

Dundry Parish Council

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Dear Sirs,

Having discussed the JLTP draft document at our most recent parish council meeting, I would like to forward the following statement to you for consideration.

Very best regards,



Comments from Dundry Parish Council in response to the JLTP4 consultation

While it is not feasible for a small parish council to give an in-depth response to the JLTP4 as a whole, we would like to comment on a number of issues that affect us locally and that our parishioners feel strongly about. This is why we chose not to follow the format of your questionnaire but to comment on relevant sections of the draft text directly:

Improving the bus network

Page 8:

“Local authorities also subsidise a small number of [bus] services for local communities, where there is a social or accessibility need and it is not viable to run a commercial service.”

Our comment:

This is a major problem with the Metrobus Network: While it seems to be well developed in itself, it has only a limited catchment area along its routes. Once the new Metrobus route along the South Bristol Link road is operational (hopefully in the near future), the village of Dundry will still be about 2 miles from its nearest stop, which makes it difficult for us to use. Being located on top of a steep hill makes walking or cycling rather difficult for a large proportion of our population.

We benefit from one of the subsidised bus routes mentioned, but it is an absolute minimum service (3 buses into Bristol city centre in the morning, 3 buses coming back in the afternoon) which has regularly been under threat of closure, leaving residents with no other option than to use their cars. The quoted transport challenge (pages 13 pp) that a high number of commutes is done by car and only covers short journeys is therefore no surprise.

This would not change for us, even if P+R was promoted further or new P+R sites were opened close by (page 25).

What is possibly needed for Dundry is a link-in bus service, taking us just down the hill in order to reach the Bristol bus network (on the A38, at Highridge Common or at Long Ashton P+R). This could probably be run more economically and more frequently than our current 672 service.

Promoting new technologies

Page 21:

“Connected and Autonomous (driverless) Vehicles (CAVs)”

Our comment:

While it is right to keep these emerging technologies in consideration, they are still in their infancy and Artificial Intelligence has a long way to go before it can meet current high expectations.

For a rural community such as ours, this would come down to a taxi service (whether with or without a driver), which is currently unaffordable on a daily basis. This situation is not likely to change since any callout vehicle would have to come from Bristol.

Page 96:

“Increase the number of charge points through a regional charging network. This would include public, business and car club charge points”

“Build 4 rapid charging hubs at high-profile locations across the region which would allow EV owners to charge their car in 30 minutes or less.”

Our comment:

Considering that the government wants to phase out the use of vehicles with internal combustion engines within the next 30 years, much more attention needs to be placed on the necessary infrastructure. In order to use EVs efficiently, drivers need access to rapid charging. Planning only 4 rapid hubs and relying on car clubs and private businesses otherwise seems rather unambitious.

Improving connectivity beyond the West of England / within the West of England**Pages 25 pp**

(Focus on Bristol Airport)

Our Comment:

We find it significant that the JLTP4 mentions a close partnership between local authorities and Bristol Airport “for the good of the West of England” on page 31 . Yet when it comes to problems of congestion (page 41), the A38 is not even mentioned.

The most important comment Dundry Parish Council wishes to make on the JLTP4 is that any decisions on planning applications concerning the expansion of Bristol Airport must be seen in conjunction with transport implications. The main artery from Bristol to the airport is currently the A38 and it is running at full capacity - as we in Dundry can witness on a daily basis. In this respect, it does not help that the airport seems to see parking fees as a major revenue stream. Further expansion of the airport car parks should not be allowed. Instead, a more sustainable solution (such as the Major Scheme mentioned below), catering for more throughput and less car travel is essential - not least for environmental reasons - and the airport should be asked to actively participate rather than expect the local authorities to deal with the wider implications of their expansion.

Page 159

“Major Scheme Details

T1 Bristol City Centre to Airport

Segregated mass transit route connecting Bristol Airport and South Bristol with city centre. Through the current mass transit studies and the Bristol South West Economic Link project (BSWEL) (see Scheme Ref. E1), various options are being considered for assessment. Those options which perform well against an initial set of criteria will then be developed into more detailed option variants for further assessment. Options to are being considered for bus, tram, tram-train, mass transit (fully segregated underground running) and heavy rail. Route to be determined balancing maximising

patronage against engineering costs. The heavy rail option assessment includes a potential heavy rail link from Bristol Temple Meads.”

Our Comment:

Although we are pleased that the current problems are at least recognised, we note that such considerations are in their very early stages. While Bristol Airport has set clear targets and time frames for their expansion, we feel that this major scheme should have similar targets and time frames attached to match those of the airport or, if this is not possible, the airport expansion must be delayed. Not making this close connection would be irresponsible.

Since a segregated transit route is likely to go directly through our parish, we are looking forward to be closely involved in the planning process.

Improving connectivity and safety locally / in the neighbourhood

“We will develop our Local Cycling and Walking Infrastructure Plan” (page 72)

Dundry will keep a close look and would like to participate with a view to improve cycling and walking connectivity. We do have a number of connections, but perceived or real dangers need to be addressed.

“Rollout of 20 mph speed limit in Bristol”

Our general comment on speed limits is that we are a bit confused by comments from NSC traffic planners that “amendments to speed limits must be evidence led, self-enforcing and have no expectation from the police to provide enforcement.” and speed limits need to “give a message to the motorist the reason why we want them to amend their speed”. - This does nothing to reduce perceived or real dangers to other road users.

It was also commented to us that certain traffic calming measures are only implemented after a fatal accident has occurred - which seems a rather cynical approach.

When we enquired what could be done to deal with some of the traffic hotspots in Dundry, we were offered one possible 20 mph zone in a part of the village where even this speed would have to be considered excessive (school gates, windy roads, blind corners etc.)

We also argued that a speed reduction to 40 mph on the A38 would be beneficial as it could allow better traffic throughput and better safety at local junctions. But this is not seen as an option by local traffic planners.