

Appendix One

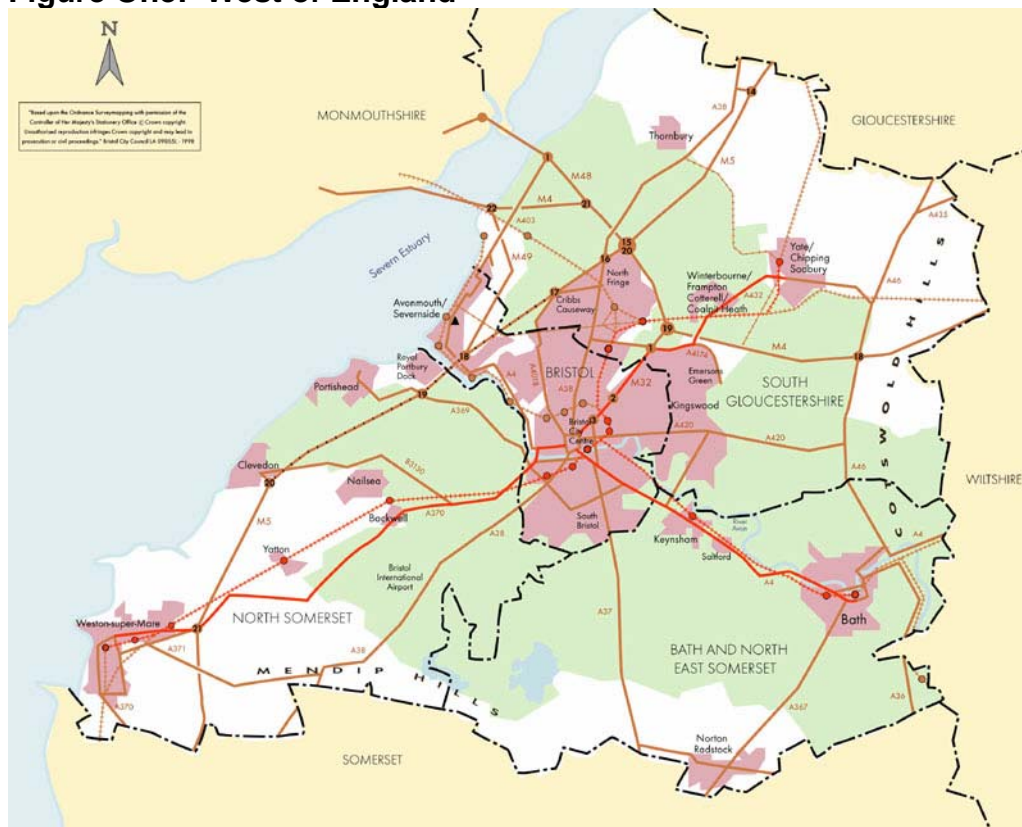
Joint Local Transport Plan 3

Executive Summary July 2010

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.
- 6.4m tourists visit North Somerset every year.
- 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.
- 253 people were killed or seriously injured in road accidents in 2009.
- 19% of local CO₂ emissions from local road transport.
- 10% of most deprived wards in the country are 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

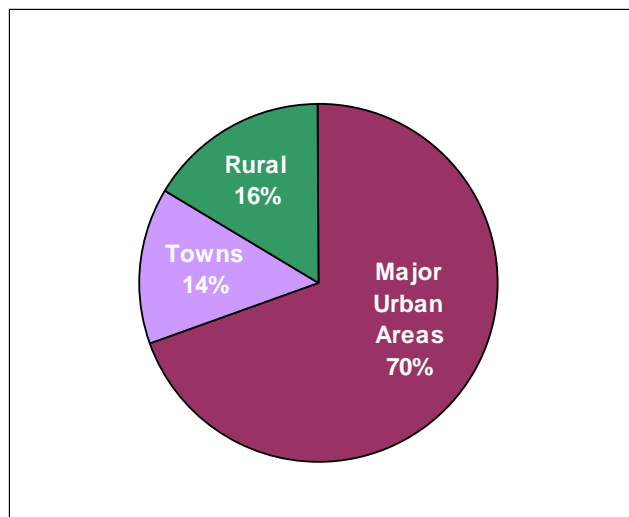
- 2.1 Our Vision to 2026 is for a transport system that strengthens the local economy, improves access, ensures alternatives to the car are a realistic first choice being affordable, safe, secure, reliable, simple to use and available to all.
- 2.2 Looking forward to 2026 this vision needs to be seen in the context of a fast moving world with changing technology, funding, 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 draft JLTP3 has been shaped by our current Joint Local Transport Plan 2006 to 2011, the Department for Transport's "Delivering a Sustainable Transport System" and guidance on producing Local Transport Plans, 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, Skills and Competitiveness Board and with our partners in the bus industry and through Memoranda of Understanding with the Highways Agency, health sector, Network Rail and train operators.
- 3.4 We must also recognise that people's travel needs will vary according to where they live in the West of England (see Figure Two). One size of JLTP3 does not fit all. How the JTLTP3 will impact on different parts of the West of England is considered throughout the plan.

Figure Two: Where People Live



Source: Census 2001

4. How the JLTP3 differs from the current plan

- 4.1 The three parts of the JLTP3 are based around five key goals 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 2006 to 2011 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 2006 to 2011 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 key 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 lower carbon travel 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. Our work is supported by the Delivering a Sustainable Transport System study on carbon reduction.

Supporting economic growth

- 5.3 Here 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, set transport user priorities, improve access to services for rural and remote area residents and ensure the needs of

women, children and young people, ethnic minorities and those 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, Bristol, Cribbs Causeway, Kingswood and Staple Hill 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.

