

Key Transport Consultants is going places — in more ways than one



KTC is going places

Welcome to the first issue of our occasional newsletter. Our aim is to:

- keep you up to date with events at KTC
- provide updates on current issues in the world of transport planning and ...
- have a little fun along the way.

When we finally plucked up courage to set up **KTC** it was with a mixture of excitement and trepidation but also confidence in our own abilities and business plans. So far, things have gone even better than we had hoped.

We've had a fantastic start to our first six months in business, culminating in a move to our new office at **66 Queen Square, Bristol** and the arrival of **Sean McIntyre**, of which more later.

We hope you find something here to interest

you — and we welcome your feedback.

If you think we can 'provide the key' to your traffic or transport problem, we would be very happy to hear from you.

Roger, Sean and David



Latest News

Broadmead Expansion — Construction Starts

In the last few months six long years of planning on the Broadmead Expansion project in Bristol have come to fruition.

The development is due to open in Autumn 2008 and Roger and David have worked on the transport aspects since the earliest planning stages in 1999. Since setting up KTC they have continued to be actively involved in the design and planning of the transport infrastructure. *(more inside)*

Monmouth Visitor Centre
KTC has been providing highway and traffic engineering advice to Alec French Architects for the design of a new visitors centre in the market town of Monmouth. Sited next to the 13th century Monnow Bridge,



the development is to provide an arrival point for visitors to Monmouth and the surrounding area. Work includes the design of a new car park and coach drop off and analysis of connecting pedestrian and cycle links.

UWE Bus Interchange Study

The UWE Frenchay campus bus station is already well used and is destined to become a major hub for bus travel to the large

area of proposed residential development to be built around the campus over the next ten years. On behalf of UWE, in collaboration with South Gloucestershire Council, KTC undertook a study to determine the best future location for an improved bus interchange to cater for trips by students, staff and new residents. The study concluded that even with all the new development in place, the existing site is the best location to attract maximum patronage.

Autumn term begins at UWE



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Other projects:

- JUNCTION DESIGN AND UTILITY INVESTIGATIONS FOR MS CHARITY
- WRITTEN REPRESENTATIONS APPEAL FOR CHILDREN'S NURSERY IN SURREY
- TECHNICAL AUDIT OF TRAFFIC ANALYSIS FOR SALISBURY RELIEF ROAD
- TRANSPORT ASSESSMENT (TA) FOR BUGLE BUSINESS PARK, CORNWALL
- TA FOR NEW HOUSING DEVELOPMENT AT LANGSTONE, NEWPORT, GWENT
- TA FOR EXTENSION TO BRIMSORE GARDEN CENTRE, YEovil

Sean McIntyre Joins KTC



Sean McIntyre

With work coming in thick and fast since we launched the company, we didn't want to compromise our reputation for delivering an extremely high standard of work. It was, therefore, extremely timely when **Sean McIntyre**, our ex-colleague at Capita Symonds, approached us in the summer to enquire about joining us.

We were delighted to welcome Sean as a Director of the company. Sean brings 20 years post-graduate experience in traffic engineering and transport planning consultancy to KTC. A Chartered Engineer since 1996, most of Sean's experience is in transport assessment at development planning stage, including major schemes for ICI at Severnside and Cadbury, Keynsham. He has also worked on secondment for Bristol City Council, advising

on such major schemes as Bristol Brewery, a food superstore in Hartcliffe and redevelopment at City of Bristol Brunel Campus in Ashley Down.

Other notable schemes on which Sean has worked include the STAR LRT scheme in Kuala Lumpur; the Northbound Motorway Service Area on the M5 at Strensham, the current Building Schools for the Future Programme in Bristol and a Regional Rural Business Centre in Bridgwater, Somerset.

Sean has presented evidence at a number of **Public Inquiries**, including major residential schemes (>500 houses) in Wokingham and South Gloucestershire and in support of a food superstore in Bristol.

Sean was born in Bristol and

is a life-long Rovers fan. We forgive him this because he is good at his work.

