

## **Transport**

### **Executive Summary**

Transport has direct and indirect impacts on health through transport-related accidents, active travel (cycling and walking) and public transport, air quality and access to a range of services. The negative effects of transport are more likely to affect people living in more deprived neighbourhoods and the effects of lack of access to transport particularly affect those in rural areas.

The number of road related deaths and injuries in North Somerset has declined over the last 10 years. Road Safety is an integral consideration in the design and management of the transport network including the review of speed limits.

Nationally walking has decreased; no local data is available. Locally cycling has increased by 25.9% since 2008/9 (LTP indicator). In North Somerset approximately 28,000 school children aged 5-16 years travel to school each weekday, however only 56.5% walk to school. Bus patronage in North Somerset increased by 21.7% between 2009/10 and 2014/15, to just under 6 million journeys per year. Rail use has gone up by over a 1/3 in the last decade.

North Somerset has a higher rate of car ownership when compared to the average for England, 17% of private households locally have no car compared with 26% nationally. High levels of car use can contribute to sedentary lifestyles with increased risk of heart disease, stroke, and cancers. The two most deprived wards have the highest proportion of households with no cars (49% and 39%).

The Joint Local Transport Plan 3, sets out the direction for transport planning from 2011 to 2026 across the four local authorities in the West of England. The five goals are to: reduce carbon emissions, support economic growth, promote accessibility, contribute to better safety security and health, and improve quality of life with a healthy natural environment.

The funding that we receive for transport projects has changed so it is distributed from the LEP rather than directly from central government.

The Strategic Economic Plan (SEP) was submitted to Government in March 2014 and sets out how the region aims to develop its economy, with particular emphasis on investment needs up to 2021. The SEP sets a vision for economic growth which is managed sustainably to ensure all those within the area benefit and that the environment is protected and enhanced.

The importance of delivering travel improvements, and in particular improved transport infrastructure to support this growth, are key themes within the SEP. A number of policy drivers emerge, which should be captured within the Transport Study, including:

- *“Easier local, national and international travel” (SEP Vision)* – with particular emphasis on the need to link communities to employment opportunities and local services, to control and reduce congestion and to improve strategic connections;
- *“A low carbon and resource efficient economy” (Objective 2)* – ensuring that growth is achieved within environmental limits and also that the economy is resilient to any future environmental shocks;
- *“Ensure all our communities share in the prosperity” (Objective 5)* – especially in terms of reducing inequalities in employment opportunities, overall quality of life and health outcomes; and
- *“Create places where people want to live and work” (Objective 3)* – particularly in terms of building on the strengths of cultural attractions and the benefits of the distinctive mix of urban and rural areas and in ensuring essential infrastructure is provided to enable sustainable growth.

Currently the Joint Strategic Transport Study is being undertaken to identify the direction for long term development of the transport system up to 2036 across the West of England building on JLTP3 that covered up to 2026. This is being undertaken in parallel with the Joint Spatial Plan. The Transport Study will consider alternative spatial scenarios for the area and identify a preferred strategy meeting future growth in the most sustainable way.<sup>1</sup>

By working across the sub-region increased resources have been unlocked to support sustainable transport investment and a number of major schemes that will significantly improve accessibility are currently under construction or being progressed as detailed further in the major schemes section. However, maintaining local funding for supported bus services which are not commercially viable without subsidy are likely to come under increasing pressure placing importance on the further support and development of community transport provision. Public transport have received around a 60% reduction in funding over the last few years.

Transport planning and policy guidance has been integrated into the land-use planning policies contained within the North Somerset Core Strategy and supporting documents.

A number of initiatives have been set up locally to promote safe and active travel, including Go4Life and LSTF support to employers and schools to develop travel plans and cycle training .It will be important that funding is retained for these initiatives if the progress being made to secure positive health outcomes is to be sustained.

<b>Challenges for consideration:</b>
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- The strong policy and implementation framework provided by the Joint Local Transport Plan 3 and Go4Life to achieving sustainable travel and related health outcomes is acknowledged and needs to be sustained.
- Specific focus on children's health and safety incorporating the guidance from NICE aimed at reducing injuries and promoting active travel needs to be sustained.
- Working with schools to increase the proportion of children walking and cycling continues to be a priority.
- Maintaining and developing community transport provision and targeted solutions to provide access to transport at a time of reducing resources and an ageing demographic.
- Accessibility for young people and those on low incomes or income support remains a key challenge
- Future savings identified in the Medium Term Financial Plan will present challenges for the future.
- Future housing growth numbers will mean increasing pressure to tackle congestion – the role of active travel modes needs to become central.

