

**West of England Partnership  
Joint Scrutiny Committee  
16 July 2010**

## **Joint Local Transport Plan 3**

### **Purpose of report**

1. To note the revised drafts of the Joint Local Transport Plan 3 (JLTP3) Strategy and Supplementary Documents for formal engagement July to September 2010, and to give the views of the Joint Committee.

### **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

18 March 2010 – initial drafts of the JLTP3 Strategy and Supplementary Documents 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) with Executive Summary (Appendix One)
  - 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 revised drafts of the Executive Summary, Strategy and Supplementary Documents can be found in Appendices One, Two and Three.

### **Engagement on the initial draft of the JLTP3**

6. Engagement on the initial draft of the JLTP3 focused around the Transport Plan Commission and its two meetings on 29 March 2010 and 15 June 2010. Membership

of the Commission includes: University of the West of England, GWE Business West, North Bristol NHS Trust, Bristol Primary Care Trust, The Care Forum, Campaign for Better Transport, Sustrans, Passenger Focus, First Bus, Wessex Direct, First Great Western, Network Rail, RAC, Government Office for the South West, South West Councils, South West Regional Development Agency, Highways Agency, Joint Local Access Forum, North Somerset Local Access Forum.

7. Presentations on the JLTP3 have been made to and feedback received from:

Bristol Green Commuter Club  
University of the West of England  
GWE Business West  
Joint Local Access Forum (2<sup>nd</sup> July 2010)  
Trade Unions  
Bristol Partnership

8. Comments and contributions have also been received from the Federation of Bath Residents' Associations, Severnside Rail Partnership, Heart of Wessex Rail Partnership, Avon Valley Railway and the Cotswolds Area of Outstanding Natural Beauty.

### **Changes to the initial draft of the JLTP3**

9. Following issues raised at the Joint Transport Executive Committee on 18 March 2010 and comments and contributions received from partners the JLTP3 has been revised and updated. Given the length of the JLTP3 it is worth highlighting where changes have been made to the initial draft JLTP3.

#### **Chapter 1 Setting the scene**

New sections on Single Conversation and governance. Primary Care Trusts, Bristol Airport and the Ports added to list of partners. Vision and finances section updated.

#### **Chapter 2 Visions, goals and challenges**

New sections on the four Local Strategic Partnerships (LSP) and Core Strategies including summary of aims and key transport themes. Box on cross boundary issues added. New 'Where people live' section and used in Chapters 5 to 9 to recognise the differences between major urban, urban and rural areas (one size of plan does not fit all approach).

#### **Chapter 4 Strategic Environmental Assessment**

Summary of findings from the Environmental Report added.

#### **Chapter 5 Carbon reduction**

New sections on Multi Area Agreement commitment to climate change, list of adaptation measures, expanded Strategy section, future plan ideas box expanded, Total Place and Suburban Neighbourhood Adaptation research projects added.

#### **Chapter 6 Supporting Economic Growth**

Reference to Chief Medical Officer's target for cycling and walking added. New sections on low cost value for money schemes research including benefit cost ratios table, Route Utilisation Strategy and demand management added.

### **Chapter 7 Equality of Opportunities**

Sections on women, ethnic minorities and children and young people expanded including case studies. Bristol Airport case study box added.

### **Chapter 8 Safety, health and security**

Section on health expanded and reference to Memorandum of Understanding with the health sector added (see below). Section on how Air Quality Action Plans link to the JLTP3 added.

### **Chapter 9 Quality of Life**

Greater focus on public realm with case studies from Bristol and Bath added.

### **Chapter 10 Delivery Plan**

Expanded chapter providing more details on the Delivery Plan approach including types of schemes that might be implemented. Future funding impact section added.

### **Chapter 11 Major Transport Schemes**

New sections added on delivering the vision, funding position June 2010, benefit cost ratios, possible future cycling major scheme and other sources of funding.

