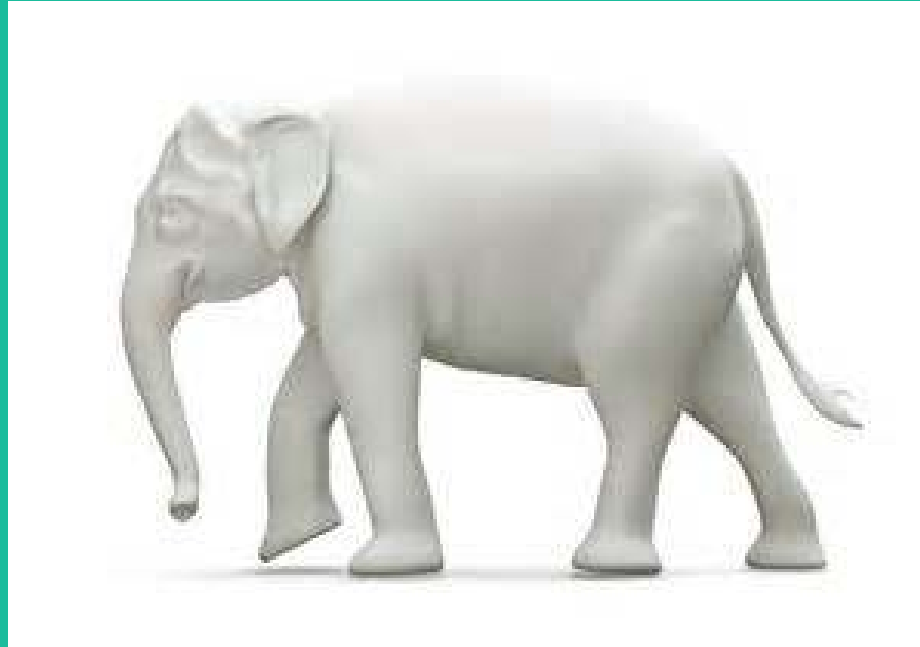


M4 J18a - A White Elephant



Martin Smith
Community Website

www.pucklechurch.org

M4 J18a – A White Elephant

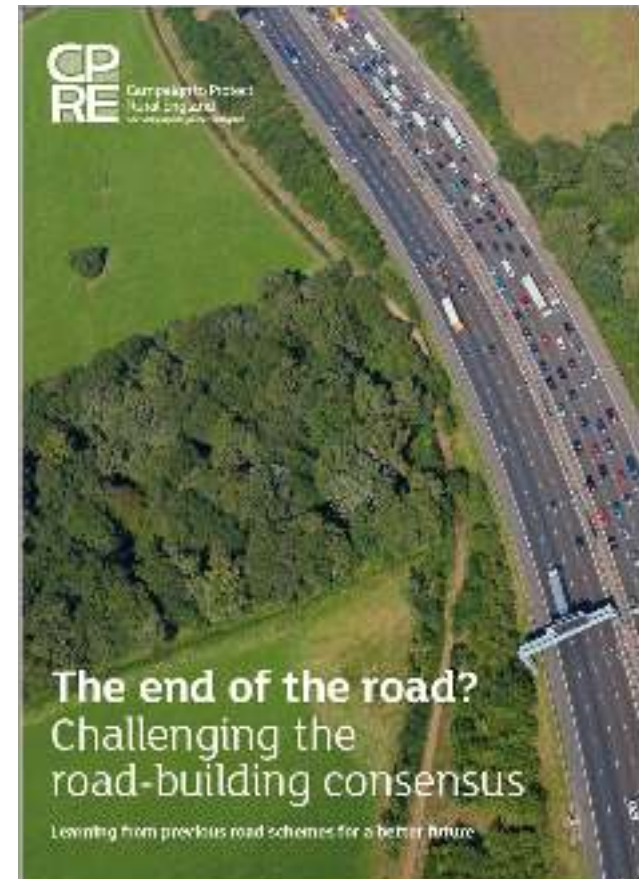
- The Suffering
- The Myth
- The Evidence
- The Options
- The Money
- The Sham

