

Saltford Parish Council response to JOINT TRANSPORT STUDY

QUESTION	RESPONSE
<p>1. Is the level of ambition for the Transport Vision about right?</p>	<p>It is difficult to assess as the plan lacks prioritisation or estimates on programme delivery times. Its ambition is stunted as it does not appear to provide a solution to the traffic pinch points / bottle necks in Bristol in Bath. There is no detail on work with large scale employers to facilitate behavioural changes to employees travel patterns.</p>
<p>2. Do you think we are proposing the right mix of public transport investment (bus, rapid transit, park and ride and train)?</p>	<p>We feel that there is insufficient investment in heavy rail solutions whilst road building is given too high a priority despite lack of space and the need to transfer commuting away from the car. Insufficient attention has been given to the possibility of additional use of the existing disused rail corridors in the region.</p>
<p>3. To what extent do you agree with the principle of diverting non-local traffic, including onto new roads, to accommodate public transport and cycling schemes?</p>	<p>New road proposals should always be measured against their value for money and must provide the maximum of benefits for all residents of BANES. Some new road proposals represent poor value for money and would have negative impacts on established communities without addressing the real issue of bottlenecks. Just moving the problem along is not a solution. Where there are proposals to divert traffic from an area consideration must be given to the effect on local business, local employment and local communities. Full consideration and evaluation must be given to all other existing transport assets.</p> <p>We also wish to make it clear that whilst Saltford Parish Council is opposed to a by-pass at Saltford, being detrimental to the Green Belt, the environment, local commerce, and the integrity of Saltford as a place, we feel that it is imperative that the proposed bypass route shown as a blue line south of Saltford BE REMOVED from the next iteration of this document. Publishing a route line or lines will cause a housing blight for a large part of Saltford lasting up to the lifetime of the JTS 20 year period. There is no need to show a route on a map when there are no firm plans for a bypass and it is being considered as one of a number of traffic congestion mitigation measures. Saltford Parish Council notes the 2006 Greater Bristol Strategic Transport Study, which concluded that a by-pass at Saltford does not provide strategic benefits and does not represent value for money.</p> <p>The routes of any new roads must take into account the importance of open land to local</p>

	communities for leisure/recreational uses particularly cyclists, sports, walkers, and horse riders. The need for healthier lifestyles includes a requirement for local access to recreational outdoor space.
4. To what extent do you agree with the concept of a light rail (tram) solution on some rapid transit corridors?	The concept sounds good in theory but we question the practicalities of effective implementation without creating more problems on existing limited road space. Investment in heavy rail provides a more achievable, longer term solution.
5. To what extent do you agree with using financial incentives and financial demand management at a local level to raise funds to help pay for the transport vision?	To be effective, attractive alternatives need to be put in place BEFORE the use of disincentives for commuters to reduce their car travel or switch to alternative travel modes. At a very local level residents need to be able to effectively see the cost benefits of any proposal before being asked to contribute financially either directly or indirectly.
6. What kind of schemes would be most appropriate to deliver an upgrade to sustainable travel between the East Fringe and Bristol city centre?	Fully fund and prioritise MetroWest.
7. We'd like to know how much you agree with the following elements of the package?	(Marks/10) <input type="checkbox"/> Marketing and education to change travel Behaviour = 9/10 <input type="checkbox"/> Area packages of improvements for pedestrians, cyclists and buses = 10/10 <input type="checkbox"/> Strategic Cycle Routes - new or upgraded Routes = 10/10 <input type="checkbox"/> Park & Ride - new or expanded sites = 6/10 <input type="checkbox"/> Bus network improvements = 7/10 <input type="checkbox"/> Expansion of the MetroBus network = 7/10 <input type="checkbox"/> Light Rail routes = 6/10 <input type="checkbox"/> Rail improvements – improvements to existing services and facilities = 9/10 <input type="checkbox"/> New railway stations = 10/10 <input type="checkbox"/> Road improvements, including junction improvements & addressing bottlenecks = 8/10 <input type="checkbox"/> New road connections = 3/10 <input type="checkbox"/> Freight management including consolidation Centres = 10/10
8. Are there any other schemes you would like to see in the package?	Encourage and assist Heritage Railways to provide transport links. The Avon Valley Railway could relatively easily commence a Warmley to Bath service using heritage Diesel Multiple Units along the LMS corridor. (Alternatively a new LRT on the old LMS Sustrans Bristol to Bath cycle path whilst leaving space for cyclists is worth investigating as this can create new travel space without contributing to congestion on existing roads or destroying the Green Belt etc.)

	<p>To actively incentivise the greater use of electric cars.</p> <p>To increase the pooled use of electric cars which could be managed or owned by the local authority similar to the NEXUS bikes.</p> <p>To actively participate in driverless car feasibility studies and schemes for this region.</p>
<p>9. Do you have any other comments about the proposed transport vision?</p>	<p>We are seriously concerned at the lack of time provided for residents and others to submit comments to this important document.</p> <p>We feel that the study is too framed in the “now” and is not looking deeply enough at future emerging new technologies or the effect of future working patterns that might effectively reduce the volume of commuter road transport.</p>