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**Section 1: Needs analysis**

Transport has direct and indirect impacts on health through transport-related accidents, active travel (cycling and walking) and public transport, air quality and access to a range of services. Each of these will be considered in this chapter. The impact of transport on health does not affect all individuals in society equally; the negative effects of transport are more likely to affect people living in more deprived neighbourhoods, for example there are more child pedestrian deaths, greater levels of air pollution and reduced access to services.

Those in deprived wards or on low incomes are more likely to experience transport exclusion as they are less likely to own a car. This means that access to healthcare

can become an issue and individuals cannot make healthcare appointments. This is a particular problem for those in rural areas where access to public transport can be less and health care facilities are further away.

Lack of access to transport can be a barrier to participation in social, cultural and leisure activities, which can improve people's quality of life and health. It has been shown that people with poor social networks have poorer health outcomes (Social Exclusion Unit, 2003)<sup>2</sup>.

Transport can have negative effects on health:

- High levels of car use can contribute to sedentary lifestyles and higher levels of heart disease, stroke, cancers, diabetes and other illnesses including those resulting from obesity.
- In 2013 1,713 people were killed and 181,957 injured in Great Britain on the roads.
- Air pollution from particulate matter is linked to 8,100 premature deaths annually, and sulphur dioxide to 3,500.
- Access to work, employment, healthcare and food is more difficult for those without a car.

Active travel (walking and cycling) can have beneficial effects on health:

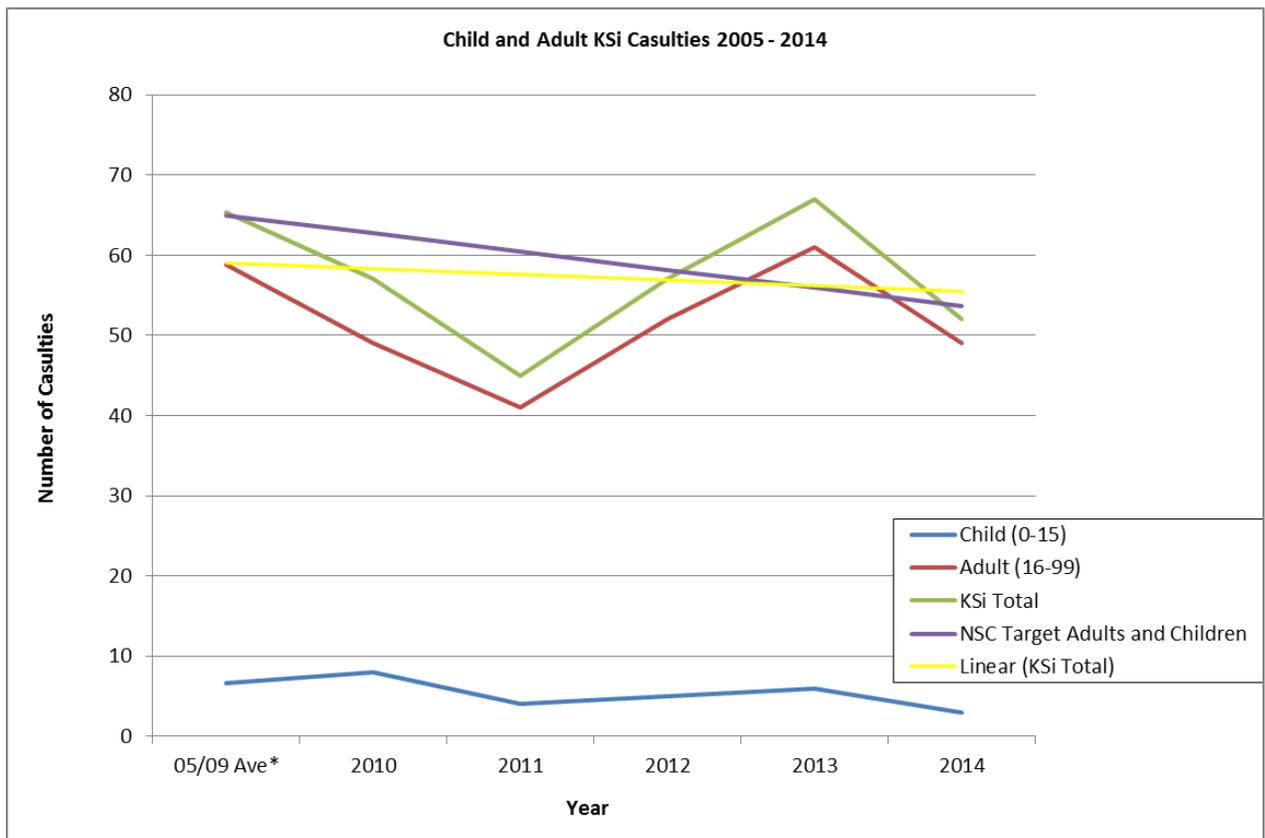
- Adults who are active have a 20 to 30% reduced risk of premature death
- At school age, active travel contributes to the recommended one hour per day of physical activity
- Recommended level of activity for adults can be achieved by 30 minutes walking or cycling five times a week
- Each additional kilometre walked per day is associated with a 4.8% reduction in the likelihood of obesity and each additional hour spent in a car per day is associated with a 6% increase in obesity
- Greater walking and cycling can produce savings to the local economy through lower levels of workforce absenteeism and help reduce congestion and improve air quality.<sup>3</sup>