### **Chapter 12 Targets**

Targets and trajectories now set including new ones for mode share, CO2, cycling and road safety.

### **Supplementary Documents**

Only minor changes mostly relating to updates and formatting have been made.

## **Memorandum of Understanding with the health sector**

10. Following on from the success of Memorandums of Understanding (MoU) with the Highways Agency and the rail industry it is proposed to undertake a similar one with the health sector. This will help capture the health benefits of active travel and build closer relationships between the Primary Care Trusts and the local authorities. A draft MoU is attached as Appendix Four. It is proposed that the MoU is signed at the Joint Transport Executive Committee on 17 September 2010 with a detailed Action Plan to follow for the 5 November 2010 meeting.

## **Next Steps**

11. The draft JLTP3 is still very much a working document. Nothing is set in stone at this stage. It is expected that changes will arise from the formal engagement process July to September 2010. Equally the JLTP3 will need to adapt to changing national policies including 'The Coalition: our programme for government' and reduced levels of funding.
12. On the issue of funding 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 will be trimmed back to reflect lower levels of funding. The final draft of the JLTP3 will need to be amended accordingly.

13. For this reason the JLTP3 is based as far as possible 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.
14. Notwithstanding the above actions by officers, reservations have been expressed about the impact of the Comprehensive Spending Review on the timescale of the JLTP3. There are two concerns; the challenge of concluding a long-term strategic plan by March 2011 when the Comprehensive Spending Review will not be available until 20 October 2010; and the practical difficulties of the earlier approval to seek the formal agreement of the Councils at their Council Budget meetings.
15. In light of the issues discussions were held at the Joint Transport Executive Committee (JTEC) on 2 July 2010 and officers were requested to:
- review the timetable to enable formal agreement of the Councils in December/January 2011
  - ensure sufficient frequency of Member and Officer meetings in the sub-region and the authorities to enable the Plan to be finalised earlier, taking into account the outcomes of the public engagement process which concludes on 4 October 2010, and the Comprehensive Spending Review
16. The JTEC also noted that the Transport Plan submitted to Government by 31 March 2011 could be reviewed in Autumn 2011, in view of the uncertainties that have to be managed over the next 6 months.
17. All documents will be publicly available on the [www.travelplus.org.uk](http://www.travelplus.org.uk) website together with a questionnaire. 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 final draft of the JLTP3.
18. Preparation for the engagement process is focusing on ensuring that publicity for the consultation is eye catching and colourful. A slogan, 'Let's talk: Transport matters' and this will appear on all publicity related to the JLTP3, alongside the Travel+ branding. Visitors to the website will be encouraged to read more of the draft Plan and the Supplementary Documents and provide comment on them. Each chapter and Supplementary Document is available to read independently in order to make it easier for people to 'dip in and out' of the draft Plan rather than read the whole document. The hope is this will allow people with interest in specific areas to provide informed comment.
19. Following formal engagement the JLTP3 will be revised for approval by the four councils. The timetable is set out below. With its all encompassing nature and links to other plans, strategies and objectives the JLTP3 Strategy is a lengthy document. Consideration will be given to making the Strategy more concise whilst retaining its far reaching approach.

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	Revised draft JLTP3 endorsed by Joint Transport Executive Committee on 2/7/10. Formal engagement on revised draft JLTP3. Joint Transport Forum 6/7/10.
October 2010 to January 2011	Review of JLTP3 arising from taking into account the outcome of engagement and the outcome of the Comprehensive Spending Review (CSR). Seek formal approval of Councils. <i>Precise timetable to be reviewed, see paras 14, 15 above.</i>
March 2011	Final JLTP3 published
April 2011	JLTP3 comes into force

## Environmental Impact Assessment

20. A key part of producing the JLTP3 is the Strategic Environmental Assessment. This looks at what impact the JLTP3 will have on the environment. A full Environmental Report with the results of this assessment is published alongside the JLTP3. Individual major transport schemes are still required to undertake their own Environmental Impact Assessment.

