

APPENDIX 2

JOINT LOCAL TRANSPORT PLAN 3

Outline Structure

JLTP3 will be in two parts:

a) Strategy

The Strategy will take a longer term view beyond the current five year time period of the JLTP. The proposed timescale is 2011 to 2026 to link in with the Regional Spatial Strategy with enough flexibility to recognise that the process might change. It will include: Vision, Objectives/goals, problems/challenges, options tested, consultation and the preferred strategy. JLTP3 will be based around the five key goals from the DfT's "Delivering a Sustainable Transport Strategy" (DaSTS) of:

- Reduce carbon emissions
- Support economic growth
- Promote equality of opportunity
- Contribute to better safety, security and health
- Improve quality of life and a healthy natural environment.

The JLTP3 Strategy will set the basis for the West of England's Regional Funding Advice 3 schemes for the period after 2019.

b) Delivery Plan

The Delivery Plan will bring together the four councils' work programmes for implementing schemes over a three to five year time period. It will demonstrate how the plan delivers the Strategy, value for money and impacts on National Indicators.

Both the Strategy and Delivery Plan will be supported by supplementary documents covering for example policy areas such as walking, parking, buses, road safety, cycling and rail.

In line with the draft guidance the aim is to produce a clear, concise and accessible Strategy and Delivery Plan.

Key Areas of Work

1) Consultation

A consultation plan is to be produced setting out consultation and promotional materials, events and key stakeholders. All four councils to provide staff, resources and venues as required. Consultation will be a key part of the process. Innovative ways to broaden the consultation base will be investigated.

It is proposed to have consultation on vision shaping and objectives autumn 2009 followed by consultation on the final draft (Strategy and Delivery Plan) early summer 2010 with an accompanying Joint Transport Forum.

2) Transport Plan Commission and Key Stakeholders

The Transport Plan Commission, initially set up to assist the preparation of the JLTP, will be reformed. This will demonstrate high level stakeholder input into JLTP3. Meetings proposed to be quarterly.

3) Option Testing

The DfT guidance suggests testing 'a wide range of options.' This will be linked wherever possible to previous studies such as the Greater Bristol Strategic Transport Study and the Transport Innovation Fund work. Options will need to demonstrate affordability, deliverability and risk.

4) Strategic Environmental Assessment (SEA)

This is a European Community requirement (Directive 2001/42/EC) to assess the impact of major plans, such as the JLTP3, on the environment. Draft guidance on SEA for Local Transport Plans was issued by the Department for Transport in April 2009. The SEA is a specialised piece of work and with limited in house capacity to undertake it consultants will need to be employed.

5) Equality Impacts Assessment (EIA)

This is a Government requirement under race, disability and gender legislation to help determine how the JLTP3 will affect different groups of people and local communities. As with the SEA limited in house capacity means consultants will be required to carry out the assessment.

6) Habitats Regulation Assessment (HRA)

This is a Government requirement under Conservation (Natural Habitats &c) Regulations 1994 for the JLTP3 to consider if the Plan is likely to have a significant effect on sites designated as Special Areas of Conservation. If a significant effect is likely the Plan must be subject to an appropriate assessment. If required it is proposed that consultants undertake the work along with the Equality Impacts Assessment and Strategic Environmental Assessment.

7) Climate Change

The Government expects transport to contribute towards achieving the UK's climate change goals of reducing greenhouse gas emissions by at least 80% on 1990 levels by 2050. A key part of the JLTP3 will be to demonstrate how the Plan contributes to this. Along with the SEA this is a specialist piece of work with limited capacity to do in house. Consultants will be required. Additional Department for Transport guidance is expected in summer 2009.

8) Alignment with other strategies and partnership working

JLTP3 will link to the Local Strategic Partnerships, Local Area Agreements (LAA), Multi Area Agreements (MAA), Local Development Frameworks/Core Strategies, Regional Strategies, the Local Government Performance Framework, Network Management Duty, Rights of Way Improvement Plans, Air Quality Action Plans and the Joint Transport Asset Management Plan.

Partnership working will be an integral part of producing the LTP3 and will include the involvement of the Highways Agency, Primary Care Trusts, Jobcentre plus, voluntary and community groups, rail and bus operators, South West Councils and other organisations as required.