### Transport-related accidents

There was a decline in the number of adults and children killed or seriously injured in road incidents in North Somerset between 2005 to 2014 (see Figure 1). Data is reported as a three year rolling average for children because of the annual variation in small numbers. The number of slight injuries is likely to be an underestimate because visits to GPs are less likely to record as transport related. The KSI figures include the motorway network within North Somerset. The downward trends in transport related deaths and injuries is likely to be a combination of education, engineering measures and enforcement. However there is still more that can be done to reduce the number of these largely preventable accidents through childhood education and road safety improvements. A safety camera has recently been re-commissioned on the B3440 outside of Worle School to help keep speed down on a busy through route at the point of the secondary school. Between the 11<sup>th</sup> February 2015 and 30<sup>th</sup> June 2015 1368 completed education courses as a result of being caught exceeding the speed limit by the camera.

Figure 1 shows the Number of children and adults killed or seriously injured in North Somerset (2005-2014)

Our local target within our Road Safety strategy is to achieve a 40% reduction in the number of people killed and seriously injured by 2020, based on the average between 2005 and 2009. The target has been stretched from the 30% JLTP3 West of England target as we are well on our way to achieving this.



## Active travel and public transport

Active travel includes walking and cycling. Nationally the level of walking and cycling has been decreasing. According to National Travel Survey figures, active trips (Walking and Cycling) fell from 28% in the mid-nineties to 24% in 2014 (National Travel Survey, 2014).<sup>4</sup> Local data on walking is not collected. Locally cycling has increased by 25.9% since 2008/9 (LTP indicator compiled from Automatic Traffic Counts and Manual Counts). This increase is likely to be partly due to improvements to cycle routes and improved cycle parking provision as well as increased publicity and promotion. LSTF, the LTP and Sustrans has funded several cycle improvements over the last few years including Festival Way extension, improvements at Queensway, Winterstoke Road and along the A369. In the 2014 North Somerset school travel census 56.5% of children aged 5-16 walked to school, 27.1% travelled by car (plus 2.4% car shared), 10.3% travelled by bus and 3.2% cycled. From 2008 to 2014 the percentage of non-car modes used to travel to school increased from 58.5% to 61.6%.

