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.

2. MetroWest
   Improved services for all commuters, better walking and cycling routes, and new rail line re-openings, and more capacity between Bristol and Bath and to South Wales.

3. Pinch points and bottlenecks
   Increasingly limited.

4. Counter proposals
   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.

5. Walking and cycling superhighways
   Building on the already high levels of walking and cycling for which Bristol, Portishead and Henbury have been named as 'active travel champions' by the Department for Transport.

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.

7. Pitch point and bottlenecks
   Intervention to mitigate pressure at key pinch points such as the A4 at West Lane Town, A4179 ring road junctions, A370 at Backwell, and A37 at Wrington amongst others.

8. Costs involved in finding revenue funding, which is increasingly limited.

9. Working better together
   Closer integration between the local authorities, devolution of highway routes to allow for local control and bus coaching which could contribute towards improving services and regulatory regimes.

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.

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

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.

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.

Written comments can be sent to:
West of England Joint Transport Consultation
c/o Corporate Research and Consultation Team
Gibson House
PO Box 299
Bristol City Council
Bristol BS2 8DS

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
- South Gloucestershire Council
- North Somerset Council

The 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.
4. The recently completed ‘Bath Package’ of transport improvements, along with access improvements in Weston-super-Mare.
5. Cycle Ambition Fund and the Local Sustainable Transport Fund improving local public transport and walking and cycling links.
6. Great Western Mainline electrification to Bristol which will improve inter-regional travel.

Projects include:
- MetroWest phases 1 and 2, which include re-opening of the Portishead and Henbury railway line.
- 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 Zones in Weston-super-Mare and South Gloucestershire

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

and is also home to two rail networks at the gateway to South West and South Wales strategic motorway and national networks. This makes it difficult from its location on the UK's South of England's economic success.

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.

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 north and east fringes of the Bristol urban area.

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

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.

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.

For more information, please refer to the NTI website.