9) Incorporating other plans

Air Quality Action Plans, Rights of Way Improvement Plans (ROWIP), Joint Transport Asset Management Plan (JTAMP) and Network Management Duty (NMD) will all need to be incorporated into the JLTP3.

10) Targets and Monitoring

The DfT Guidance expects 'A strong LTP will include ambitious target setting, clear trajectories and close monitoring of delivery.' Targets will be based around the 10 transport and transport related National Indicators with the option to include local targets.

The DfT will expect to see a robust monitoring framework and process to keep the JLTP3 under review.

11) Local Transport Act 2008

The DfT will be looking for evidence the JLTP3 is using the new bus powers contained within the Local Transport Act 2008.

12) Spatial coverage

The geographical coverage of the JLTP3 can be extended to include the wider travel to work area (section 4.3). Whilst this could mean including parts of Wiltshire and Somerset the low cross boundary flows, where Somerset and Wiltshire only account for 3% and 2.6% respectively of the West of England workforce (2001 Census), suggest the West of England area should remain the focus of the JLTP3. Nonetheless cross boundary working and consultation with the neighbouring authorities will be a key part of the JLTP3.

Governance

The governance and programme management arrangements for the JLTP3 are shown in Figures 1.1 and 1.2. At the highest level governance rests with the four councils supported by the challenge and advisory roles provided by Joint Scrutiny and the West of England Partnership. The councils set the framework for policy and scheme development. The Joint Transport Executive Committee enacts this framework.

These structures were endorsed by the Joint Transport Executive Committee (JTEC) on 24/04/09 and are therefore subject to scrutiny by the Joint Scrutiny and the West of England Partnership both of which have cross-party political representation.

Workstreams

Each of the four councils has been allocated a workstream to co-ordinate and lead on:

WS1 Consultation	Bristol City Council
WS2 Strategy and supplementary documents	South Gloucestershire Council
WS3 Delivery Plan, targets and monitoring	North Somerset Council
WS4 Option testing, SEA, equalities impact	Bath and North East Somerset

Each council will provide one full time equivalent officer to lead on their respective workstreams supported by officers from the three other councils. Officers from the West of England Partnership Office will also support all four workstreams providing project management, research and data analysis, mapping and technical advice.

Officers from the four councils will be required to attend and support the various working groups arising from the four workstreams. They will also need to provide internal briefings and input from officers and Members. Additional staffing is estimated at a second full time equivalent officer.

Figure 1.1: West of England Governance and Delivery Arrangements for Transport Major Schemes

