

Joint Local Transport Plan 3

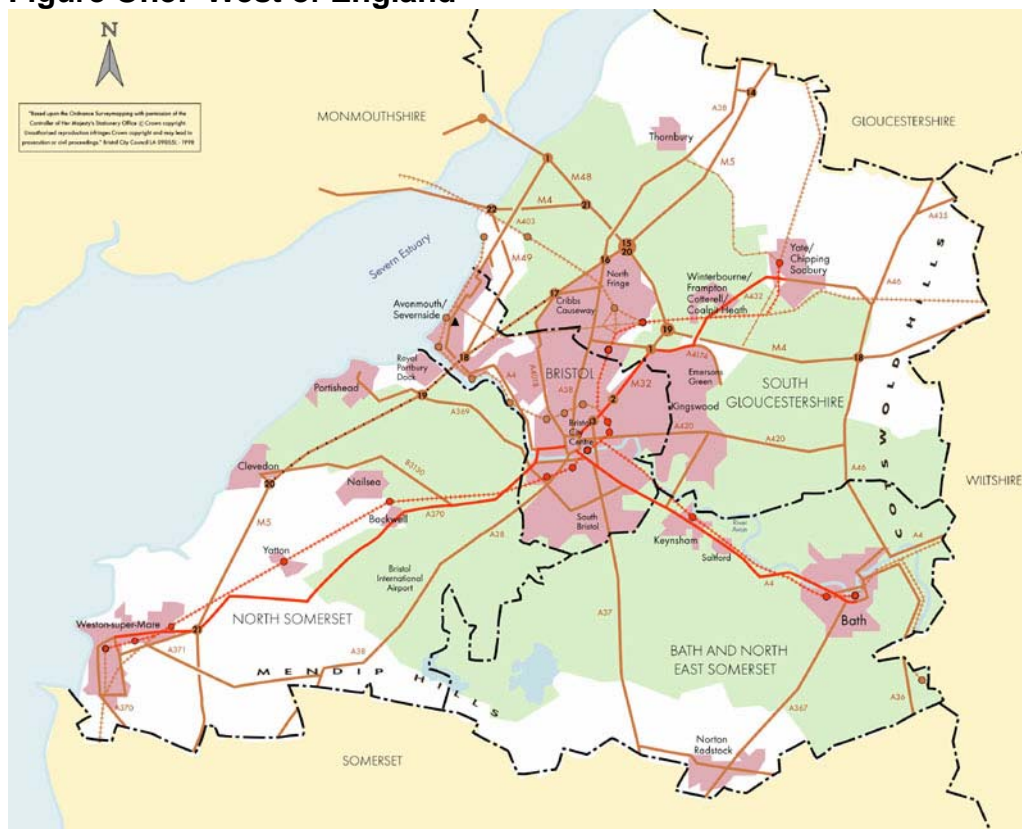
Executive Summary

1. Introduction

1.1 Welcome to the new Joint Local Transport Plan (JLTP3). It's new because our current JLTP only covers the years 2006 to 2011. It's joint because the four councils of Bath and North East Somerset, Bristol City, North Somerset and South Gloucestershire have joined up to deliver transport improvements in the West of England. Our new JLTP3 covers the period from 2011 to 2026.

1.2 Our area is one of great diversity and attraction from the expansive beaches of Weston-super-Mare to the Georgian splendour and UNESCO World Heritage Site of Bath to the high technology of the North Fringe to the old market towns of Thornbury, Chipping Sodbury, Midsomer Norton and Radstock to the City of Bristol (see Figure One). Box A sets out some key facts and figures.

