

# How can we get there?

We want to hear your views on how to address transport issues. A number of concepts have been drawn up for discussion and consultation – 13 are set out below. These are made up of packages of schemes which aim to help achieve the draft objectives and tackle the issues of the West of England.

## #1. Strengthen and enhance public transport corridors

Improve public transport corridors both in urban areas and between settlements. For instance; new railway stations, bigger station car parks, new park and ride sites, public transport interchanges, and better ticketing and information.

**Issues:** Time and cost required to improve rail infrastructure, reduction in highway capacity, parking and loading along main roads in order to improve bus reliability.

## #2. Extended MetroBus network

Build on our emerging Bus Rapid Transit network with more MetroBus routes, potentially including new routes to eastern Bristol, orbital connections, and extensions to North Somerset towns.

**Issues:** Loss of green corridors, highway capacity, parking and loading on main road corridors.

## #3. Extend MetroWest

Further improvements to the MetroWest rail concept which could improve the Henbury line, new rail line re-openings, and more capacity between Bristol and Bath and to South Wales.

**Issues:** Would include significant time and cost required to make improvements to rail infrastructure.

## #4. MetroWest ++

This would be a significant and ambitious upgrade to the local rail network which could make it more akin to a metro or 'tram-train' network, and may include new and re-opened routes along with wholesale electrification.

**Issues:** The time required to make improvements to rail infrastructure. Such ambition may be unaffordable.

## #5. Walking and cycling superhighways

Building on the already high levels of walking and cycling in parts of the area is likely to be highly cost-effective and reduce conflict between people who are cycling and walking. A network of cycling super-highways and better walking routes could be built across the main urban areas and along main corridors.

**Issues:** Potential reduction in highway capacity, parking and loading along main roads in order to improve walking and cycling routes.

## #6. Better connectivity

Tackling a key weakness in the current network, new links could be built to take pressure off key points in the network and remove through-traffic from city centres and inappropriate residential roads.

**Issues:** Loss of green field land to build infrastructure.

## #7. Pinch points and bottlenecks

Intervention to mitigate pressure at key local pinch points such as the A4 at West Town Lane, A4174 ring road junctions, A370 at Backwell, and A37 at Whitchurch amongst others.

**Issues:** Costs involved in finding and building solutions to deal with these pinch points. Public acceptance for new routes.

## #8. Strategic corridor packages

Whole corridor approaches to improving main highway corridors such as the A4 and A38, which could include improved environments for pedestrians and cyclists, linked signals and bus priority.

**Issues:** Potential reduction in parking and loading along main roads in order to improve traffic flow and bus priority.

## #9. Working better together

Closer integration between the local authorities, de-trunking of highway routes to allow for local control and bus franchising which could contribute towards improving services and regulatory regimes.

**Issues:** Limited by national policy and regulations and requires influencing stakeholders such as national government.

## #10. Local Sustainable Transport Fund

Building on the success of this programme to improve journey choices: this would offer information and work with employers, schools and communities to make small changes in local areas to prompt behavioural change and other initiatives, including smart and multi-modal ticketing, wider use of broadband and home working, and shared mobility such as public cycle hire, car sharing and car clubs.

**Issues:** Would rely on revenue funding, which is increasingly limited.

## #11. Regional connectivity

Better links to London, South Wales and the Midlands by road and rail.

**Issues:** Would require the influencing of stakeholders such as Highways England and national government to improve regional links.

## #12. Freight

The local freight consolidation service used by the local authorities can help tackle freight, along with low emission zones, HGV restrictions and routing changes, as well as improved routes and parking facilities to reduce HGV impact on local communities.

**Issues:** Would rely on increasingly limited revenue funding, and would require enforcement.

## #13. Travel demand management

Would not only act as a driver for change but as a potential income stream to help pay for transport investment. This could include more residents parking, workplace parking levy, congestion charging, or a reduction in parking levels in the main settlements.

**Issues:** Public acceptance.



# WEST OF ENGLAND BUILDING OUR FUTURE



## WEST OF ENGLAND JOINT TRANSPORT STUDY

The West of England's four local authorities have launched a public consultation as part of the Joint Transport Study, which will inform high level strategy and the delivery of major transport schemes throughout the area until 2036.

Bath and North East Somerset Council, Bristol City Council, North Somerset Council and South Gloucestershire Council are preparing the study in parallel with the West of England's Joint Spatial Plan, which is looking at how to meet the need for housing and employment space up to 2036. We want to ask people who live, work and travel in the West of England about the key transport issues affecting the area, and what sort of transport solutions we should look at over the next 20 years.

### What happens now?

This is the first stage of the process to agree a strategy through to 2036. Local communities and stakeholders will have further opportunities to comment over the coming months.

This consultation about the first stage in the transport study includes:

1. An assessment of current issues.
2. Formulation of objectives.
3. Developing possible transport solutions.

It will run to 29 January 2016. Details about both the Joint Transport Study and Joint Spatial Plan can be found at: [www.jointplanningwofe.org.uk](http://www.jointplanningwofe.org.uk)

### Our recent successes:

This consultation seeks to build on a track record of success in attracting transport investment.

This has come about because of the strength of joint working and our previous Local Transport Plans, underlining the importance of the latest study in building on this success.

The West of England is enjoying unprecedented levels of transport investment: more than £500m is being spent to improve transport.