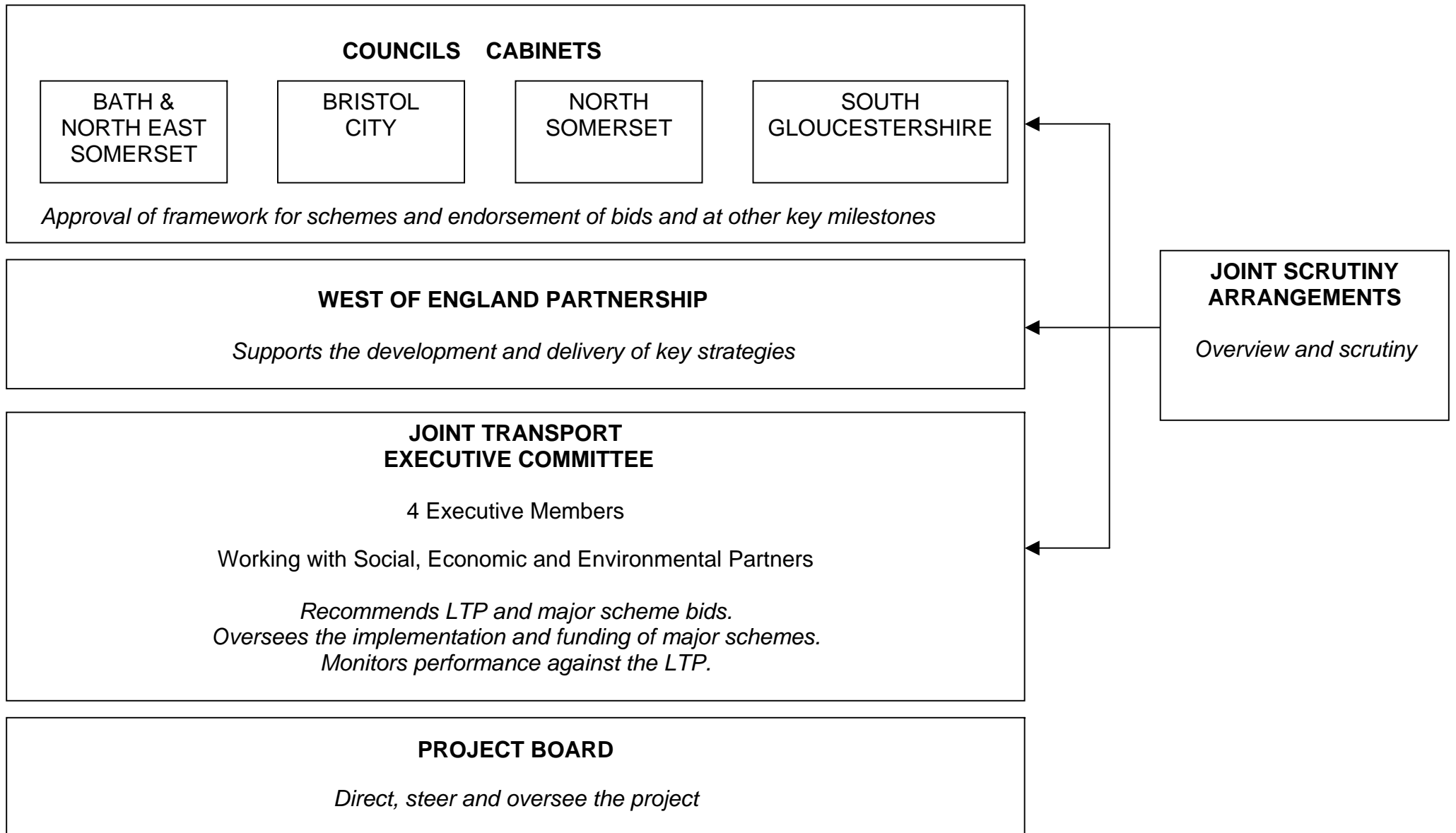
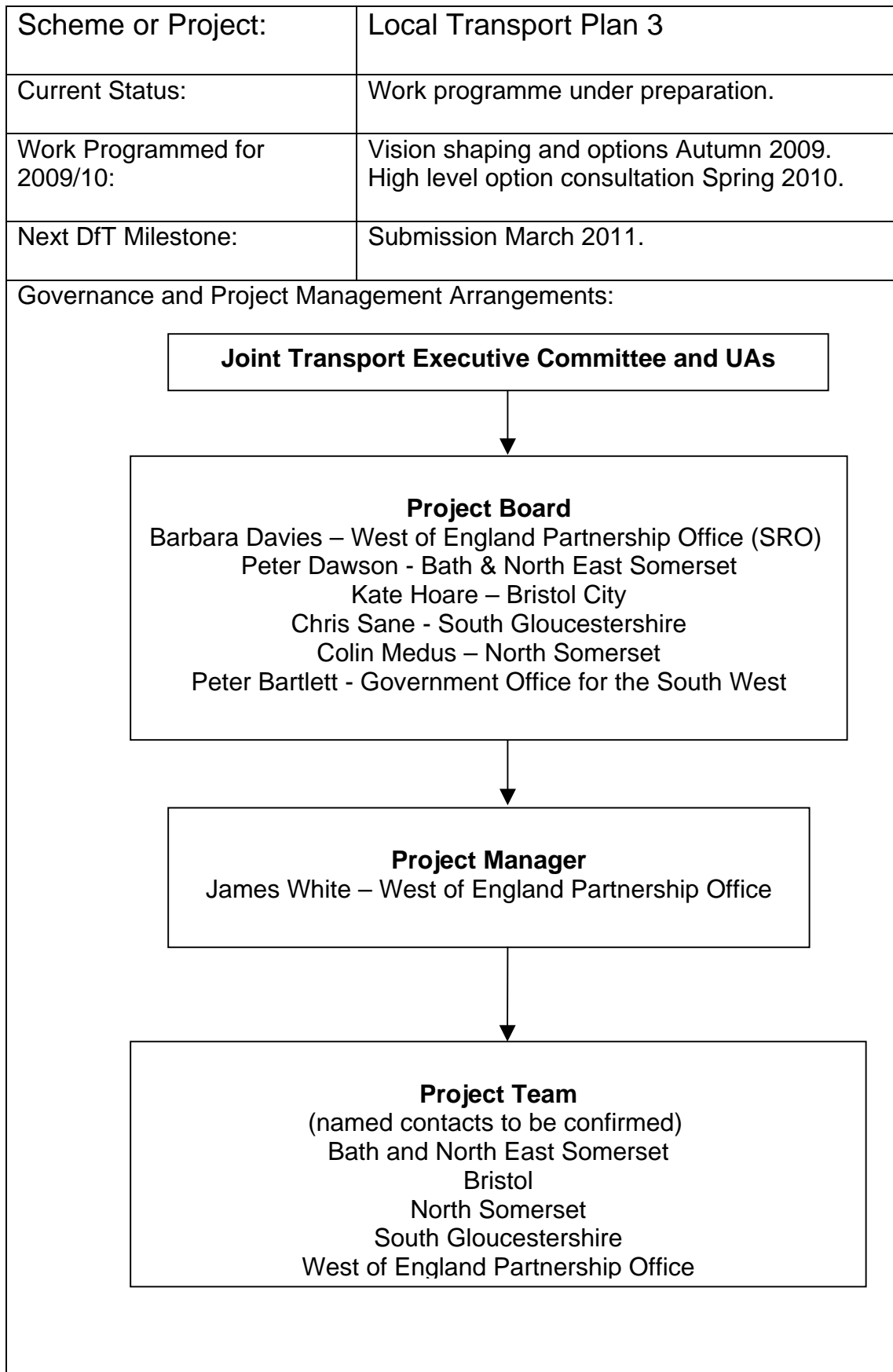