The Myth

The Myth

“The end of the road?” a report by Campaign for the Protection of Rural England

Find the link on pucklechurch.org

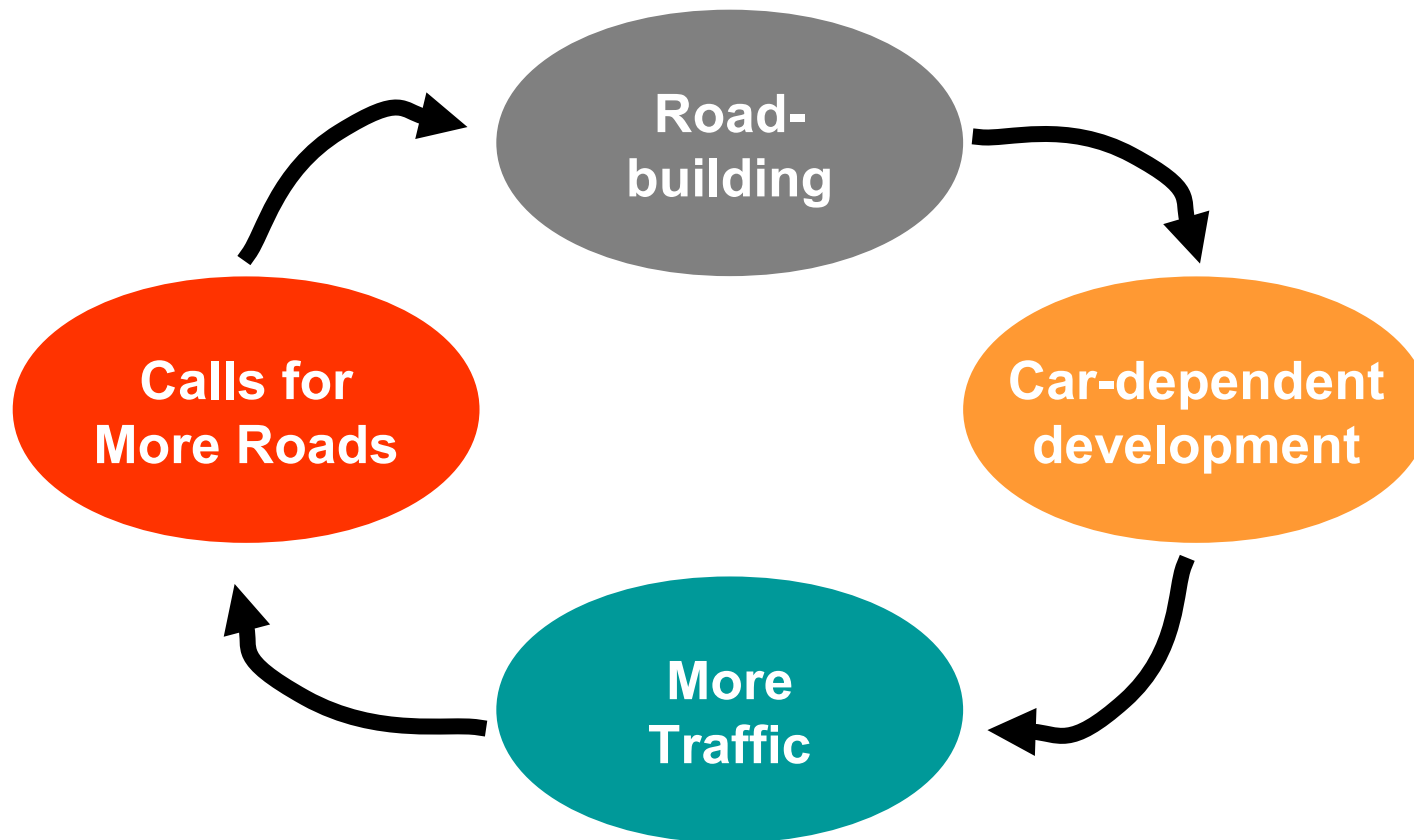


Video: The End of the Road?

For video please visit...

<http://www.cpre.org.uk/resources/transport/roads/item/4543-the-end-of-the-road-challenging-the-road-building-consensus>

The destructive cycle of road building



The Evidence

The Evidence (for Increased Capacity / J18A)

- What is the right question?
- Where is the evidence?
- The consultation
- The Joint Spatial Strategy
- Joint Transport Strategy
- Where is it?

What is the right question...

Where is the evidence to show that increasing capacity by building a new junction (18A) and link road is the best way to solve the stated problems?

The Evidence – The Consultation

The emerging **Joint Transport Study** for the West of England has identified a range of improvements to the transport networks in the region, including **the need for a new motorway junction** between M4 Junction 18 and Junction 19 (Junction ‘18a’), **and an associated link road** to the A4174 Ring Road. The scheme would help tackle congestion problems in the north-east fringe of Bristol and help businesses operate more efficiently.

The Evidence – Consultation main page

The screenshot shows the South Gloucestershire Council website. At the top, the council's name and logo are displayed, along with the tagline "A great place to live and work". Below this is a navigation bar with links for "Apply for it", "Pay for it", "Report it", "Request it", "Have your say", and "A-Z services". A breadcrumb trail indicates the current location: "Home > Council and democracy > Consultations > M4 Junction 18a and link road".

On the left side, there is a "Consultations" menu with options for "Current", "Closed", and "Search". Below this is a "Your account" section with links for "Register", "Log in", and "Help". At the bottom left, there is an "About Consultations" section with links for "Consultations Terms & Conditions", "Privacy Policy", "Moderation Policy", and "Contact Support".

