



11. Quality of Life Supporting Statement

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1. Setting the Scene

- 1.1 The Councils have considered a range of quality of life issues in drawing up the JLTP focusing on:
- Quality of public spaces and better streetscapes.
 - Community safety, personal security and crime.
 - Healthy communities.
 - Neighbourhood renewal.
 - Landscape and biodiversity.
- 1.2 These quality of life priorities are shared by the Local Strategic Partnerships' Community Strategies and the Councils' Corporate Plans.
- 1.3 The Government stresses that 'liveability' should be at the heart of the second round of LTPs. Quality of life issues have been integrated into JLTP policies and the implementation programme. This statement provides evidence that these issues have been properly taken into account.

2. Vision

- A safe and healthy local environment with well-designed public and green space and clean streets.
- An overall reduction in crime and disorder and the fear of crime in the local area; reduction in anti-social behaviour and the local perception of anti social behaviour.
- Better quality services for older people; prevention and treatment of health inequalities.
- Reduction in accidents, especially among children in disadvantaged groups and areas.
- Positive economic, cultural and environmental conditions for growth and employment.

3. Quality of life and the Shared Priorities

Congestion

Enhanced public spaces and streetscapes can help promote walking, cycling and public transport as alternatives to the car. Health promotion encourages greater walking and cycling for shorter journeys.

Road Safety

City, town centre and local area enhancements make safer provision for pedestrians and cyclists. Home and 20mph Zones improve conditions for vulnerable road users. Safety is an important aspect of Neighbourhood Renewal.

Accessibility

Enhanced public spaces and streetscapes can improve access to services and facilities. Community safety and Neighbourhood Renewal initiatives provide more attractive and convenient access to local services, especially for pedestrians, cyclists and public transport users.

Air Quality

Environmental, community safety and health initiatives combine to promote walking, cycling and public transport and reduce reliance on car use thereby contributing to air quality objectives.

4. Issues

- 4.1 This strategy statement considers the following quality of life issues:
- Quality of public spaces streetscapes.
 - Community safety, personal security and crime.
 - Healthy communities.
 - Neighbourhood renewal; and
 - Landscape and biodiversity.

- 4.2 The overarching issue of climate change is specifically addressed in the main JLTP document. Other quality of life issues covered in the main document relate to noise, which is closely linked with air quality and dealt with in Chapter 8, and wider regeneration issues.

Quality of public spaces and better streetscapes

- 4.3 There is general concern about the state of the public realm, not only in city, town and neighbourhood centres but also in local residential and employment areas. Concerns focus on the design and maintenance of streets and highways; unsympathetic use and maintenance of street furniture, trees, greenery, lighting and signage; and general clutter, litter and graffiti. All these factors have links with crime and perceptions of crime. They also have a strong relationship with accessibility planning and the provision of attractive routes to and from local facilities including workplaces, schools, doctors' surgeries and food shops. In terms of health, the quality of public spaces can also link with health issues, for example access to playgrounds and recreational areas.
- 4.4 Associated with the poor quality design and maintenance of many public spaces is substandard public transport infrastructure with inadequate on-street information, and poor facilities for walking and cycling. These work against the aim of promoting sustainable travel choices and improving accessibility for those without cars.

Community safety, personal security and crime

- 4.5 Shortcomings in the design and maintenance of public spaces, public transport infrastructure and walking and cycling facilities affect the public's perception of personal security. The standard and maintenance of infrastructure can influence anti-social behaviour, vehicle related crime and the

use of public transport, especially at night. In city centres the promotion of the night time economy presents challenges for public transport, including taxis and private hire vehicles.

- 4.6 Safety is a key aspect of 'liveability', particularly in disadvantaged communities in the sub-region's three principal urban areas. Crime and fear of crime are important issues in all of the four community strategies and are the focus of the local Crime and Disorder Partnerships and local community safety strategies.

Healthy communities

- 4.7 The 2001 Census showed that 81,000 people in the sub-region suffered from ill health, representing 8.2% of the total population. There were significant variations between different wards, reflecting areas of deprivation and concentrations of the elderly. Transport needs focus in particular on the availability of public and community transport and are closely linked with accessibility planning issues. Developing the Local Rights of Way (LROW) network will facilitate greater accessibility and encourage healthy travel by improving the infrastructure available for walking and cycling.
- 4.8 Wider issues of obesity and public health are highlighted in the community strategies, linked with the promotion of physical activity, air quality and incidence of accidents.