Figure One: West of England



Box A: West of England facts and figures

- 1 million population.
- 3.7m visitors a year to Bath World Heritage Site.
- 9 internationally designated habitat sites.
- 4,800km of roads that need to be maintained.
- 11 major transport schemes worth £600m of investment.
- £600m cost of congestion by 2016.
- 1.5% of all journeys to work are by rail but 44% growth 2004 to 2008.
- 57% of car trips are less than 5 miles.
- 1 in 5 households do not have access to a car.
- 299 people were killed or seriously injured in road accidents in 2008.
- 19% of local CO₂ emissions from local road transport.
- 10% of most deprived wards in the country in Bristol and Weston-super-Mare.
- 81,000 people have ill health.
- 78,000 people aged 75+.
- 67% of adults in Bristol are at an increasing risk of ill health due to low physical activity.

2. Vision

- 2.1 Our Vision to 2026 is for a transport system that strengthens the local economy, improves access, ensures alternatives to the car are a realistic first choice being affordable, safe, secure, reliable, simple to use and available to all.
- 2.2 Looking forward to 2026 this vision needs to be seen in the context of a fast moving world with changing technology, lifestyles, national policies and Governments and the potential challenges of climate change and peak oil. We need to be practical and realistic with one eye on the future.

3. Structure of the Plan

- 3.1 The first draft of the JLTP3 has been shaped by the Government's "Delivering a Sustainable Transport System," the Department for Transport's guidance on producing Local Transport Plans, our current Joint Local Transport Plan, the Regional Funding Allocation programme of major transport schemes programme and likely levels of future funding.
- 3.2 The JLTP3 will be in three parts:
- Strategy taking the long term policy view 2011 to 2026.
 - Supplementary Documents covering walking, parking, public transport, traffic management and freight, smarter choices, road safety, cycling and rural transport in more detail.

- Delivery Plan setting out implementation proposals over the shorter term.
- 3.3 The JLTP3 does not exist in isolation. It works alongside the Multi Area Agreement, the Core Strategies and Local Strategic Partnerships of our four councils, with our partners in the bus industry and through Memoranda of Understanding with the Highways Agency, Network Rail and train operators.

4. How the JLTP3 differs from the current plan

4.1 The three parts of the JLTP3 are 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.

4.2 This approach differs from the current JLTP with its four shared priorities of congestion, accessibility, road safety and air quality. Nonetheless all four priorities are still covered in JLTP3.

4.3 Other differences include:

- Carbon emissions – emerging issue in current JLTP but now a goal in its own right.
- Climate change – identifying measure to adapt to change.
- Active health – greater prominence to reflect links to the wider health agenda.
- Delivery Plan – sets out how the JLTP3 will be implemented on a 3 year rolling programme.
- Quality of life – now a goal in its own right.
- Regeneration – greater emphasis under equality of opportunity.

5. What's in the JLTP3?

5.1 The JLTP3 revolves around five key chapters based on the five DaSTS goals and chapters on major transport schemes, the Delivery Plan and targets. All are supported by the eight Supplementary Documents listed in section 3.2.

Reducing carbon emissions

5.2 This chapter looks at ways to reduce greenhouse gas emissions by focusing on the promotion of low carbon choices, providing alternatives to the car, influencing travel behaviour and managing demand. It also

identifies the need to adapt to climate change by increasing the transport network's resilience to extreme weather events. We recognise that much work remains to be done on this part of the JLTP3 with the need to identify a carbon reduction target and the contribution our schemes make towards reducing emissions.

Supporting economic growth

- 5.3 In this chapter we outline measures to tackle congestion and improve journey times, provide alternatives to the car, influence travel behaviour, manage demand through highway improvement, management and maintenance, ensure access to employment growth areas such as the 'SPark' science park at Emerson's Green, support the delivery of houses and jobs and maintain, manage and ensure the best use of transport assets. The chapter features sections on cycling, walking, rapid transit, bus, rail, smarter choices, demand management, freight, peak oil and the Travel+ brand.

Equality of opportunity

- 5.4 Under this chapter we look at ways to improve accessibility for all residents to health services, employment, digital infrastructure and other local services. We seek to assist neighbourhood renewal and the regeneration of deprived areas particularly in South Bristol and Weston-super-Mare, improve access to services for rural and remote area residents and ensure the need of people with mobility problems are incorporated throughout the JLTP3.