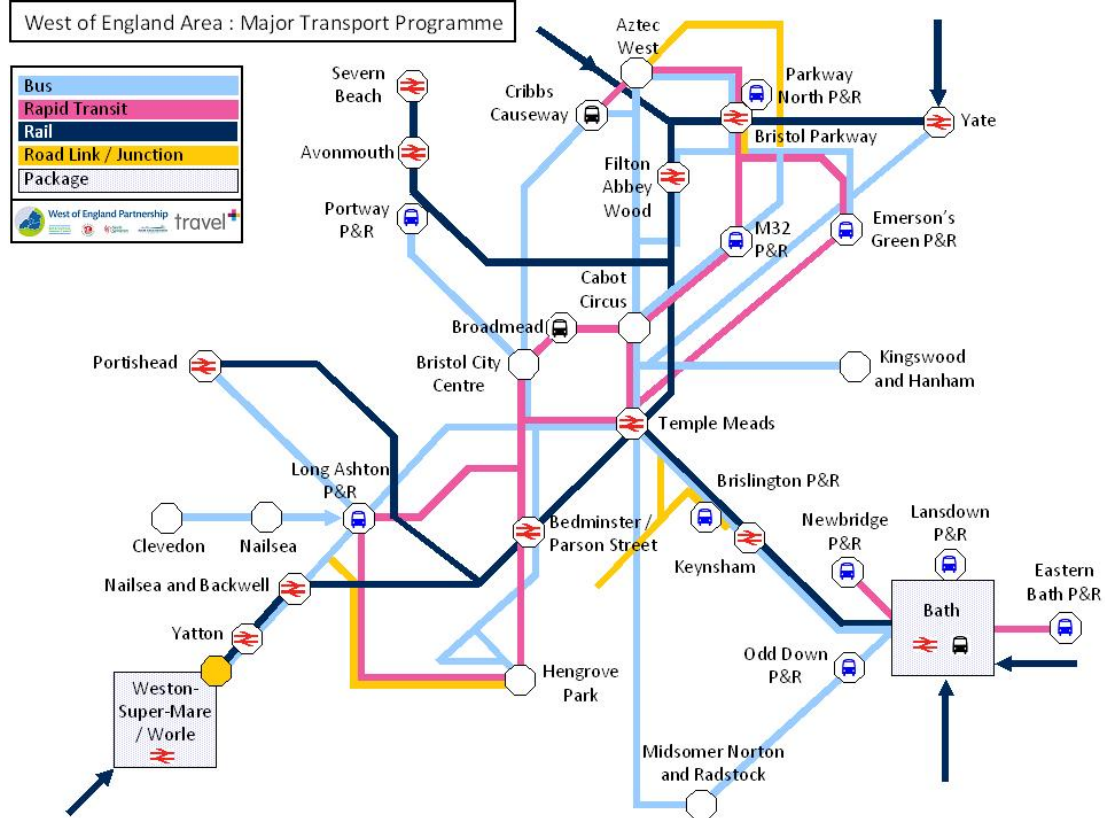
Quality of life

- 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 enhance the public realm, 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. Case studies from Weston-super-Mare, Bath and Bristol provide vivid evidence on how these quality of life themes interact and complement each other.

Major Transport Schemes

- 5.7 Key to supporting our JLTP3 and wider community strategy objectives is the West of England's major transport scheme programme. We have eleven 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 Three.

Figure Three: 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 final draft of the JLTP3 in early 2011.

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 proposing using nine targets based around the Government's National Indicators and eight local indicators including rail, cycling and park and ride.

6. Finances and Vision

6.1 We live in financially straightened times and unavoidably this will shape the JLTP3. The Government's Comprehensive Review is expected in the autumn 2010. This is likely to mean future funding for the JLTP3

will be greatly constrained over the short to medium term. As the financial picture becomes clearer far reaching reviews of priorities across the Integrated Transport and Maintenance Blocks and the major transport scheme programme may be needed. Targets including carbon reduction will be trimmed back to reflect lower levels of funding. Equally the JLTP3 will need to adapt to changing national policy. The final draft of the JLTP3 will need to be amended accordingly.

7. Future Ideas

- 7.1 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.

8. Assessing the impact of JLTP3

- 8.1 We need to know what impact the JLTP3 will have on the environment so a Strategic Environmental Assessment is undertaken. A full Environmental Report is published alongside the draft JLTP3 in July 2010. A Health Impact Assessment looks 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 is dealt with under an Equalities Impact Assessment. Overall the impact of the JLTP3 is positive. Recommendations for mitigation measures will further strengthen the benefits.

9. Engagement

- 9.1 This draft JLTP3 is very much a working document. Nothing is set in stone at this stage. Our new “Let’s Talk: Transport Matters” slogan and website (www.transportmatters.org) provides an eye catching and colourful focus for the engagement. All documents will be publicly available on the website with a questionnaire. It is expected that changes will arise from the engagement process. Our intention is to use feedback from partners to refine and mould the plan into the final draft for approval by the four councils in early 2011. 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	Initial draft JLTP3 endorsed by Joint Transport Executive Committee for engagement with key partners.
March to June 2010	Changes arising from key partners.
July to September 2010	Formal engagement on second draft JLTP3 Joint Transport Forum 6/7/10
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

10. Summary

- 10.1 Our JLTP3 will be delivered through the five goal related strategies summarised in Figure Four. 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 Four: Joint Local Transport Plan 3 2011 to 2026