Neighbourhood renewal

- 4.9 Bristol is one of 88 Neighbourhood Renewal Fund Areas identified for special funding nationally because of their concentrations of health and crime problems, and deprivation in terms of employment, education, skills and housing. Renewal has been underpinned by a range of other funding sources including SRB 2-6, EU Objective 2, EU URBAN II, New Deal for Communities, and the South West of England Regional

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Development Agency (SWRDA) Building Communities. The particular transport needs of these communities focus on the provision of higher quality pedestrian and cycle facilities and availability of public and community transport. There are strong links with road safety and accessibility planning.

Landscape and Biodiversity

- 4.10 The varied geology of the JLTP area results in a wide range of landscapes and habitats. Large areas of landscape are nationally important and included in the Cotswolds and Mendip Hills Areas of Outstanding Natural Beauty (AONB). Many other areas are locally important and a series of landscape character areas have been identified by the Councils to underline their distinctiveness. There are two National Nature Reserves, several proposed Special Areas of Conservation and 86 Sites of Special Scientific Interest.
- 4.11 One major issue is the need to minimise any adverse impacts of transport schemes and measures and, preferably, provide some enhancement to important landscapes, habitats and protected species. Another issue focuses on asset management and the need, for example, for sympathetic management of highway verges and hedgerows as well as care and attention to rights of way maintenance and highway drainage. A third issue is the role of transport in gaining access to the countryside, and the related issue of the adverse impact of traffic.



5. Delivery Programme in the Plan Period 2001/02 to 2005/06

- 5.1 During the period of the first round of LTPs the Councils' delivery programmes have included the following:

Quality of public spaces and better streetscapes

- Implementation of the Bristol City Centre Strategy with significant public realm improvements at Queen Square, The Centre and along the Harbourside.
- Bristol 'Legible City' project introducing high quality signage.
- CI:TE initiative in the World Heritage Site of Bath resulting in environmental upgrading in Milsom Street and the Walcot Street 'Artisan Quarter'. Provided input into preparation of World Heritage Site Management Plan.
- Weston-super-Mare town centre enhancement through Civic Pride partnership working with the SWRDA as part of the 'Weston Vision'.
- Local environmental projects in the area's smaller town centres, for example in Clevedon, Kingswood and Midsomer Norton, some funded through the Market and Coastal Towns Initiative.
- Neighbourhood centres improvements, some through regeneration programmes such as SRB and EU URBAN II and Objective 2 as well as Neighbourhood Renewal and New Deal.
- Village enhancement schemes, often associated with village appraisals, conservation area schemes and local traffic calming proposals.
- Three home zone projects in Bristol at Southville, The Dings and the low-cost community-based retrofit scheme at St Werburghs; exploration of home zones in Bath.
- New Build Home Zone Design Guidelines produced by Bristol City Council.

Community safety, personal security and crime

- Additional Council car parks given Secured Car Parks Scheme status including park and ride sites in Bath & North East Somerset.
- Promotion of 'Safe Stations'.
- Working with employers and retailers to provide cycle lockers.
- Establishment of local Crime and Disorder Partnerships.
- Expansion of CCTV schemes and other projects stemming from local community safety strategies.
- Working with the Police, British Transport Police and bus, train and taxi companies to make public transport safer, especially at night.
- Safety South Gloucestershire initiative to tackle litter and reduce graffiti, linked with safe routes to school projects.

Healthy communities

- Action plans being pursued by the 5 primary care trusts in partnership with the Councils and others. In Weston-super-Mare a For All Healthy Living Centre was opened in South Ward in 2005.
- Projects to promote physical activity and combat obesity and poor health such as Walking to Health in South Gloucestershire (an example of partnership working between the local authority, the local primary care trust and the Forest of Avon); and Bristol's Biggest Bike Ride.

Neighbourhood renewal

- The Bristol Neighbourhood Renewal Strategy developed by the Bristol Partnership to focus on 10 neighbourhoods encompassing about a quarter of the city's population.
- Bristol allocated £10.68m from the Neighbourhood Renewal Fund for the period 2004 to 2006.

- Implementation of Local Neighbourhood and Renewal Action Plans in 3 inner Bristol areas.
- Environmental improvements and community transport schemes through a variety of external funding including SRB 2-6, EU Objective 2, EU URBAN II, New Deal for Communities, and SWRDA's 'Building Communities'.