## Recommendation

That Members note the revised JLTP3 Strategy and Supplementary Documents for formal engagement July to September 2010, and give their views.

## Appendices

Appendix One: Executive Summary  
Appendix Two: Revised draft Joint Local Transport Plan 3 Strategy  
Appendix Three: Revised draft Supplementary Documents  
Appendix Four: Draft Memorandum of Understanding with the health sector

Author: James White, Group Leader Transport Policy, West of England Partnership  
Tel: 0117 922 4924. Email: James.white@westofengland.org

## Appendix One

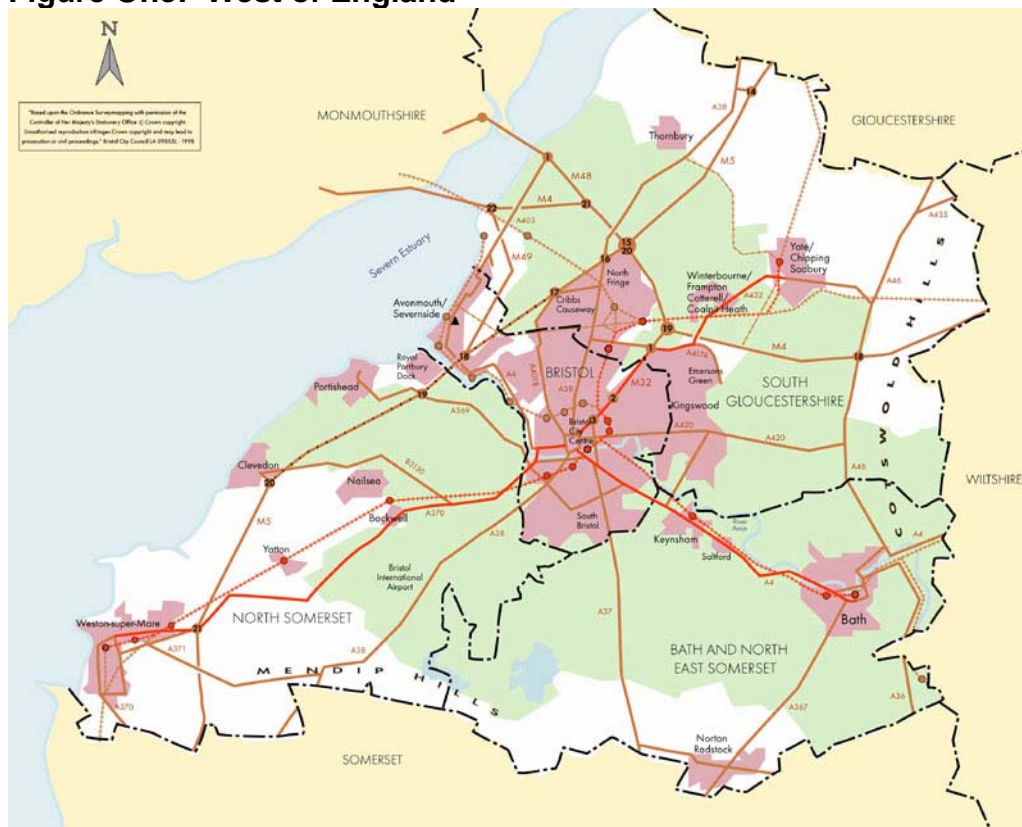
### Joint Local Transport Plan 3

#### 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 CO<sub>2</sub> 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**

