

## Key Transport Consultants Information Sheet

**No:** 4

**Topic:** Greater Bristol Strategic Transport Study

In the spring of 2006 those interested in strategic transport planning in greater Bristol were treated with the publication of two important documents, the final Joint Local Transport Plan (JLTP) published by the four Unitary Authorities in CUBA (Counties that Used to Be Avon) and the final report on the Greater Bristol Strategic Transport Study (GBSTS).

After months of waiting the final GBSTS report was released on 20 June 2006 – see <http://www.gosw.gov.uk/gosw/transport/regtransstrat/gbsts>.

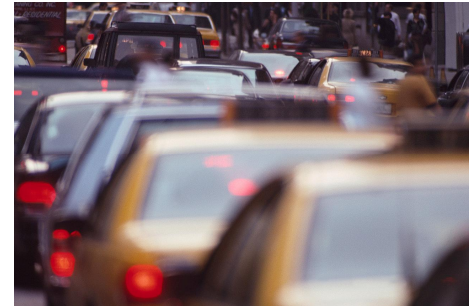
This 25 year strategy to 2031 underpins the JLTP (see information sheet 3) in the first five to ten years and goes on to indicate the following additional measures:

- completion of the Ring Road



- around south Bristol
- improved inter-urban bus services between the major centres of Bristol, Bath and Weston super Mare
- a fourth platform at Bristol Parkway
- newer, bigger suburban trains
- more coaches to Bristol Airport
- widening of the M4 between the M32 and M5
- improvement of M5, junctions 16 and 17 and M32 Junction 1
- Initially, a cordon based charging scheme in Bristol, followed later by an area wide scheme.
- workplace parking charges in the North Fringe
- a fourth bus rapid transit linking Whitchurch to Portishead via the city centre and a new low level crossing of the Avon at Avonmouth
- a Stoke Gifford bypass
- a new road linking Weston super Mare to Bristol on one of two routes commencing either at M5 junctions 20 or 21.
- the A36 to A46 Link Road east of Bath.

Sadly, for those who sit in traffic



jams on the Avon Ring Road to the north of the city, there is no sign of a relieving link to the M4 at Emersons Green.

For those interested in the roads linking Bristol and Weston, the study has concluded that a new road link *will* be needed in the next 25 years but has not reached a conclusion on where it should go. The first route option, from junction 20 at Clevedon to the south west end of the A370 Long Ashton bypass, is reported to be less harmful environmentally than the longer route from junction 21 through the Wrington Vale and on past the airport along the A38 corridor. However, the report concludes that this second route would achieve greater economic benefits.

Don't hold your breath that either of these will happen imminently. Road

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planning and construction is a contentious and slow process and, on the basis of past performance, neither of these routes will be built for at least 10 and more likely 15 to 20 years.....

If you would like to learn more of how the JLTP and the GBSTS may affect your property interests, please contact me.

Roger Key