Landscape and Biodiversity

- Input into Mendip Hills AONB and Cotswold AONB management plans and working with both AONB Partnerships on implementation of action plans, including Mendip Hills Strategic Traffic Group.
- New approaches to maintenance regimes introduced to take into account wildlife needs.
- Cattle grids and AONB boundary marker installed at Burrington Combe, North Somerset as part of habitat management/ highway maintenance project.
- 'Frog crossing points' designated in Bath & North East Somerset.

6. Good Practice

Bristol Legible City: Enhancing the Public Realm

The Legible City initiative was conceived by Bristol City Council in 1996 to deliver an information and 'wayfinding' strategy associated with wider objectives for city centre re-development and renewal. Projects have been designed to link the diverse parts of the city with consistently designed information; to make attractions better known and easier to find; to provide the city with a clear and positive identity and reinforce the character of its individual neighbourhoods; and to encourage a shift towards public transport.

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A range of partners have come together to fund the initiative and LTP funding has made a significant contribution. A 'core development team' was formed including Council officers, urban planning designers, product designers, information and identity designers, public art consultants, and traffic engineers.

Through a key partnership with Adshel, information panels and direction signs began appearing on the streets in 2001, designed to be long lasting and low maintenance. Other public realm projects have included pedestrian signing, reduction of clutter, car park signing and street nameplates. In 2003/04 the initiative was extended to the inner suburban areas of Bedminster and Southville.

Active for Life

In South Gloucestershire 7,000 people have signed up to 'Active for Life', making a pledge to incorporate more physical activity into a healthy lifestyle.

They did the million step challenge in 2005 with almost a hundred people having walked a million steps. In 2005 there has also been a programme of 70 health walks and 'Cycleteering' - a cycling competition from Pilning to Severn Beach.

Security in Car Parks

Bath and North East Somerset Council have formed a police liaison group to focus on to security and safety improvements in public car parks, including the introduction of random car park patrols and the rearrangement of the night time security regime. Vulnerable vehicles are reported to the police, intelligence provided to parking attendants on wanted criminals, covert capture cars sited in car parks, lighting upgraded and CCTV coverage extended. Secured Car Park designation has been achieved for a number of local authority car parks including the A367 Odd Down park and ride site. Customer surveys show that 78% of users are satisfied with

the lighting, 75% with cleanliness and 90% with the general condition of the Council's car parks.

Habitat Management at Burrington Combe

The B3134 through Burrington Combe in the Mendip Hills AONB was closed to traffic for two months in 2002/03 to allow major reconstruction and resurfacing works on some 2 km of carriageway. North Somerset Council worked with the AONB Service to install cattle grids and clear trees to allow open grazing to be re-introduced to the Combe, a key habitat project in the AONB Management Plan.

7. Strategy

- 7.1 Quality of life issues underpin the overall JLTP strategy and the Councils' aim is to ensure that they are fully recognised and integrated into the JLTP. The strategy is set out in Table 1, which also highlights the main partnerships and sources of funding needed to carry the various measures forward. The list is not exhaustive and quality of life issues will continue to be addressed by the four local transport authorities through other activities such as local authority corporate plans and working with the Local Strategic Partnerships through the community strategies.



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Table 1: Quality of Life Strategy Summary Table

Theme and strategy	Partnerships	Funding
Quality of public spaces and better streetscapes		
Measures to combat litter, graffiti and street clutter and improve the look and cleanliness of streets and neighbourhoods	Business and voluntary sectors, LA street cleansing, Planning Authorities, SWRDA,	LA revenue, including highway maintenance budgets
Carry out improvements aimed at creating a safer and more attractive climate for pedestrians, cyclists and bus, train and taxi users	Public transport operators, SWRDA, business and voluntary sectors, Crime & Disorder Partnerships	JLTP, SWRDA, developers and Business Improvement District (BID)
Highway maintenance regimes that respect local distinctiveness and assist pedestrian access	LA highway maintenance and urban design/ conservation teams	LA highway maintenance revenue budgets
Further enhancements in the city centres of Bath and Bristol, Weston-super-Mare town centre and smaller town centres	SWRDA, business interests, English Heritage, LA urban design/ conservation/ planning/ economic development teams, developers, Town Councils, town centre managers, voluntary sector	JLTP, SWRDA, developers, Broadmead BID, Town Councils
Extension of the 'retro-fit' home zone concept to other parts of Bristol and to Bath and promotion of home zone principles in new developments	LA community/ urban design/ conservation/ planning/ economic development teams, emergency services, voluntary sector, developers	JLTP, developers
'Mixed Priority Routes' schemes/ enhancement of suburban shopping centres	LA community/ urban design/ conservation/ planning/ economic development teams, business interests, SWRDA, Police	JLTP, traders/ businesses
Neighbourhood and village enhancement schemes	LA community/ urban design/ conservation/ planning/ economic development teams, voluntary sector, Town and Parish Councils	JLTP, SWRDA, Neighbourhood Renewal
Work through the planning process to make sure new developments contribute to high-quality public areas and highway design	LA community/ urban design/ conservation/ planning/ economic development teams, Highways Development Control	Developers
Measures to protect rural amenities in the Cotswolds and Mendip Hills AONBs and other rural areas	Countryside Agency, AONB Partnerships, LA countryside/ RoWIP teams, Parish Councils, Police	SWRDA
Community safety, personal security and crime		
Ensure city and town centre and other enhancement schemes take into account crime reduction objectives and help towards reducing violence and anti-social behaviour; implementing street lighting and CCTV schemes	Crime and Disorder Partnerships, community safety groups, Local Neighbourhood and Renewal Action Plan partnerships, business interests, education authorities	JLTP, SWRDA, LA revenue budgets, Neighbourhood Renewal Fund