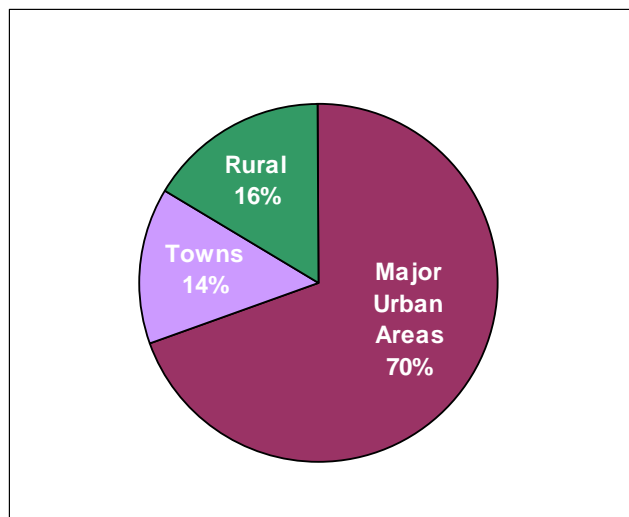
- 2.1 Our Vision to 2026 is for a transport system that strengthens the local economy, improves access, ensures alternatives to the car are a realistic first choice being affordable, safe, secure, reliable, simple to use and available to all.
- 2.2 Looking forward to 2026 this vision needs to be seen 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.

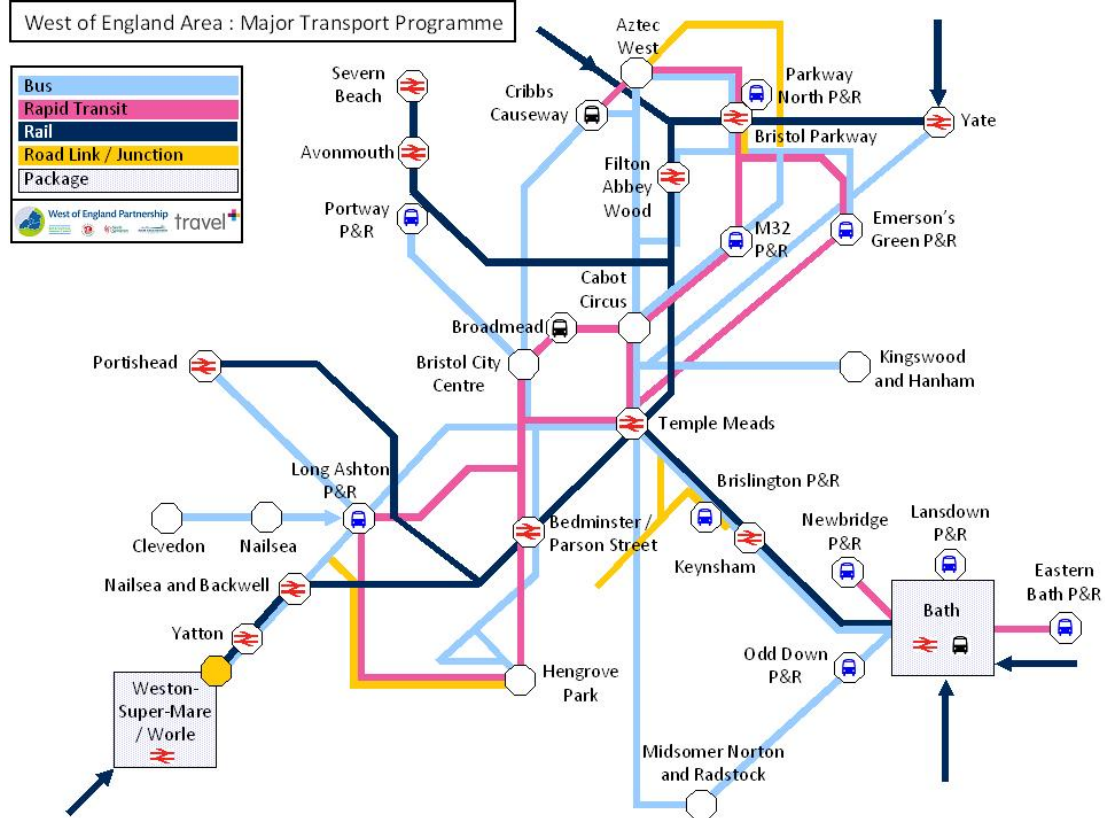
### **Quality of life**

- 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](http://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.

