

50:50 split between public and private transport. As a new fast, efficient and comfortable public transport service is introduced, so the capacity of the city to carry cars would be reduced. Such an approach implies a degree of certainty in a sub-regional plan and a political will to carry it out. There would be five key professional stages in the preparation of this proposal:

### Key stage 1

This is to identify and locate major centres of activity, mainly economic but also large institutions such as hospitals and colleges. Figure 5.4 shows these centres in the Bristol sub-region. They include the commercial centres of Bristol and Bath, and of other smaller towns; major institutions; areas in which relatively large numbers of people are employed in manufacturing and service industries, some with traditional river and rail-side locations, but others in new industrial and trading estates close to motorways or trunk roads. New retail centres are also located close to motorway intersections. A wide range of other activities once centrally located is now situated on the

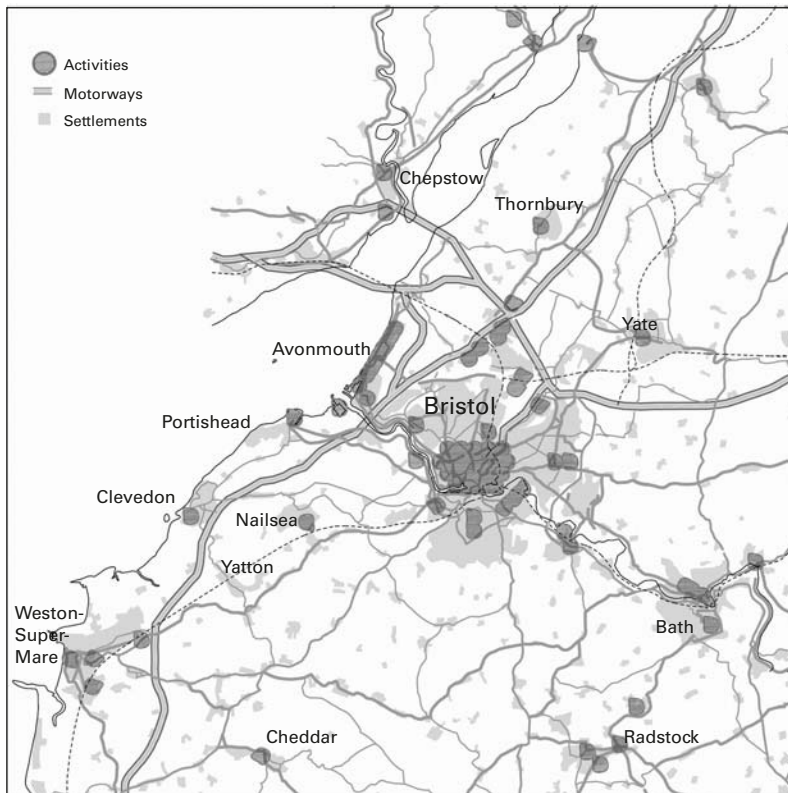


Figure 5.4  
Commercial centres in the  
Bristol sub-region.

city outskirts or beyond. The old ‘tidal wave’ of workers and shoppers moving daily into the city centre in the morning and out in the evening has been superseded by a more complex set of movements between a dispersed residential population, and a scatter of workplaces and facilities. This dispersal of activity seems set to continue but will be guided to locations to be served by the new public transport system.

### Key stage 2

This stage is to select the routes to be followed by the new public transport service, both existing roads to be given over to the service and new roads to serve areas selected for new development. Figure 5.5 shows how this stage might evolve in the Bristol sub-region. The system utilizes five of the main radial routes from the city centre, a disused rail track and a number of cross town and country roads to link existing activity centres and four major new tracks to be built within the proposed development areas. For this study the assumption is made that new single-decker articulated buses would be used,

**Figure 5.5**  
Proposed public transport routes for the Bristol sub-region.