The main content area features a large image of hands filling out a consultation form. Below the image, the title "Consultation on M4 Junction 18a and link road" is displayed. A blue arrow points to a "CLICK" button next to the title. The text below the title describes the consultation process and the proposed improvements to the M4 Junction 18a and link road.

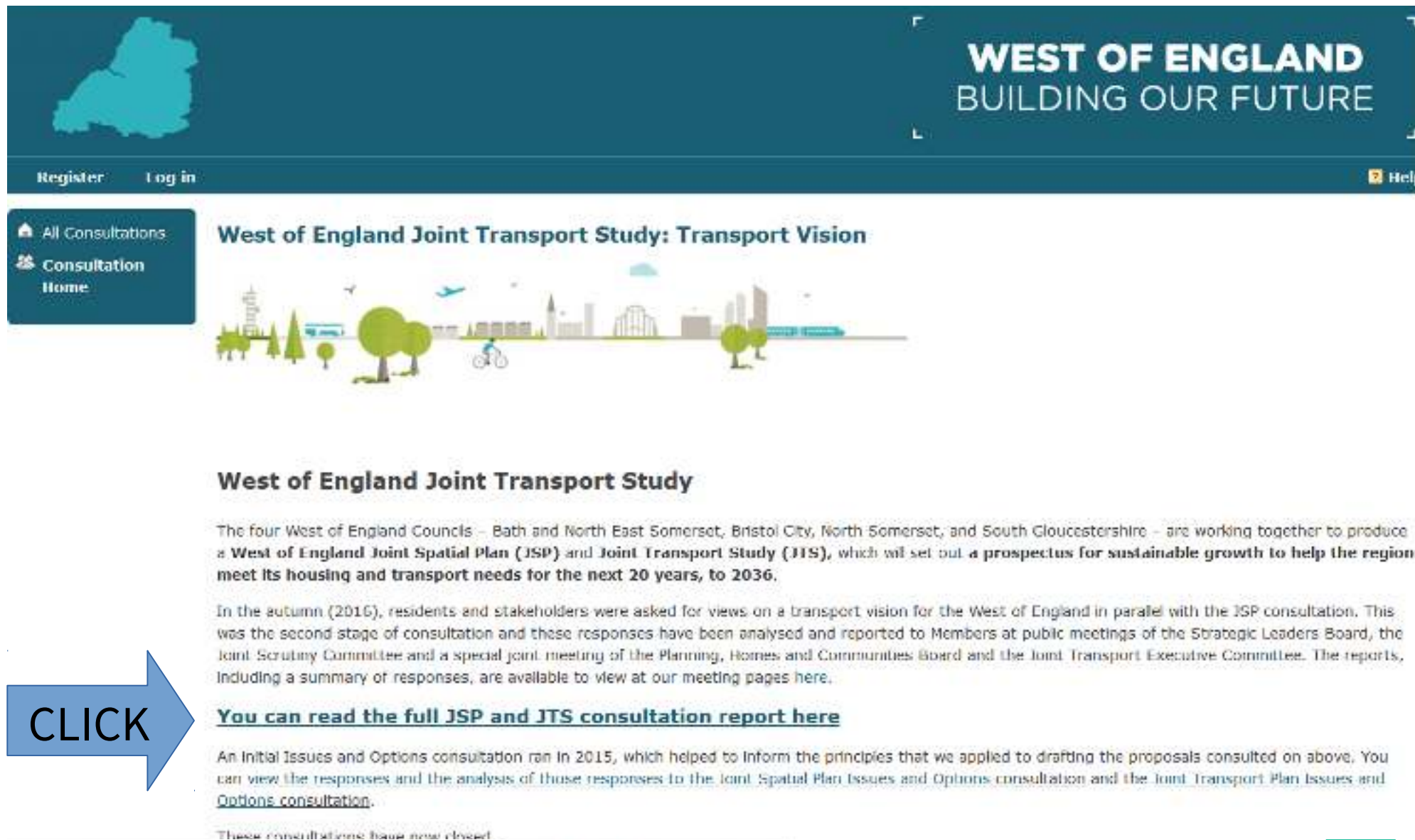
Consultation on M4 Junction 18a and link road

The Department for Transport (DfT) has provided funding for the feasibility study to South Gloucestershire Council. DfT has a set process for assessing whether a transport scheme should go ahead, which South Gloucestershire Council, working in partnership with Highways England (the organisation responsible for motorways), must follow.

An important part of the study process is to examine alternative route options, to assess how they meet the scheme objectives, if they are feasible, provide value for money, and would be deliverable. This is called the feasibility stage and as part of this we are working on a feasibility study.

The results of public consultation will help to inform the feasibility study report which will be published in

The Evidence... Joint Transport Study



The screenshot shows the website header with a teal background. On the left is a map of the West of England region. On the right, the text reads "WEST OF ENGLAND BUILDING OUR FUTURE". Below the header, there are links for "Register" and "Log in". A navigation menu on the left includes "All Consultations" and "Consultation Home". The main content area features a title "West of England Joint Transport Study: Transport Vision" above a colorful illustration of a city skyline with a train, a cyclist, and trees. Below this is a section titled "West of England Joint Transport Study" with a paragraph of text. A blue arrow pointing to the right contains the word "CLICK" and points to a link in the text. The link text is: "You can read the full JSP and JTS consultation report here". Below this link is another paragraph of text.