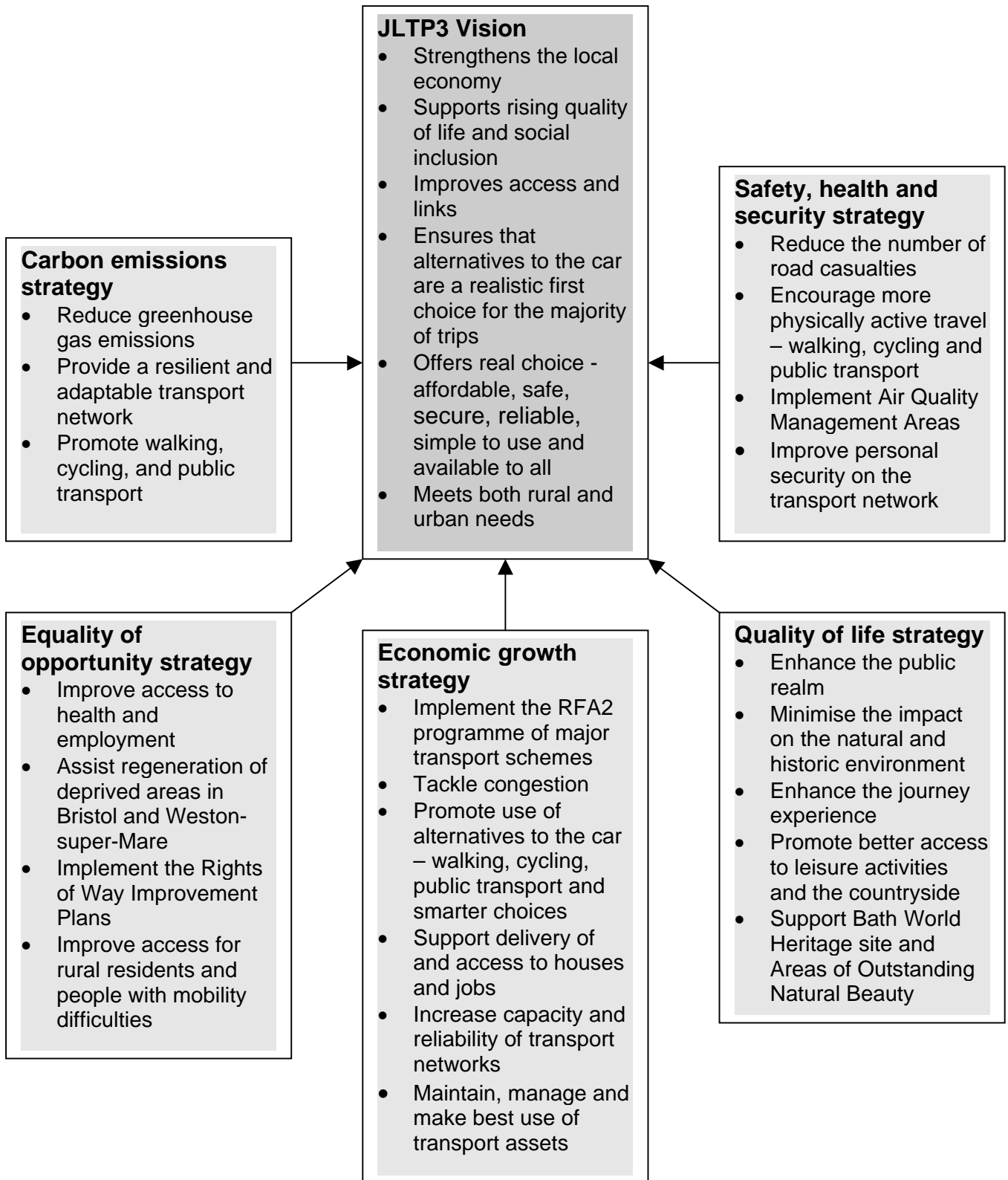
**Table One: Programme for producing the JLTP3**