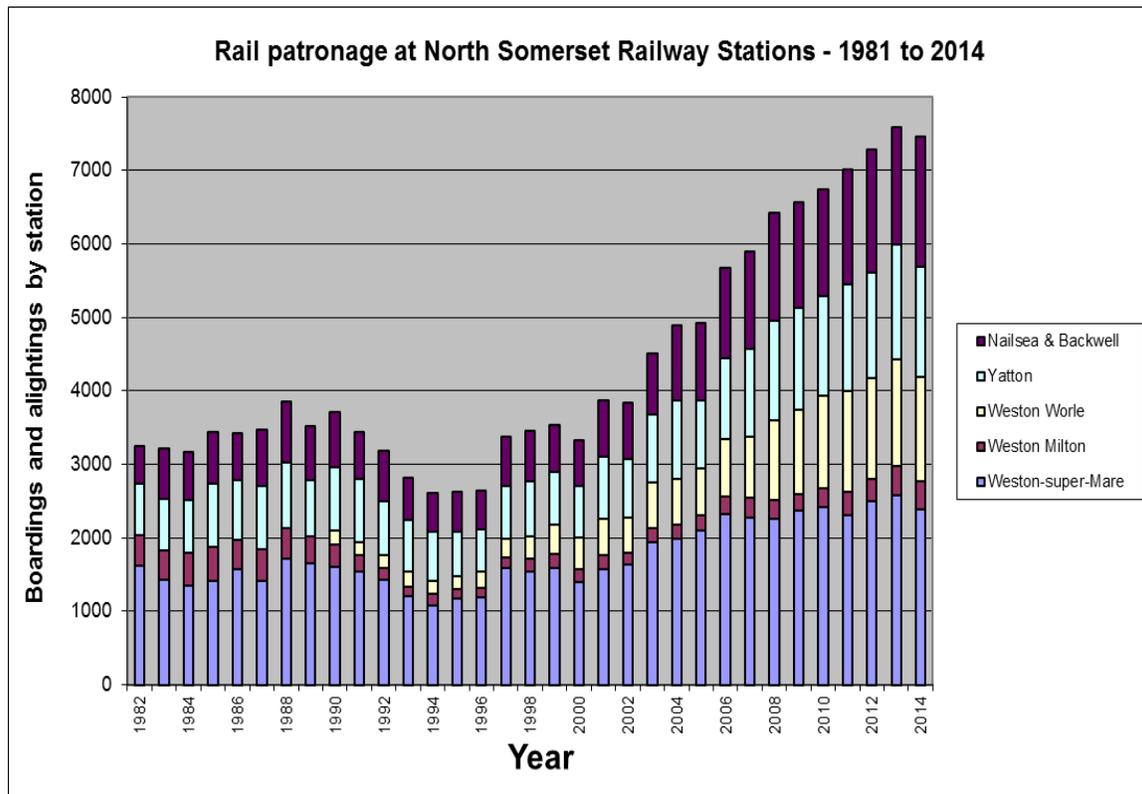
In addition to cycling and walking, use of public transport can promote active travel, improve air quality and reduce carbon emissions. Research suggests that more public transport use leads to more active travel, principally walking (ADavis, 2012)<sup>5</sup>. Bus patronage in North Somerset increased by 21.7% between 2009/10 and 2014/15, to just under 6 million journeys per year. Improvements to infrastructure, publicity and bus stop information has come from GBBN, LSTF and the LTP. GBBN was launched in 2012 and included infrastructure improvements on corridors 8 and 9 in North Somerset such as Bus Stop upgrades, new bus lanes and RTI. Newer buses were also put on the routes and there was better marketing. Building on the success of GBBN on these corridors Kickstart (LSTF) in 12/13 increased bus frequency on corridor 8 (X1 route), introduced branding to the X1 service with leather seats and WIFI on buses and promoted the route more contributing to an increase in passengers of 17%. In 13/14 the same was done on done on Corridor 9 upgrading the 358/9 service to the X2/3 contributing to a 52% growth in passengers.

Rail use in North Somerset has increased by about a third the last decade (see Figure 2). The local authorities of the West of England work in partnership with the rail industry to carry out improvements at railway stations, such as running buses onto station forecourts and installing cycle parking. In 2013 Weston Package provided a new car park on the south side of Worle Station providing 310 spaces with a bus terminus and improved facilities for buses in the existing car park on the North Side.

The car park at Nailsea Station was also extended in 2014 to provide 157 extra spaces and the LTP part funded a new station shelter at Milton Station in Weston-super-Mare.

Sevenside Community Rail Partnership work with the local community, volunteers, local authorities and the rail industry to improve local stations. They undertake such work as looking after station gardens and displaying local schools artwork. For more information go to <http://www.sevenside-rail.org.uk/about.html>

**Figure 2:** Rail patronage at North Somerset Railway Stations 1981 to 2014 (Rail Survey Figures)



### Air Quality

Emissions from transport can have a serious effect on people's health. Exposure to poor air quality seriously affects the most vulnerable such as the very young, very old and people with cardio-respiratory problems. A key traffic pollutant is Nitrogen Dioxide which is produced both from vehicle tailpipes and from Nitrogen Oxides emissions from vehicles that react in the air and turn into Nitrogen Dioxide. Vehicles travelling at 50mph produce 25% less Nitrogen Oxides than those travelling at 70mph.<sup>6</sup> Areas where certain pollutants exceed Government targets

are subject to Air Quality Management Areas in an attempt to improve air quality; there are currently no areas in North Somerset.