Register Log in

All Consultations
Consultation Home

West of England Joint Transport Study: Transport Vision

West of England Joint Transport Study

The four West of England Councils – Bath and North East Somerset, Bristol City, North Somerset, and South Gloucestershire – are working together to produce a **West of England Joint Spatial Plan (JSP)** and **Joint Transport Study (JTS)**, which will set out a **prospectus for sustainable growth to help the region meet its housing and transport needs for the next 20 years, to 2036.**

In the autumn (2016), residents and stakeholders were asked for views on a transport vision for the West of England in parallel with the JSP consultation. This was the second stage of consultation and these responses have been analysed and reported to Members at public meetings of the Strategic Leaders Board, the Joint Scrutiny Committee and a special joint meeting of the Planning, Homes and Communities Board and the Joint Transport Executive Committee. The reports, including a summary of responses, are available to view at our meeting pages here.

[You can read the full JSP and JTS consultation report here](#)

An Initial Issues and Options consultation ran in 2015, which helped to inform the principles that we applied to drafting the proposals consulted on above. You can view [the responses and the analysis of those responses to the Joint Spatial Plan Issues and Options consultation and the Joint Transport Plan Issues and Options consultation.](#)

These consultations have now closed.

CLICK

The Evidence – The JSP & JTS



West of England

Joint Spatial Plan and Transport Study

Towards the Emerging Spatial Strategy
and Transport Vision

Consultation report 2017



The Evidence – The JSP and JTS

NORTH EAST – YATE AND EAST FRINGE TO BRISTOL OPEN RESPONSES

51 respondents mention Transport Vision schemes located in the North East quadrant. 16 Transport Vision schemes in the North East quadrant were mentioned by respondents. The most frequently mentioned schemes (by number of respondents) are the M4 Link to Yate (11 responses) and M4 Link to A4174 Ring Road (10 responses).

To help inform development of a rapid transit option between the East Fringe and Bristol City Centre, Question 6 specifically asks "What kind of schemes would be most appropriate to deliver an upgrade to sustainable travel?"

The most frequently mentioned schemes (by number of respondents) are the M4 Link to Yate (11 responses) and M4 Link to A4174 Ring Road (10 responses).

There must be more... mustn't there?



West of England

Joint Transport Study

Transport Vision
Summary Document

NOVEMBER 2016



Yate and the East Fringe to Bristol

The sector of the urban area between the East Fringe and Bristol city centre is not well connected by public transport and experiences substantial traffic congestion, and consequent noise and air pollution problems. The delivery of MetroBus to Emersons Green and the continuing popularity of the Bristol to Bath railway path for cycling and walking will provide some relief but this whole sector has been identified by the study as needing further, significant investment in sustainable transport. The scope of this covers the full range of sustainable modes and looks broadly across the area.

We would like to know your views on what kind of interventions would be most appropriate to deliver this

upgrade to sustainable travel between the East Fringe and Bristol city centre.

In the Yate to Bristol and North Fringe corridor we are proposing a package of highway and public transport schemes, including a highway and cycle link to a new junction on the M4 from the A4174 Ring Road (along with an extension of the 'smart' motorway management scheme), park and rides, plus a new road and cycle link north from this motorway junction to Yate and a MetroBus extension to Yate via the A432. The new road to Yate and the MetroBus extension form a package, with road space on the A432 prioritised for public transport and cycling.

In the Yate to Bristol and North Fringe corridor **we are proposing a package of highway and public transport schemes, including a highway and cycle link to a new junction on the M4 from the A4174 Ring Road** (along with an extension of the 'smart' motorway management scheme), **park and rides**, plus a new road and cycle link north from this motorway junction to Yate and a MetroBus extension to Yate via the A432. The new road to Yate and the MetroBus extension form a package, with road space on the A432 prioritised for public transport and cycling.

WEST OF ENGLAND
BUILDING OUR FUTURE

West of England Joint Transport Study Emerging Transport Vision

November 2016



The best I can find

M4 Junction 18A to Ring Road

There is severe congestion on the north side of Bristol, which impacts on the strategic road network (M32, M4 and M5). This impacts on resilience: small incidents have major impacts on the whole network due to multiple conflicting movements at critical points in the network. **The construction of a new M4 Junction 18A and a new link to the A4174 Ring Road will provide additional capacity and significantly improve routings for traffic movements in the north-east part of the**

the Emersons Green area around the east side of the M4 and on the A4174 through village. This will be significant for Emersons Green including the new

The construction of a new M4 Junction 18A and a new link to the A4174 Ring Road will provide additional capacity and significantly improve routings for traffic movements in the north-east part of the Bristol urban area.

