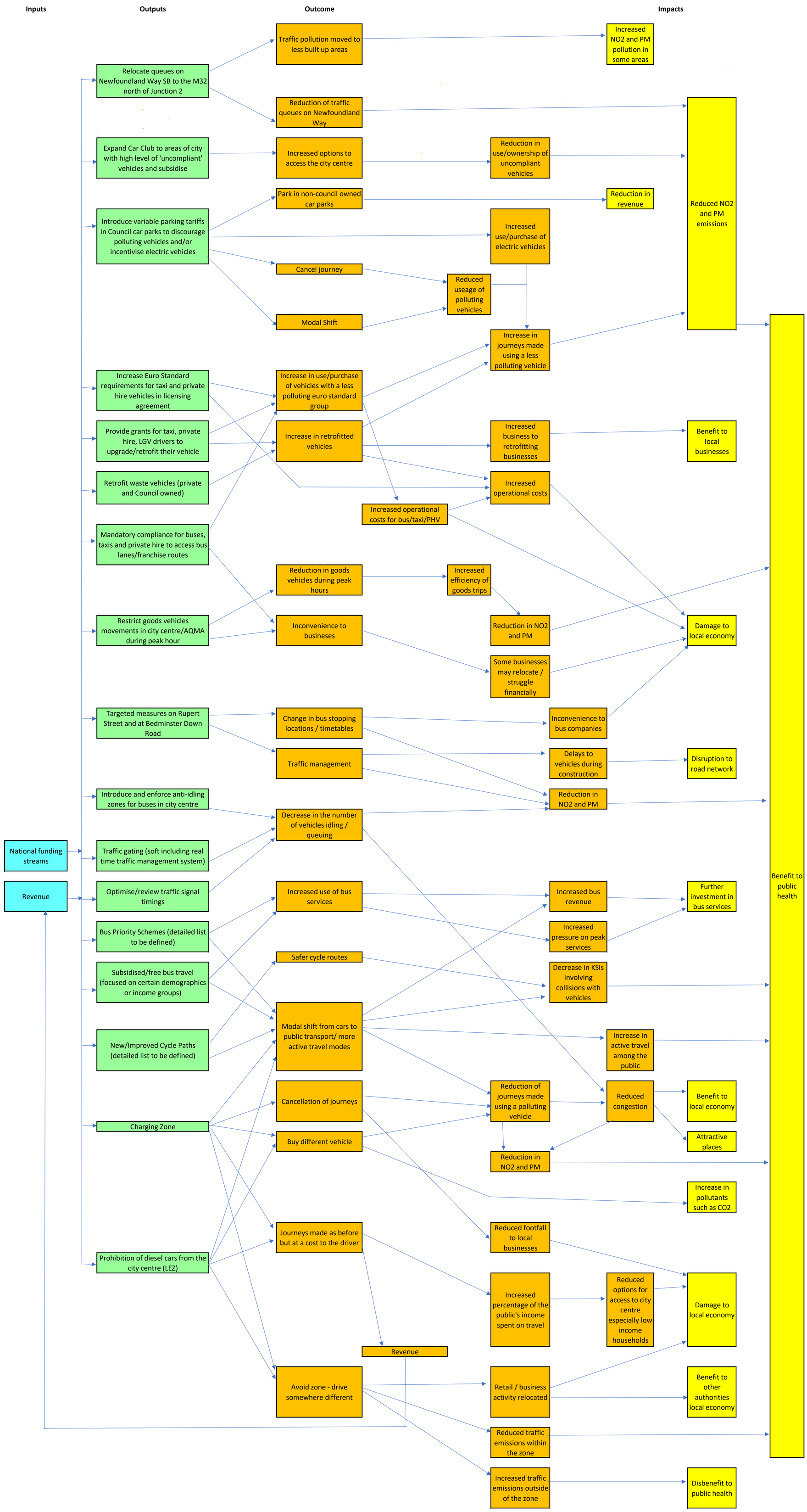
Inputs
Outputs
Outcome
Impacts
Relocate queues on Newfoundland Way SB to the M32 north of Junction 2
Expand Car Club to areas of city with high level of 'uncompliant' vehicles and subsidise
Introduce variable parking tariffs in Council car parks to discourage polluting vehicles and/or incentivise electric vehicles
Increase Euro Standard requirements for taxi and private hire vehicles in licensing agreement
Provide grants for taxi, private hire, LGV drivers to upgrade/retrofit their vehicle
Retrofit waste vehicles (private and Council owned)
Mandatory compliance for buses, taxis and private hire to access bus lanes/franchise routes
Restrict goods vehicles movements in city centre/AQMA during peak hour
Targeted measures on Rupert Street and at Bedminster Down Road
Introduce and enforce anti-idling zones for buses in city centre
Traffic gating (soft including real time traffic management system)
Optimise/review traffic signal timings
Bus Priority Schemes (detailed list to be defined)
Subsidised/free bus travel (focused on certain demographics or income groups)
New/Improved Cycle Paths (detailed list to be defined)
Charging Zone
Prohibition of diesel cars from the city centre (LEZ)
National funding streams
Revenue
Traffic pollution moved to less built up areas
Reduction of traffic queues on Newfoundland Way
Increased options to access the city centre
Park in non-council owned car parks
Cancel journey
Modal Shift
Increase in use/purchase of vehicles with a less polluting euro standard group
Increase in retrofitted vehicles
Increased operational costs for bus/taxi/PHV
Reduction in goods vehicles during peak hours
Inconvenience to busineses
Change in bus stopping locations / timetables
Traffic management
Decrease in the number of vehicles idling / queuing
Increased use of bus services
Safer cycle routes
Modal shift from cars to public transport/ more active travel modes
Cancellation of journeys
Buy different vehicle
Journeys made as before but at a cost to the driver
Revenue
Avoid zone - drive somewhere different
Reduction in use/ownership of uncompliant vehicles
Increased use/purchase of electric vehicles
Reduced useage of polluting vehicles
Increase in journeys made using a less polluting vehicle
Increased business to retrofitting businesses
Increased operational costs
Increased efficiency of goods trips
Reduction in NO2 and PM
Some businesses may relocate / struggle financially
Inconvenience to bus companies
Delays to vehicles during construction
Reduction in NO2 and PM
Increased bus revenue
Increased pressure on peak services
Decrease in KSIs involving collisions with vehicles
Increase in active travel among the public
Reduction of journeys made using a polluting vehicle
Reduced congestion
Reduction in NO2 and PM
Reduced footfall to local businesses
Increased percentage of the public's income spent on travel
Reduced options for access to city centre especially low income households
Retail / business activity relocated
Reduced traffic emissions within the zone
Increased traffic emissions outside of the zone
Increased NO2 and PM pollution in some areas
Reduced NO2 and PM emissions
Benefit to local businesses
Damage to local economy
Disruption to road network
Further investment in bus services
Benefit to local economy
Attractive places
Increase in pollutants such as CO2
Damage to local economy
Benefit to other authorities local economy
Disbenefit to public health
Benefit to public health