We are currently bidding to the Office for Low Emissions Vehicles for scheme funding to support Ultra Low Emissions Vehicles, community Car Clubs and charging points for communities and businesses.

### Access to services

People travel to access goods, services, employment, friends and family, leisure pursuits and healthcare. Households without access to a car find it more difficult to access these services and amenities. North Somerset has a higher rate of car ownership when compared to the average for England. 17% of private households in North Somerset have no car compared with 26% nationally (2011 Census). The wards of Weston-super-Mare Central and Weston-super-Mare South have the greatest proportion of households without cars (49% and 39% respectively). More households in North Somerset have two or more cars than the national average (41% and 32% respectively).<sup>7</sup> In an area of high car ownership and usage, those without access to a car are particularly vulnerable to difficulties in accessing services. Accessing services can be more difficult for those living in rural areas without a car. Rural wards in North Somerset have low proportions of people without access to a car, for example 5% in both Gordano and Winford areas.<sup>8</sup>

## **Section 2: Current Strategies, Services and Community Voice**

### Cycle training

North Somerset encourages cycle training for both children and adults. Children are encouraged to learn to ride a bike through the Bikeability training programme in schools. In 2014/15 1080 children in Years 5 or 6 completed level 1/2 cycle training at primary schools and 81 Year 7 children achieved level 3 at secondary school.

### Road safety education, training and publicity

The North Somerset Council Road Safety Strategy is due to be published which sets out the Council's policy of Road Safety education, training and publicity alongside engineering.

Year 6 children from North Somerset primary schools are invited to attend Lifeskills training at the Create Centre in Bristol. This includes training in road safety.

The local authority's service portal [www.travelsmartschools.com](http://www.travelsmartschools.com) provides an on-line resource for road safety guidance and training for schools. Schools are able to access advice and a range of resources to enable them to run effective road safety programmes targeted to age and user groups. Additionally, child pedestrian training is offered to children in Keystage 1.

Road safety work is targeted and has within the last year included:

- in-car safety education and enforcement days in partnership with the police
- upgrading the safety camera at New Bristol Road
- sub-regional work on not drinking and driving ("The Morning After")
- promoting a 'Summer of Safe Motorcycling'

The West of England Road Safety Partnership helps to focus limited resources for road safety and provides some economy of scale. The Partnership is currently B&NES, Bristol, North Somerset, South Gloucestershire, Avon and Somerset Police, Tri-Force and Avon Fire and Rescue.

### Go4Life in North Somerset

Go4life is a North Somerset Partnership Initiative to promote healthy and active lifestyles across local communities. See the Obesity chapter for further information.

### Travel Plans

North Somerset Council supports employers and schools in the development of Travel Plans. A Travel Plan is a long-term management strategy for a site that seeks to deliver sustainable transport objectives through positive action. Travel Plans are now a planning requirement for all new large developments (which have included Weston Hospital, Weston College and Bristol Airport) and some of North Somerset's largest employers are also voluntarily developing Travel Plans (such as GE Oil & Gas, the Portishead Police HQ and the Council itself).

North Somerset Council is able to offer a range of assistance to employers developing Travel Plans, including advice, travel surveys, and grant funding towards specified measures where an employer is actively developing a voluntary Travel Plan. Since 2013 the local authority's service portal [www.travelsmartschools.com](http://www.travelsmartschools.com) has provided schools with on-line travel planning tool and resources notably details of the annual mode of travel to school reports. Following earlier initiatives schools are more aware of the importance of supporting safe routes to school, promoting active travel and reducing the reliance on car travel.

## Infrastructure Schemes

North Somerset delivers various infrastructure schemes for all modes of transport improving road safety, health and security, accessibility, quality of life, reducing carbon emissions and congestion and supporting economic growth. These have been primarily funded from the LTP allocation and LSTF.

## Major Schemes

The Joint Local Transport Plan 3 (JLTP3) is produced by the four Local Authorities in the West of England region<sup>9</sup>. These are Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire. The Plan is coordinated by the West of England Partnership. As well as securing annual funding the JLTP3 also sets out major schemes that will be progressed as funding becomes available.

North Somerset Council is currently progressing a number of Major transport schemes. The South Bristol Link and, Ashton Vale to Temple Meads are schemes that make up 2 of the three Metrobus routes, a bus rapid transit network across Bristol.