Where should I look?

I've been through all the documents but can't find any evidence that increased capacity is the best way to deal with the problems...
Where should I look?



That *may* be in the Joint Transport Study but it's not published until next month



The Evidence - Summary

Where is the evidence to show that increasing capacity by a new junction (18A) and link road is the best way to solve the stated problems?

- There is nothing published
- There is no evidence that other options have even been considered
- There may be something in the JTS to be published sometime *next* month

The (Unspoken) Options

The options you aren't consulted on

- **Many options for public transport**
 - Bus service improvements
 - Cycle routes
 - The Bristol “tube”
- **Better use of the roads we have**
 - M4J19 and M32J1 – massive room for improvement... free flowing interchange?
 - Managed motorway

Improving The Bus Service - 1

- **Cost of one additional bus* ~ £150,000 p.a.**
 - £180/day for the bus
 - £100/day for drivers
 - £90/day operating cost (£7.50/hr for 12 hours)
- **Number of buses per route depends on turn-round time and frequency**
 - For example an hourly service from Yate to Bristol needs three buses (i.e. X49)

*TransWilts CIC and TransWilts Community Rail

Improving The Bus Service - 2

- What could we get for £400 million?

Example: 10 new bus routes, for 20 years, with 3 buses average per route =
£90,000,000

But that's only £90 million (£4.5 million pa)

- Spend the rest on a proper 'Park & Ride' at Emerson's Green, cycle routes, managed motorway, supporting the Bristol Tube and subsidising other bus routes
- And the buses would be **FREE** at this cost!
- They would be flexible **when** demand changed
 - Massive change in how we drive over the next 10 to 20 years with on-board real-time flow management and ultimately driverless vehicles
- **AND THEY COULD BE OPERATING NEXT YEAR**

Travel Times!

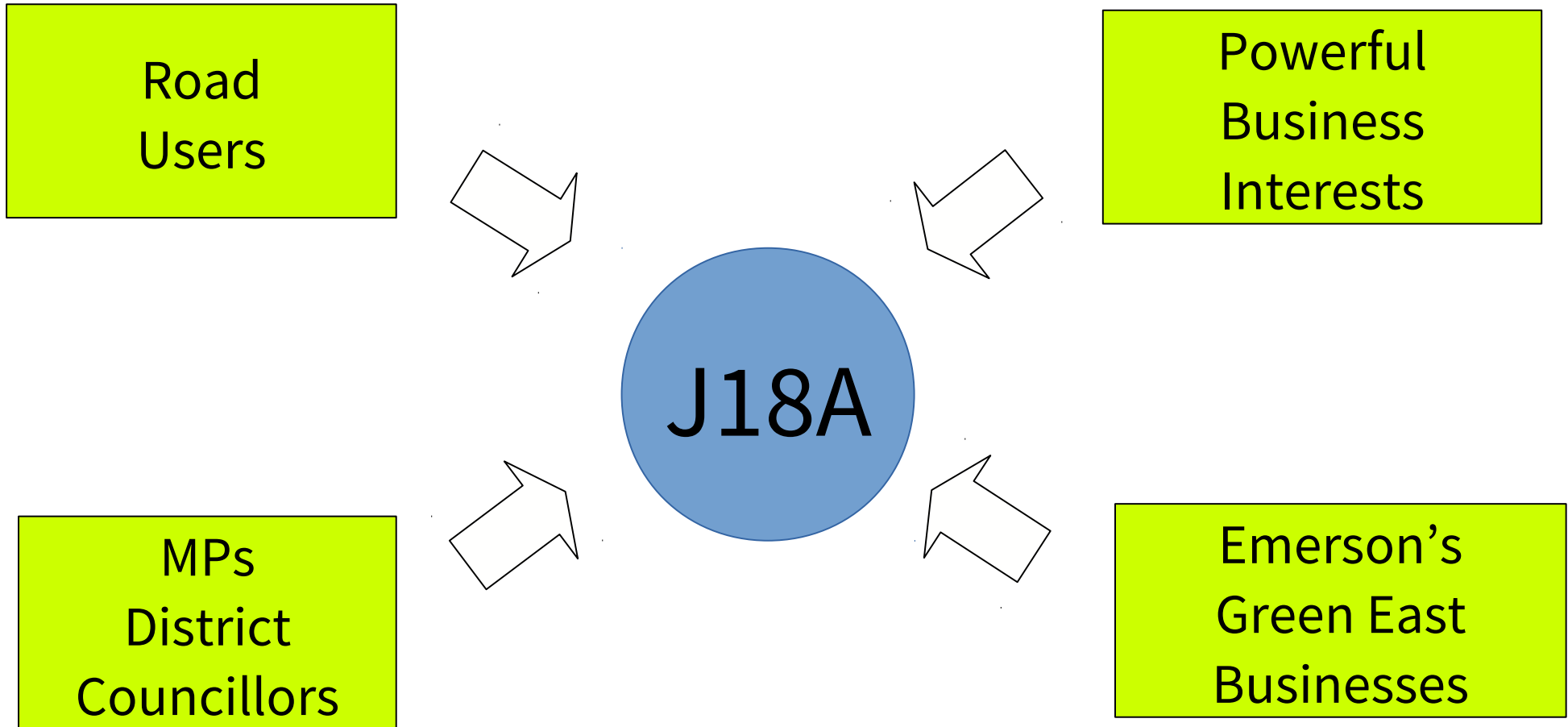
- **Very little in it**
- **If you move a lot of local need onto buses then:**
 - J18a only saves a few minutes from Kingswood!
 - Just a couple to and from the science park
- **Gail's presentation shows 72 seconds – and that comes from the consultant's report!**