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Theme and strategy	Partnerships	Funding
Street lighting schemes to increase public confidence in the use of local footway and cycleway networks, tying in where appropriate with safe routes and road safety schemes	Voluntary sector, Town and Parish Councils, education authorities	JLTP, LA revenue budgets
Further promotion of Secure Car Park and cycle locker schemes to help reduce the level of vehicle crime and burglaries	Crime and Disorder Partnerships, voluntary sector	JLTP, LA revenue budgets, private car park operators
Work with young people to steer them away from crime and disorder	Educational authorities, Life Skills Centre, police, voluntary sector	LA revenue budgets, police
Traffic management measures to reduce anti-social driver behaviour	Crime and Disorder Partnerships, motoring organisations	JLTP
Work with partners to improve personal security for public transport users and staff	Police, British Transport Police and bus, train and taxi companies	LA revenue budgets, operators
Promote local action to make communities safer	Community safety partnerships	LA revenue budgets
Encourage new developments to incorporate community safety features and increase the number of housing schemes which achieve the 'secured by design' awards	Planning Authorities, developers, Highways Development Control	Developers
Healthy communities		
Tackle traffic congestion and associated poor air quality	See Chapters 5 and 8 of main document	
Contribute towards further implementation of action plans to reduce health inequalities	Primary Care and Hospital Trusts, LA community health/ social service teams	JLTP, Primary Care and Hospital Trusts
Promote walking and cycling to achieve greater levels of physical activity	Primary Care Trust, voluntary sector	JLTP, LA revenue budgets, Primary Care Trusts
Draw up accessibility action plans to aid social inclusion through better access to health care services and healthy food	See Chapter 6 of main document	
Neighbourhood renewal		
Continue to implement and assist in review of the Bristol Neighbourhood Renewal Strategy and Local Neighbourhood and Renewal Action Plans	Bristol Partnership, LA community/ social service teams, voluntary sector	Neighbourhood Renewal Fund, JLTP, LA revenue budgets
Landscape and Biodiversity		
Contribute toward implementation of AONB management plans	Cotswold and Mendip Hills AONB Partnerships, Countryside Agency, SWRDA	SWRDA, Countryside Agency, JLTP, LA revenue budgets
Contribute toward implementation of local Biodiversity Action Plans	Countryside Agency, English Nature (Natural England), LA biodiversity teams, voluntary sector	JLTP, LA revenue budgets, English Nature

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Theme and strategy	Partnerships	Funding
Take account of habitat and species protection in highway maintenance programmes	LA biodiversity teams, English Nature	LA revenue maintenance budgets
Design infrastructure schemes to safeguard/ improve landscape and biodiversity	LA biodiversity teams, English Nature, Countryside Agency, Cotswold and Mendip Hills AONB Partnerships	JLTP, developers
Promote access to countryside by public transport, cycling and walking	Countryside Agency, Cotswold and Mendip Hills AONB Partnerships, Kennet and Avon Canal Partnership, Avon Community Forest, SWRDA, National Trust, leisure/ tourism interests, Parish Councils, voluntary sector	JLTP, LA revenue budgets, leisure/ tourism interests, Countryside Agency, SWRDA

8. Targets

All the targets and indicators put forward in Chapter 12 of the main document are aimed in their different ways at maintaining or improving quality of life in the JLTP area.