

**West of England Partnership
Joint Transport Executive Committee
18 March 2010**

Joint Local Transport Plan 3

Purpose of report

1. To set out first drafts of the Joint Local Transport Plan 3 (JLTP3) Strategy and Supplementary Documents for engagement with key stakeholders.

Background

2. The replacement JLTP3 will cover the period from 2011 to 2026. Previous reports on the JLTP3 were taken to the meetings of the Joint Transport Executive Committee on:

16 July 2009 – outline structure of the JLTP3 endorsed

1 October 2009 – engagement plan endorsed

12 November 2009 – drafts of first three chapters endorsed for engagement with key stakeholders

Structure of the draft JLTP3

3. The draft JLTP3 is based around the five key goals from the Department for Transport's "Delivering a Sustainable Transport System" (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
4. The JLTP3 will be in three parts with:
 - Strategy taking the long term policy view 2011 to 2026 (Appendix Two)
 - Supplementary Documents covering walking, parking, public transport, traffic management and freight, smarter choices, road safety, cycling and rural transport in more detail (Appendix Three)
 - Delivery Plan setting out implementation proposals over the shorter term
5. The first draft of the Strategy and Supplementary Documents can be found in Appendices One and Two.

Key and new features of the draft JLTP3

6. Given the length of the JLTP3 it is worth highlighting some key features and where it moves on from the current JLTP:
 - Setting the scene in Chapter 1 includes a useful who does what section.

- Box 2c in Chapter 2 summarises the DaSTS goals, challenges and evidence that drive the chapters that follow. The goals are a new feature.
- Chapters 5 to 9 take each of the five DaSTS goals in turn and sets out the strategy for meeting them. This is a new format for the JLTP3 and replaces the four shared priorities of congestion, accessibility, road safety and air quality focus in the current JLTP.
- Carbon emissions challenge in Chapter 5. This was an emerging issue in the current JLTP but now has greater prominence in JLTP3. The section of adapting to climate changes is new and reflects the Department for Transport's guidance.
- Supporting economic growth in Chapter 6. The focus on cycling, walking and public transport remains from the current JLTP backed up the travel+ branding. Peak oil is flagged up as an issue.
- Equality of opportunity in Chapter 7. This builds on the accessibility work of the current JLTP with increased emphasis on regeneration.
- Promoting active health through cycling and walking in Chapter 8. This now has greater prominence and reflects links to the wider health agenda and the four Primary Care Trusts. Road safety is also a key part of this chapter and continues the work of the current JLTP.
- Quality of life in Chapter 9. Whilst this is a feature of the current JLTP it is now a goal in its own right covering issues of natural and historic environment, noise, access to the countryside and journey experience.
- Delivery Plan in Chapter 10. This is a new feature and will set out how the JLTP3 is being implemented on a 3 year rolling programme.
- Major transport scheme programme in Chapter 11. This continues the programme from the current JLTP. Box 11a includes other potential major transport schemes.
- Range of potential targets based around National Indicators and local priorities for monitoring the JLTP3 in Chapter 12.
- Figure 13.1 summarises the Strategy.

Next Steps

7. These are only first drafts and are very much working documents. Nothing is set in stone at this stage. There are gaps, for example strengthening the links with other plans and strategies, links to economic growth, setting a carbon emission target and planning for the potential impact of peak oil. There is also the issue around whether the Vision, which is based on the existing JLTP and West of England Partnership ones, goes far enough. An executive summary (Appendix One) and a glossary of terms are provided to help the reader through an often-bewildering array of terms, acronyms and obscure plans, policies and partnerships. Photographs and more graphics will be added to future drafts.
8. It is expected that changes will arise from the engagement process. Equally the JLTP3 will need to adapt to the likelihood of changing national policies and reduced levels of funding. For this reason the JLTP3 is based around financial realities, practicality and value for money. Whilst ambition has been tempered the option to explore future avenues as the financial climate improves has been recognised through the Vision to 2026 sections in the main Strategy.
9. Work is currently being undertaken with our neighbouring authorities (Wiltshire, Swindon, Somerset, Gloucestershire, Monmouthshire and the Welsh Assembly Government) identifying cross boundary transport issues. These are likely to include

common issues around commuting, rail services, bus routes, cycle links, freight routes and signing and new housing and employment sites.

10. The intention is to take the first drafts and use them for engagement with key stakeholders. This will include the Transport Plan Commission (next meeting on 29/3/10), Joint Scrutiny, the Social Economic and Environmental Partners of the West of England Partnership and other key groups and organisations. All documents will be publicly available on the www.travelplus.org.uk website together with a questionnaire. The concept is that the key stakeholder will help shape the next draft of the JLTP3. Following engagement with key stakeholders a revised second draft of the JLTP3 will be produced for the formal and wider engagement process July to September 2010. The timetable is set out below.

Date	JLTP3 Milestone
March 2010	First draft JLTP3 endorsed by Joint Transport Executive Committee for engagement with key stakeholders
March to June 2010	Changes arising from key stakeholders
July to September 2010	Formal engagement on second draft JLTP3
October to December 2010	Changes to JLTP3 arising from engagement
January to February 2011	Revised JLTP3 approved by the four councils
March 2011	Final JLTP3 published
April 2011	JLTP3 comes into force

Recommendation

That Members endorse the draft JLTP3 Strategy and Supplementary Documents for engagement with key stakeholders.

Appendices

Appendix One: Executive Summary
 Appendix Two: First draft Joint Local Transport Plan 3 Strategy
 Appendix Three: First draft Supplementary Documents

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