Safety, health and security

- 5.5 We have four aims. Firstly to significantly reduce the number of road casualties and improve road safety for the most vulnerable users and sections of the community. Secondly to improve air quality in the Air Quality Management Areas in Bath and Bristol and ensure air quality in other areas remains better than the national standards. Thirdly to encourage and facilitate more physically active travel through cycling, walking and public transport use and working with the four Primary Care Trusts. Fourthly to improve personal security on the transport network.

Quality of life

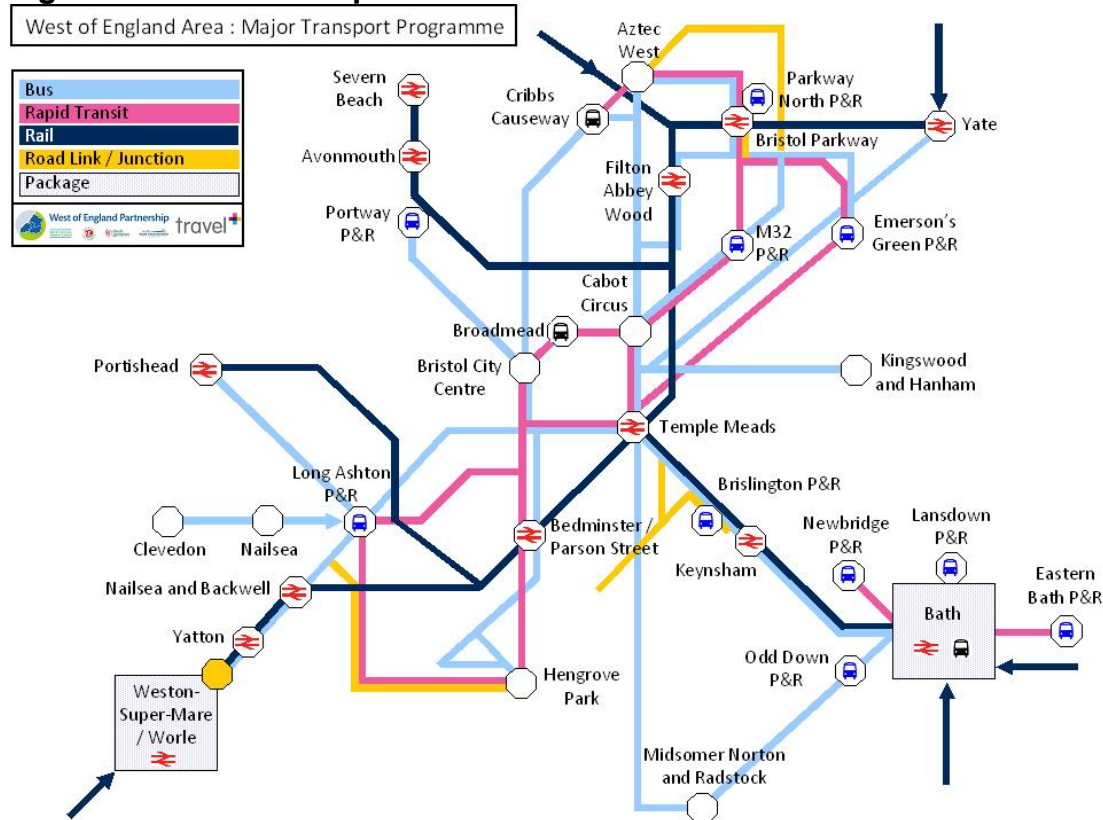
- 5.6 Part of the very attraction for people living in the West of England is the high quality of life and natural environment. To this end this chapter seeks to minimise the impact of transport on the natural and historic environment, reduce the number of people exposed to high levels of transport noise and enhance our streetscape, public spaces and urban environment. Promoting better access to leisure activities and the countryside, for example through our Rights of Way Improvement Plans, is also key along with enhancing the journey experience

recognising the important work of organisations such as the Severnside Community Rail Partnership.