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**



## Appendix Four

### **DRAFT Memorandum of Understanding between the West of England Partnership and the Health Sector for the Area**

#### **Purpose**

This Memorandum of Understanding is between the local authorities of Bath & North East Somerset, Bristol City Council, North Somerset and South Gloucestershire who together make up the West of England Partnership (WEP) and the Health Sector for the WEP area\*, through the Directors of Public Health for the area. The purpose of the Memorandum of Understanding is to promote effective co-ordination and co-operation between the organisations in relation to transport and health.

The key principles are of openness, explanation and discussion together with shared responsibility and ownership of problems and solutions.

It is **not** legally binding.

#### **Definition of terms**

The Health Sector in the West of England Partnership area is currently made up of:

- The Four Primary Care Trusts (PCTs) listed below:  
NHS Bath and North East Somerset  
NHS Bristol  
NHS North Somerset  
NHS South Gloucestershire
- A large number of Service Providers, which are commissioned by the PCTs to deliver NHS services for local residents. These include major Hospital Trusts, providers of community services, General Practices, dentists, opticians, and pharmacies.
- In addition, there are key departments and individuals with responsibilities for the South West Region in relation to health and transport in the West of England

We take health to mean not just to the needs of individuals with specific illnesses and conditions, but also to the promotion and protection of good health and the reduction of health inequalities, now and in the future. This is a core duty of the Primary Care Trusts.

#### **Agreement**

It is hereby agreed that:

#### **Strategy**

1) The Memorandum of Understanding partners will collaborate to promote and protect good health through delivery of the goals and ambitions set out in key Government policy documents and Local Development Frameworks.

2) The Health Sector will be key stakeholders in the production of the four West of England authorities Joint Local Transport Plan 3 and will provide input, expertise and feedback as required.

3) The Memorandum of Understanding partners align, where practicable a programme and phasing of schemes for 2011 to 2026 for inclusion in the Delivery Plan of the Joint Local Transport Plan 3.

### **Transport and Health Forum**

4) To promote effective joint collaboration a transport and health forum will be established to seek to ensure that the transport system for the sub-region now and in the future is designed in such a way that it enhances health, wellbeing and prosperity for all residents, and contributes to reducing health inequalities.

It will achieve this by;

- Bringing together relevant expertise and representation from Transport and Health sectors
- Building strong and constructive working relationships between the Health Sector and the Transport sector
- Using best available evidence to inform planning and decision-making
- Using the principles of 'Health Impact Assessment' to inform planning at the earliest stages of option development
- Including access to health facilities for staff, patients and visitors
- Produce and monitor the Action Plan

The Forum will report to the Joint Transport Executive Committee

### **Support**

5) Directors of Public Health will provide updates for and attend meetings of the Joint Transport Executive Committee on a twice-yearly basis to consider progress on the Action Plan.

### **Information and Data Collection**

6) Information requests between Memorandum of Understanding partners will be managed as quickly as is reasonable depending on the complexity of the request and information available. Requests are to be as specific as possible.

### **Communications**

7) A joint framework on communications will be established in order to promote levels of engagement and partnership working between the Memorandum of Understanding partners.

### **Timescale and review**

8) The Memorandum of Understanding shall come into immediate effect. The West of England Partnership authorities and Health Sector for the West of England area will jointly review the arrangements set out in the Memorandum of Understanding at two yearly intervals.

Date

Signed on behalf of Director of Public Health for Bristol

Signed on behalf of Director of Public Health for South Gloucestershire

Signed on behalf of Director of Public Health for Bath and North East Somerset

Signed on behalf of Director of Public Health for North Somerset

Signed on behalf of Bath & North East Somerset Council

Signed on behalf of Bristol City Council

Signed on behalf of North Somerset Council

Signed on behalf of South Gloucestershire Council