Traffic data

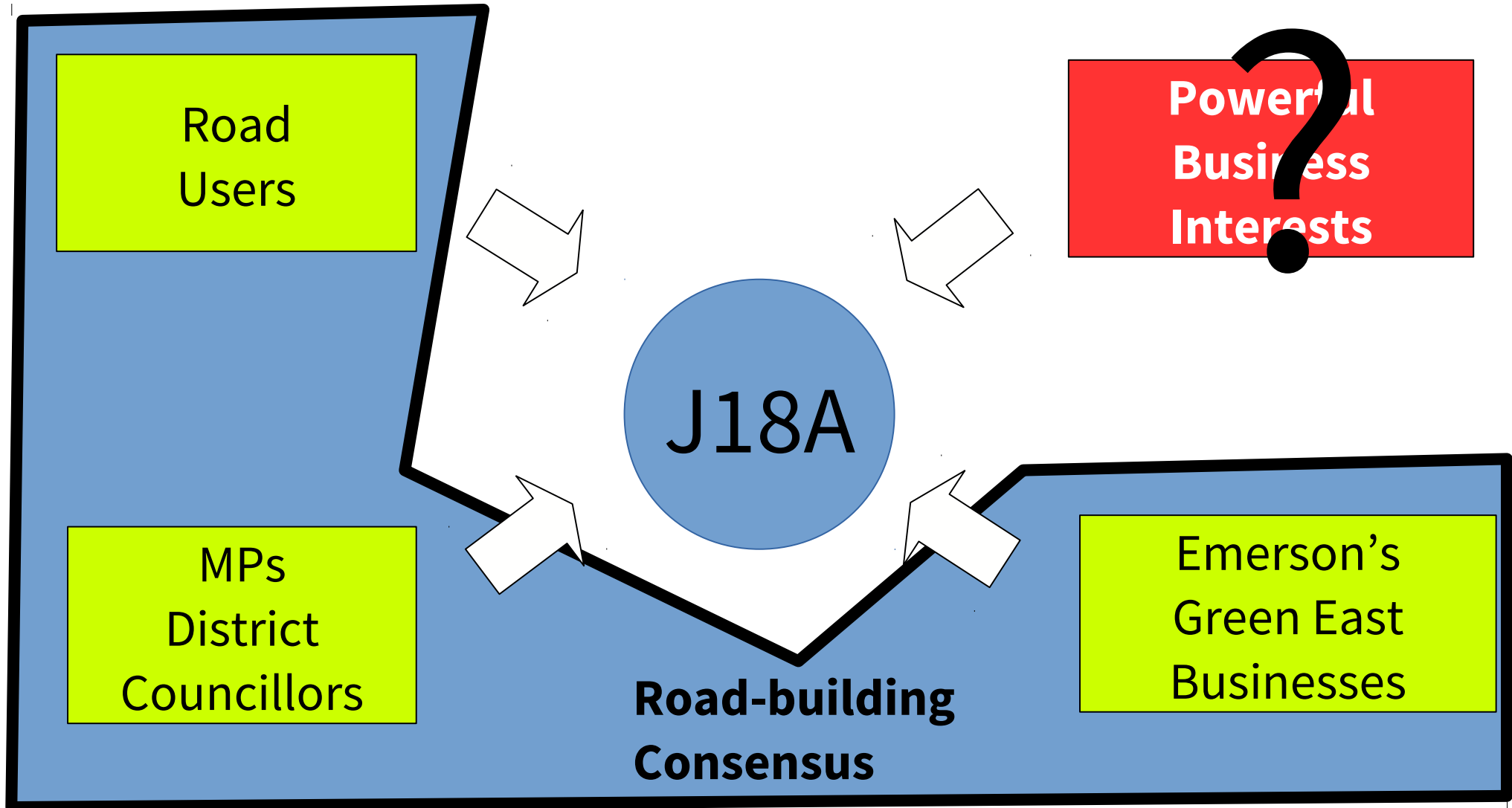
- **Transport for England set the rules for calculating the traffic volumes for a new scheme**
 - The ‘generated’ traffic volumes are considered to be too low by many in the industry
- **The Joint Transport Study is estimating that traffic volumes will increase by 17% between 2013 and 2036**
 - If linear that’s about 0.5% p.a.
 - In thirty-three years a lot can happen

The Money

The Pressure to Build J18a



The Pressure to Build J18a



JSP & JTS Health Warning

- The Call for Sites
- The response
- The first outcome
- The response
- Now waiting for next phase

The Money - Follow the Money

Powerful Business Interests – Where does this come from?