Major Transport Schemes

5.7 We have eleven major transport schemes totalling £450m of investment to 2019 with a further £150m of investment post 2019. Major schemes are ones costing over £5m which is unaffordable from our existing funding sources. Funding is through the South West Regional Funding Allocation process. Local contributions of at least 10% are required for public transport and road schemes (25% for light rail). All our schemes have an important role in supporting economic growth, regeneration and improving access to jobs and services. Our programme of schemes is shown in Figure Two.

Figure Two: Our Transport Vision



Delivery Plan

5.8 The Delivery Plan sets out how we will implement the JLTP3 on a 3 year rolling programme. It will set how we intend to co-ordinate investment through the Integrated Transport funding allocation, Maintenance funding and major transport scheme funding streams, together with the councils' own resources, developer and other funding. As levels of future funding are confirmed the full Delivery Plan will be produced for the second draft of the JLTP3 in July 2010.

Targets

- 5.9 Targets and indicators are designed to measure and monitor our progress towards meeting the JLTP3's objectives, highlight where we are doing well and show where we need to do better. The targets need to strike the right balance between being realistic, but challenging; being comprehensive, but practical to collect, process and report. We are currently considering using ten targets based around the Government's National Indicators and ten local indicators including rail, cycling and park and ride.

6. Future Ideas

- 6.1 Our Plan is based around financial realities, practicality and value for money. Whilst this acts as a bit of a damper on our aspirations we will explore future avenues as the financial climate improves. A selection of ideas is outlined in Box B.

Box B: Future ideas

- Development and expansion of Rapid Transit Network.
- Increased capacity on the rail network.
- Cycling major transport scheme.
- Alternative ways to tackle rural accessibility and isolation.
- Cheap independent travel for young people in rural areas.
- Follow up CIVITAS and Green Bus Fund schemes in Bath.
- Neighbourhood initiatives linking healthy living with road safety training, education and publicity and smarter choices.
- Promotion of healthy exercise in Rights of Way Improvement Plans.
- Reduce barriers to safe walking and cycling.
- 20mph residential area pilot schemes extended.
- Quiet Deliveries Demonstration scheme.
- Healthy town concept to tackle obesity, eat healthily and be active.
- Measures to manage and reduce vulnerability of transport infrastructure to weather and climate change.

7. Assessing the impact of JLTP3

- 7.1 We need to know what impact the JLTP3 will have on the environment so a Strategic Environmental Assessment is undertaken. A full Environmental Report will be published in July 2010. Alongside this work a Health Impact Assessment will look at public health concerns related to the JLTP3 in respect of air quality, noise and climate change, equality of life and health inequalities. A Habitats Regulation Assessment considers whether the JLTP3 would have an adverse affect on the integrity of international designated habitats such as the Avon Gorge Woodlands, Severn Estuary and Chew Valley Lake.

Addressing anti-discrimination and equalities legislation will be dealt with under an Equalities Impact Assessment.

8. Engagement

- 8.1 The first draft of the JLTP3 is very much a working document. Nothing is set in stone at this stage. It is expected that changes will arise from the engagement process. Our intention is to use feedback from key stakeholders to refine and mould the plan into a second draft for formal public engagement July to September 2010. All documents will be publicly available on the www.travelplus.org.uk website together with a questionnaire. The programme to final publication in March 2011 is set out in Table One.

Table One: Programme for producing the JLTP3

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

9. Summary

- 9.1 Our JLTP3 will be delivered through the five goal related strategies summarised in Figure Three. In turn the strategies are supported by the eight supplementary documents covering walking, parking, public transport, traffic management and freight, smarter choices, road safety, cycling and rural transport in more detail.

Figure Three: Joint Local Transport Plan 3 2011 to 2026