It has been suggested that he looks a little like Carlos Sainz, the rally driver. What do you think?

Sean and his wife Maria are looking forward to becoming parents for the first time. Maybe there will be the "pitter patter" of tiny Citroen wheels in 2006.



Transport of the future?

Why not call in and see us in our new office?

The move to a bigger office space means

"I can use my new bike"
(David)

"It's over 9 years since I last worked permanently in Bristol City Centre and it's great to be back"
(Sean)

"No more long commute from the breakfast table to the office—all of 5 seconds"
(Roger)

"Peace at last"
(Gill Key)

Office Move

For Roger, the only downside of Sean's arrival was that the additional body means we have moved our office from his home in Wrington, North Somerset to **66 Queen Square, Bristol.**



66 Queen Square

Thanks mainly to David's organisational and IT skills, the move was accomplished remarkably smoothly over one weekend with all the PCs up and running and KTC open for business as usual at 7.30 am on the Monday morning.

Our new location means we are far more accessible to our city centre clients and fellow professionals. (Its also only 42 metres to the nearest pub!)

David has timed his walk into work from home at 15 minutes 20 seconds—a big improvement on the drive to Wrington in these days of sustainable travel.



David's Trek 1500, bought via the Salary Sacrifice Scheme

In this context, KTC has also set up a **salary sacrifice scheme** to purchase a road bike to speed his progress. This is a win/win idea for the business and the individual. For more details of the HM Revenue & Customs scheme, log onto our website and go to the links page.

www.key-transport.com

Broadmead Expansion Bristol — the full story

The Bristol Alliance (a joint venture between developers Land Securities and Hammerson) has recently commenced the long awaited redevelopment and extension of the existing retail area of Broadmead in Bristol. The £500m Broadmead Expansion project will transform the city centre by introducing a new House of Fraser Department store, a 13 screen, 3000 seat cinema, a 2600 space car park; over 100 new shops; more than 240 apartments and a new road system. The new scheme is called **Merchants Quarter** and will be the cornerstone for a new identity for the City's retail heart. In addition to the 1million sq ft of retail and leisure there will be over 250,000 sq ft of offices, and new public spaces, among them a central square with a stunning state-of-the-art glass roof.

To make way for the development, Bristol's Inner Circuit Road dual carriageway has to be moved, together with its junction with Newfoundland Street, the city centre end of the M32 motorway.

At the heart of the new layout is a gyratory junction, designed by **Roger Key** and **David Tingay** in their time at Capita Symonds, to connect the new road layout and provide access to the new car park.

Roger and David have both worked on the development since its initial planning stages and they have continued to be actively involved in the design and planning of the transport infrastructure.

Want to find out more? See website details below



Computer Generated Image of Central Square, Merchant's Quarter

Working closely with former Capita Symonds colleagues, Roger continues to provide strategic direction of the detailed design and planning work while David has undertaken detailed analysis for the many alterations to the other road junctions that the scheme requires.

"the Bristol Alliance is committed to ensuring business as usual in Broadmead throughout the redevelopment"

Philip Vaughan
Development Director
Bristol Alliance



Artist's impression of Quakers Friars

New Christmas Park & Ride along M32 corridor



Fame at last!
Front page news
October 22nd 2005

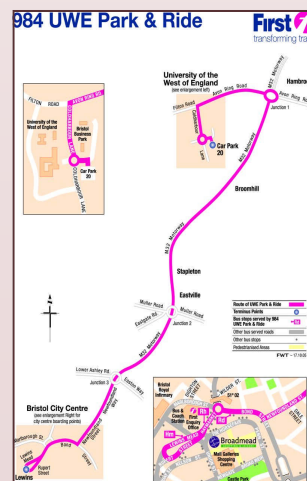
We are delighted that the Bristol Alliance, the University of the West of England, First Group and Bristol and South

Gloucestershire Councils have taken up **Key Transport Consultants'** idea of operating a Christmas shoppers Park & Ride service from UWE's Frenchay campus, as announced recently in the Bristol Evening Post.