- **Multiple submissions** to the *Joint Spatial Plan* and *Joint Transport Study* by the Davison's and Hitchins's trusts for land west of Pucklechurch
- During the J18A consultation roadshow it was mentioned that there were '**powerful business interests**'
- Reportedly, Owen (Luke Hall's PA) said, "there is political will for a junction that is **not just coming** from the MPs"

Multiple Submissions to JSP & JTS

Continuous pressure from reports, press releases, lobbying, etc., supporting building to the west of Pucklechurch



MPs are being lobbied

- 8.11 The land is located adjacent to the boundary of Pucklechurch and extends toward Lyde Green, which has been the latest large scale release of land from the Green Belt. This site meets the Partnerships objectives to deliver sustainable development on the edge of existing cities and towns.
- 8.12 The opportunity to deliver an allocation within the Land to the West of Pucklechurch will also serve to facilitate much needed strategic infrastructure improvements. The Joint Transport Strategy has identified a critical requirement for a link between the Ring Road and the M4, at a new J19a. Politicians and lobby groups, notably Luke Hall MP and a group from Bath Spa University, have discussed the location for the motorway junction at length. The appropriate location anecdotally has been on the Westerleigh Road. It is our view that a new motorway junction could be formed on the Westerleigh Road to the north of Pucklechurch and would then be capable of linking through to the Ring Road through our proposed allocation. The funding, or part thereof, of a junction and the associated infrastructure could be provided by valuable S106 contributions from the proposed allocation and would connect at the Shortwood Roundabout.
- 8.13 Therefore, we agree that development should be located in sustainable locations adjacent to existing settlements within the West of Pucklechurch is fur

www.htc.uk.com

Politicians and lobby groups, notably Luke Hall MP and a group from Bath Spa University, have discussed the location for the motorway junction at length

They are even opting to pay for the junction

8.11 The land is located adjacent to the boundary of Pucklechurch and extends toward Lyde Green, which has been the latest large scale release of land from the Green Belt. This site meets the Partnerships objectives to deliver sustainable development on the edge of existing cities and towns.

8.12 The opportunity to deliver an allocation within the Land to the West of Pucklechurch will also serve to facilitate much needed strategic infrastructure improvements. The Joint Transport Strategy has identified a critical requirement for a link between the Avon Ring Road and the M4, at a new J19a. Politicians and lobby groups, notably Luke Hall MP and a group from Bath Spa University, have discussed the location for the motorway junction at length. The appropriate location anecdotally has been on the Westerleigh Road. It is our view that a new motorway junction could be formed on the Westerleigh Road to the north of Pucklechurch and would then be capable of linking through to the Ring Road through our proposed allocation. The funding, or part thereof, of a junction and the associated infrastructure could be provided by valuable S106 contributions from the proposed allocation and would connect at the Sherwood Roundabout.

8.13 Therefore, we agree that development should be located in sustainable locations adjacent to existing settlements within the West of Pucklechurch is fur

The funding, or part thereof, of a junction and the associated infrastructure could be provided by valuable S106 contributions

www.htc.uk.com

Hartnell
Taylor Cook
LLP

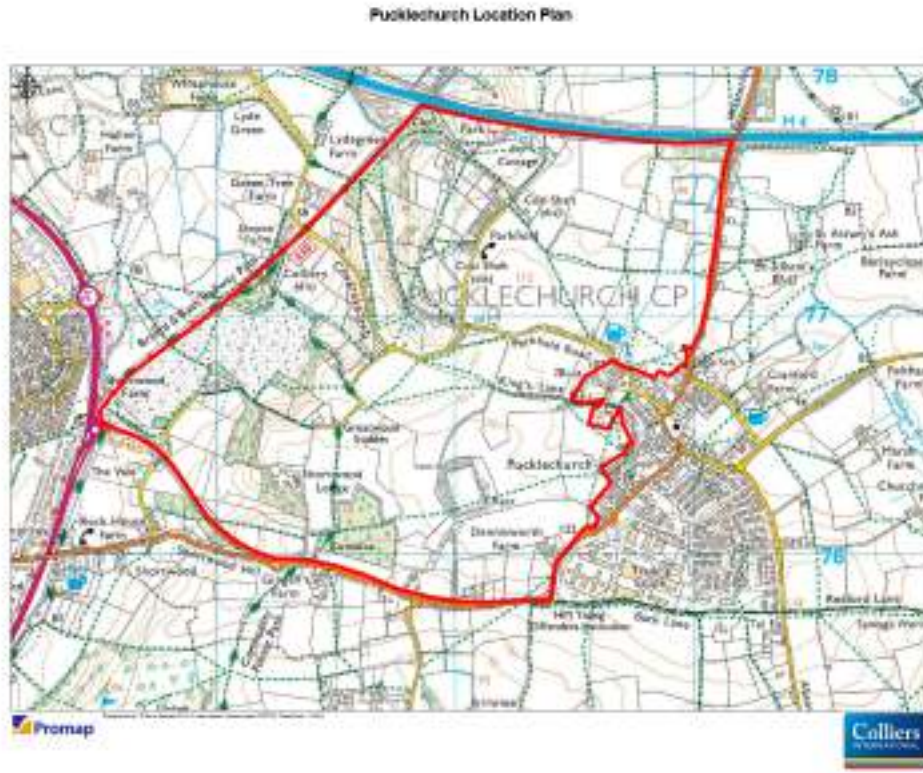
So What's It Worth?