### Projects include:

- MetroWest phases 1 and 2, which include re-opening the Portishead and Henbury railway lines.
- Three MetroBus schemes, representing a step change in rapid public transport in the Bristol urban area.
- Work around Bristol Temple Quarter Enterprise Zone and our Enterprise Areas in Bath, Weston-super-Mare and South Gloucestershire.
- The recently completed 'Bath Package' of transport improvements, along with access improvements in Weston-super-Mare.
- Cycle Ambition Fund and the Local Sustainable Transport Fund improving local public transport and walking and cycling links.
- Great Western Mainline electrification to Bristol which will improve inter-regional travel.

## GET IN TOUCH

To find out more, have your say and take part in our online survey visit our website: [www.jointplanningwofe.org.uk](http://www.jointplanningwofe.org.uk)

You can also email any comments to: [comment@jointplanningwofe.org.uk](mailto:comment@jointplanningwofe.org.uk)

Information about the joint transport study and other ways to comment is also available from main council offices, all of our libraries and one stop shops.

Written comments can be sent to:

West of England Joint Transport Consultation  
c/o South Gloucestershire Council  
PO Box 299  
Corporate Research and Consultation Team  
Civic Centre  
High Street  
Kingswood  
Bristol  
BS15 0DR



## HAVE YOUR SAY

This study provides you with a chance to tell us how you think transport should be provided in the West of England over the next 20 years.

It's essential that people take this early opportunity to get involved in shaping this study. It will play such an important part in the future of our area. Turn to back page for details. >



## A look at the current issues...



### LIMITED TRAVEL OPTIONS

While parts of the West of England have higher than average levels of walking and cycling, much of our area suffers from limited transport options which results in high private car use. This is most pronounced at the edges of the Bristol urban area and especially so in parts of South Gloucestershire and in North Somerset towns.

The area also has low levels of public transport use, especially in urban areas, although passenger numbers have increased significantly in recent years.



### CONGESTION

The West of England is a prosperous area which experiences significant congestion on the motorway network, core radial routes, and around main employment centres.

#### Key problems include:

- Longer, less reliable journey times.
- Lack of resilience in the road network that struggles to deal with disruptions or accidents.
- Impact on economic competitiveness and reduced accessibility to jobs and services.
- Impact of heavy traffic congestion on reliability of bus services.



### SOCIAL CHALLENGES

Despite the overall prosperity of the West of England, a number of communities face significant challenges, including poor skills, poor health, low incomes and deprivation in some parts of our area.

Transport has a role to play in providing the connections for people to access jobs, training and other services. We also need to take into account changing working patterns, demographic changes which is seeing our population increase and grow older and advances in technology.

Road safety is also an important consideration. The West of England has made good progress in reducing road casualties; between 1994 and 1998 an average of 472 people were killed or seriously injured each year, by 2014 this had reduced to 277 a year.

## What are the key transport issues facing our area?



### DEMAND FOR HOUSING AND EMPLOYMENT GROWTH AND INCREASED INFRASTRUCTURE

The Joint Spatial Plan, which will map out strategic locations for housing and employment up to 2036, is being carried out in parallel with the Joint Transport Study. It is estimated that at least 85,000 new homes will be required.

The Strategic Economic Plan also includes an ambition for 95,000 jobs strongly focused on the Enterprise Zone, Enterprise Areas and the South Bristol priority growth location.

Even taking into account the current transport improvements, this growth will have an impact on our highways and public transport network.



### ENVIRONMENTAL CHALLENGES

Studies state that road traffic contributes around 30% of total carbon emissions in the West of England.

Whilst generally transport emissions per person are in decline due to more people walking or cycling and because of more fuel efficient vehicles, with future population growth it may be difficult to reduce emissions.

The West of England has several Air Quality Management Areas where levels of harmful emissions are regularly above acceptable levels. Noise caused by traffic levels is also an issue in many rural and urban areas. Too much traffic negatively impacts our often historic and attractive urban environments and rural tranquillity.

## Where are we trying to get to? Our objectives



We currently have a number of policy objectives in the Joint Local Transport Plan, which are outlined below.

We're seeking views on whether they should remain as key objectives as they will be important in how we prioritise future transport investment.

- **Support economic growth:** transport should support growth and focus on connecting main employment areas to where people live.
- **Reduce carbon emissions:** proposals should aim to reduce carbon emissions by providing better travel choices such as walking, cycling and better public transport.
- **Promote accessibility:** schemes should make it easier for people to access jobs, education and services such as hospitals.
- **Contribute to better safety, health and security:** investment should contribute to better personal safety and reduce road traffic collisions.
- **Improve quality of life and a healthy, natural environment:** projects should aim to reduce traffic volumes, noise and emissions and protect the natural environment.

To decide which schemes should be developed, we must first identify the current issues on our transport network.

## What are the challenges we experience travelling around the area?



The West of England benefits from its location on the UK's strategic motorway and national rail networks at the gateway to the South West and South Wales and is also home to two international gateways.

Bristol Port, Britain's most centrally located deep sea port, has good road and rail connections, and Bristol Airport handles more than



passengers a year.

The airport is undergoing an expansion programme including a new terminal and public transport interchange.

Effective transport links are a critical ingredient in the West of England's economic success. But the area faces challenges from the current quality of travel options, traffic congestion and the reliability of transport networks. This makes it difficult for people to get around and impacts on business productivity.

Although most people in the West of England live and work within the area, travel-to-work patterns are often complex.

There are large movements into central Bristol from across the West of England and from west Wiltshire into Bath.

There are also complex movements to and within the Bristol urban area.