Figure 1.2 West of England Project Management Structure for JTLP3



Resources

The table below shows the resources needed to produce the JTLP3.

Work area	BANES	BCC	NSC	SGC	Total (1)
Consultation (2)(3)	£16,000	£16,000	£16,000	£16,000	£65,000
SEA, EIA, HRA, climate change	£12,500 to £25,000	£12,500 to £25,000	£12,500 to £25,000	£12,500 to £25,000	£50,000 to £100,000
Staff (Workstreams) (4)	1 FTE	1 FTE	1 FTE	1 FTE	4 FTE
Additional staff (5)	1 FTE	1 FTE	1 FTE	1 FTE	4 FTE

Notes:

- (1) Costs spread over two financial years 2009/10 and 2010/11.
- (2) Consultation costs based on those for the current JLTP and Progress Reports.
- (3) Councils will be expected to meet the cost of venues for consultation.
- (4) FTE = full time equivalent
- (5) Additional staff required for supporting working groups and internal consultations.

It is important to note that work on major scheme bids (Ashton Vale Rapid Transit, Weston Package, Bath Package, North Fringe Hengrove Package, M5 Junction 21 bypass and Portishead railway) will be alongside that for the JLTP3. This raises potential issues of the four councils being able to fully resource both processes.

Available resources should be focused on what is appropriate, the key work areas listed above, for producing the JLTP3.

Programme

A draft programme for producing the JLTP3 is set out below.

Date	JLTP3 Milestone
16 July 2009	Report on outline structure to Joint Transport Executive Committee
October/November 2009	Vision shaping with key stakeholders Consultation on SEA scoping study (Stage A)
February 2010	Joint Transport Executive Committee endorse draft Strategy for key stakeholder consultation
February – April 2010	Testing and consultation on options SEA option testing (Stage B), EIA, HRA (if required)
June 2010	Delivery Plan produced Joint Transport Forum
July to Sept 2010	Draft final Strategy, Delivery Plan and Supporting Documents consultation. SEA Environment Report consultation (Stage C).
October to December 2010	Strategy, Supporting Documents and Delivery Plan revised
January 2011	JLTP approved by Joint Transport Executive Committee

	and four councils (if required).
March 2011	Submit JLTP3 to DfT SEA Statement (Stage D)
April 2011	JLTP3 comes into force

Role of Joint Transport Executive Committee

Joint Transport Executive Committee meetings will input into the JLPT3 at every stage providing direction, advice, input and decisions on the content and structure of the emerging Plan. The Committee will approve the final JLTP3. The Committee currently meets every 6 weeks.