Giving agricultural land residential planning status increases its value by a factor of 328

The Guardian Leader
Monday, 27 March 2017, 19.35 BST

And There's the Money




This in the location plan from one of the reports

- Area shown is just over 800 acres
- Lets say 300 acres are not useable (topology, landfill, etc)
- Agri-land is £7000 – £8000 per acre
- Uplift of 328 gives a potential value of

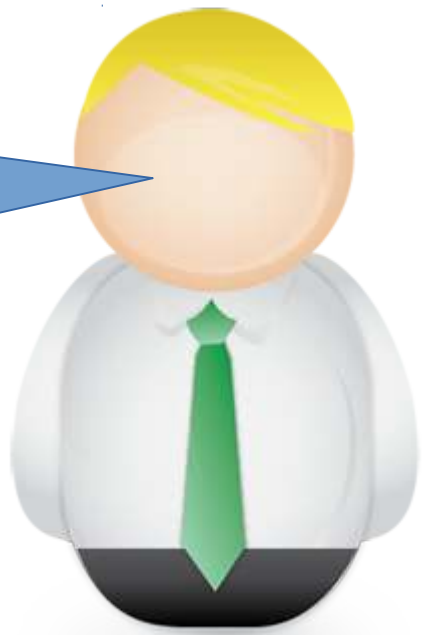
£1.1 billion to £1.6 billion

The Sham

The Consultation




I'm afraid you have severe congestion.
The options are: we operate on
it or you suffer the consequences



If I have the operation,
what are my chances?

Not good, I'm afraid, but
it's what everyone
recommends

The Consultation




So your options for the operation are the West Hospital or the East Hospital or you could just suffer the congestion



I'll take the West option, It has a good reputation

I'm glad you have opted for the treatment

Later...



We're having some difficulty getting funding for the West Hospital so you are now booked into the East



But...

You have already made The big choice by opting for the operation

But...

No, it's all settled... you're in the East

The Sham

- There are other options!
- The consultation didn't give these to you
- Non-invasive therapies that have a much better chance of success
- But these were **never even looked at**, let alone given to you as an option.
- Do you feel cheated?

The Option You Didn't Get!

	Western route	Eastern route (Option A)	Eastern route (Option B)	Public Transport
Scheme development costs	£46 million	£38 million	£36 million	£10 million
Extension of managed motorway	£39 million	£63 million	£63 million	£63 million
New motorway junction	£54 million	£53 million	£53 million	n/a
Motorway realignment	£126 million	n/a	n/a	n/a
Westerleigh Rd improvements	£43 million	n/a	n/a	n/a
Ring Road junction improvements	£103 million	£61 million	£61 million	£20 million
New highway links	n/a	£94 million	£77 million	n/a
Allowance for consequential improvements to other local roads	£9 million	£12 million	£12 million	n/a
Allowance for environmental mitigation	£7 million	£8 million	£7 million	n/a
Allowance for third-party enhancements including off-site junction improvements and ring road traffic sensors and variable message signs	£19 million	£19 million	£19 million	n/a
Provision of 10 new 'free' bus routes to service the East Fringe				£90 million
Provision of multi-modal interchange for Emerson's Green/Bristol Tube				£100 million
TOTAL	£446 million	£348 million	£328 million	£283 million

Be Careful What You Ask For

- By choosing the west option you are supporting the need for a junction
- The consultation results will show that the majority of people want a junction
- When it can't be the west option because of cost, disruption, etc...
It will be the east option that gets built

The End
(almost)

Don't Build a...

Don't get fooled by the road-building consensus – it's mid-1960s thinking

Roads are not flexible – you can't turn a junction on and off

There is no evidence that a new junction and link road are the best option to deliver the benefits

If you feel that the consultation didn't give you a fair choice, write to the chief officer of SGC Amanda Deeks and withdraw your submission and re-submit it using the comments space to demand that public transport be considered as an option