Phased development of car parking

Agreement to a phased implementation of the proposed car parking to be brought forward under the 12mppa planning consent.

Phase 1 – Removal of the seasonal restrictions on the existing Silver Zone extension plus development of the proposed further Silver Zone extension.

Phase 1 would be conditional on the parallel implementation of the early-delivery priority projects, as detailed within this paper.

Phase 2 – Construction of a second multi-storey car park

Phase 3 – Construction of a third multi-storey car park. Phase 3 would be conditional on achieving an interim target of 16% of airport passengers travelling by public transport.

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Review of Drop Off Zone (DOZ) charges

To reflect the new transport mode hierarchy within the emerging ASAS, which identifies drop-off trips as having the highest impact on the transport network with four trips, a commitment to review drop-off zone charges in order to actively discourage drop-off and move as many people as possible higher up the hierarchy.

Local Parking Controls

An ongoing commitment to deliver the Parking Summit Action Plan. BAL would provide resources and coordinate discussions with local Parish Council and stakeholders, with NSC (as the Highway Authority) to lead on the implementation and delivery of Traffic Regulation Order (TRO) measures. The geographical area for measures is to be agreed. BAL would also contribute £225,000 to fund a new, dedicated NSC airport parking enforcement officer.

11 – TRAFFIC MONITORING

Traffic Monitoring Plan

A programme of traffic surveys would be undertaken to monitor traffic levels at the airport and at key locations in the surrounding network. These surveys would be undertaken every two years beyond 10mppa, or annually should annual growth at the airport exceed 0.5mppa. A full Monitoring Plan to be agreed with NSC immediately following planning consent. The following locations would be included:

- Bristol Airport site access junctions
- A38 Barrow Street signal junction
- A38 Churchill signal junction (if required following capacity analysis work in 2019)
- B3130 Chew Valley route
- M5 Junction 22

Traffic survey results would be used to inform the steering group for the potential implementation of measures using a Highway Improvement Fund, should the impact be deemed material. Further details of the Highway Improvement Fund, which would be available post-10mppa, are provided below.

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12 – HIGHWAY IMPROVEMENTS

Highway Improvement Fund

A Highway Improvement Fund would be implemented post-10mpps and does not therefore form part of the early-delivery measures. However, for reference, the Highway Improvement Fund, which would be agreed as part of the proposed S106 Agreement for 12mpps, would provide a fund for local highway improvements which may be identified in future as part of the Traffic Monitoring Plan.

A38 / Downside Road / West Lane Improvement Scheme

A financial contribution to NSC under the S106 Agreement to enable NSC to deliver the comprehensive highway improvement scheme at the A38 junctions with Downside Road and West Lane, based on the approved scheme. NSC would deliver the scheme as soon as practical, but with a back-stop agreement that BAL would deliver the scheme via a S278 Agreement should there be delays to NSC delivery. Formal agreements to be developed.

Feasibility Study for the A370/SBL

A fixed sum contribution to NSC of £50,000 towards a feasibility study for future strategic improvements at the A370 junction with the South Bristol Link.