

Congresbury Residents Action Group - CRAG - has submitted a detailed critique of the draft Transport Study commissioned by the West of England combined authority, which includes North Somerset.

The study, carried out by consultants TravelWest, is to accompany the Joint Spatial Plan which looks at the region's needs between now and 2036. CRAG's summary follows, and the full details should soon appear in due course at the following web address <https://www.jointplanningwofe.org.uk/consult.ti>.

CRAG has read JLTP4 with interest and whilst acknowledging the need for forward planning, believes there are several misplaced assumptions upon which the study is based.

*First, we believe the JLTP4 should await approval of the JSP because there is little point in discussing a transport plan when the Spatial Plan which it is due to serve, may be rejected or substantially reworked.

*Second, there is a fundamental contradiction between central and local government's stated aim to reduce carbon dioxide emissions to 50% of 2014 levels, and a proposal to double the size of Bristol Airport. CRAG believes there should be no major increase in the number of flights to and from the Airport with the associated noise and air pollution from planes and the extra road traffic to and from the airport.

*Third, because of the huge level of spending in these proposals, CRAG considers this less a plan, and more a totally unrealistic wish list. Section 10 makes it clear that implementation will "require an unprecedented level of funding with a large acceleration in spending from current levels." Table 10.1 indicates a funding gap of **£6 billion** – 67 per cent of the total. Potentially the gap is even larger because the JTS Transport Vision does not include all the schemes within the JLTP.

*Fourth, CRAG is strongly opposed to the creation of "garden villages" at Banwell and Churchill because we believe there is an alternative site closer to Bristol. Acceptance of The Vale for additional housing would not encourage greater use of private cars, and would reduce the need for new roads and the purchase of land. It would also avoid the damaging effects of development on one of the region's most outstanding Areas of Natural Beauty.