The scheme will help ease congestion in Bristol city centre and ensure that Broadmead remains accessible to shoppers during construction of the £500m Merchants Quarter development during the busy Christmas period.

KTC are currently making the final arrangements ready for the new weekend service to operate from 19 November to 15 January. UWE has agreed to make car park 20 on their

Frenchay Campus available free of charge and the route will link from there, via the M32, to stops in the city centre.



Park and Ride route:
For a larger version, visit our website

Visit our website

For further information on KTC's traffic and transport work for UWE and other clients as well as web links on:

- avoiding temporary congestion during Broadmead construction period
- Merchant's Quarter plans
- UWE Park & Ride
- Latest traffic issues

www.key-transport.com

Greater Bristol Strategic Transport Study — a personal view



Those who are interested in how we are going to get around Bristol in the next 25 years should take a look at www.gbsts.com. There you will find the proposals published recently by consultants, Atkins, on behalf of the Government Office for the South West, on the transport proposals that have emerged from the Greater Bristol Strategic Transport Study.

The proposals are broken down into two stages: Short and Medium Term Measures, and Long Term Measures (terms not defined). The highlights of the proposals include:

- Showcase Bus Corridors – from the Joint Local Transport Plan
- new Rapid Transit services – which Atkins say means more buses
- widening of the M4 and M5 around the north west side of Bristol and more improvements at the M32 junction with the Ring Road
- a new junction on the M5 at Weston super Mare

- long awaited completion of the Ring Road to the south side of the city
- the equally long awaited A36 to A46 link east of Bath
- a new link from the M5 at Clevedon to the Long Ashton Bypass
- extra platforms at Parkway Station
- re-signalling of the rail network to enhance capacity for regional rail services
- 3 new park and ride sites serving Bristol and 1 in Bath
- additional Flyer bus services to the airport
- A new crossing of the River Avon between Portishead and Avonmouth.

Now that all looks good but the consultants' projections are that by 2030, when they believe Bristol will be around 25% bigger, **congestion will be even worse than it is today!**

So what's missing?

Every thriving, modern European city should have a rapid transit system. Buses undoubtedly play their part in moving people around a city but they frequently get stuck in the same traffic jams as the cars. I am convinced that the only way to achieve a truly rapid system is to put it on rails – and that's what's miss-

ing from the plan. The city was a hair's breadth away from getting line one of a tram network off the ground in 2002 before Bristol and South Gloucestershire Councils fell out over the location of the northern terminus. Light rail may be out of fashion with the current government but it should not preclude its inclusion in a strategic plan for the city that looks ahead 25 years. If you agree, I urge you to make your views known in response to the current consultation and to the four local Councils.

And what else is missing?

If **Bristol International Airport's** passenger numbers grow as expected it's hard to see the A38 coping as a single carriageway in 10 to 15 years time so it will need upgrading to dual carriageway between the new Ring Road and the airport. And can somebody explain how it makes sense to build a new junction on the M5 near to the location of the existing junction at Weston, to split the motorway traffic away from the A370

traffic, but it doesn't make sense to build a new junction on the M4 at Emersons Green to relieve the top end of the M32?

When the GBSTS was announced, the hope amongst transport planning professionals was that the study would provide the foundations for a major boost to transport investment in the sub-region, in the same way that the equivalent study did for the Birmingham conurbation. In my humble opinion the city needs a more ambitious transport strategy that aims to improve travel around the city, rather than allow it to deteriorate. For the sake of the city region's future well being, the GBSTS needs to provide a platform for a dramatic improvement in the sub-region's transport network and conditions on it. If the current proposals are adopted, I believe it will fail to achieve this goal.

Roger Key



Fancy Joining Us?



Key Transport is a rapidly growing consultancy, so check regularly on our website for news of openings. Please [email](mailto:info@key-transport.com) us if you think you might fit in.

◀ **David sailing this summer with Roger and Capita ex-colleagues— a future regular event for KTC staff?**

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