The South Bristol Link (SBL) will provide a transport link between the A370 Long Ashton bypass within North Somerset and Hengrove Park within the Hartcliffe area of south Bristol. It will incorporate 4.5km of new and upgraded highway between the A370, the A38 and the Cater Road roundabout, including a continuous shared cycleway and footway along the route corridor.

The Ashton Vale to Temple Meads MetroBus route will provide frequent services from the Long Ashton Park & Ride site in North Somerset to Bristol city centre via Temple Meads along a guided busway.

Both these schemes are under construction after receiving Full Approval from DFT in the last financial year. The South Bristol Link's expected completion date is December 2016 and Ashton Vale to Temple Meads is Autumn 2016.

More information can be found at:- <http://travelwest.info/projects/metrobus>

MetroWest- Phase 1 is proposing to reopen the Portishead railway line and providing more train services on the Severn Beach line and the Bath Spa to Bristol line. A new train station is proposed in Portishead and the former station in Pill is to be reopened. The engineering design, environmental impact assessment and outline business case are currently being progressed. A Development Consent Order application is to be submitted mid 2016. Subject to achieving all necessary consents, business case approval and completion of procurement, the project is expected to open with the new train service in May 2019. For more information go to: <http://travelwest.info/projects/metrowest/metrowest-phase-1>

Weston Package was opened in February 2014 this comprised of highway and public transport improvements to reduce congestion and improve accessibility

around the town. The junction 21 outbound pinch point scheme was undertaken at the same time to improve access on to the motorway.

Infrastructure delivery in Weston Villages including the Cross Airfield Link, North-South Link and signalisation of West Wick Roundabout will build on what was delivered by Weston Package.

North Somerset received Local Sustainable Transport Fund funding. North Somerset's share of the £24million grant by the Department for Transport to the West of England councils was £2.68million and this contributed to reducing congestion and carbon emissions whilst contributing to economic growth locally and across the region. The Key Component ran July 2012 – March 2013 and ran into LSTF WEST which finished 31 March 2015. The project was to encourage a more active and healthy lifestyle whilst supporting economic growth and benefitting the local environment and improving air quality.

Key Successes included:

- Improvements to public transport including introducing a bus service between Yatton and Nailsea via Bristol Airport, improving the buses and the services between Portishead and Bristol, the introduction of a commuter coach service from Weston, Clevedon and Portishead to Aztec West and Filton businesses.
- Walking and cycling infrastructure improvements – 5.4km of cycle path improvements at Portbury on the A369 and in Weston-super-Mare (Queensway, Rectors Way and Winterstoke Road), walking and signage improvement in Weston Town Centre.
- Business engagement – we helped staff plan their commute at 35 local businesses and 184 smarter driving courses were completed at 5 businesses.
- Grant funding was awarded to make sustainable travel easier; this was more than match-funded by businesses
- Investing in 13 new electric vehicle charging points at major employers
- The Wheels to Work scheme saw scooter loans introduced, borrowing bikes was made available and bus tickets were distributed. This was to make it easier for unemployed people to access employment, who didn't have any transport access such as those in rural areas.
- Adult cycle training was introduced and a Borrow a Bike scheme was set up in partnership with a local business.

£2-3 million of funding has been identified for GWR at Weston Station from DFT's Access for All fund. This is for the Franchise Period for the next 3.5 years. As detailed earlier the GBBN showcase bus corridors were completed and launched in 2012.

As part of the Vision for Weston Town Centre regeneration various transport infrastructure projects have been proposed to support the objectives of:-

- delivering significant number of new homes for urban living
- improving the leisure offer for a larger town centre population
- securing town centre jobs growth as part of a new mix in the town centre
- providing a better retail offer, of improved quality concentrated in a smaller area that meets residents' needs
- working with Weston College to provide more further and higher education opportunities

These will include better walking, cycling and public transport links into and around the town centre.

### Supported Bus Services and Community Transport Provision

The Council supports the development of Community Transport provision across North Somerset with networks giving access to healthcare appointments. Through a programme of supported bus services extensions to commercially operated services to provide accessibility in the evenings and at weekends can be particularly important for those without access to other forms of transport including the young, elderly and those on low incomes. However funding for these initiatives is under increasing pressure and focus in the future needs to develop community transport and other targeted solutions.

An example of this is the Service 97 community bus that connects Winford, Felton and Dundry with Bristol Airport, where passengers can then connect to other bus services into Bristol.

The national Concessionary Fares scheme has secured improved mobility for older people across North Somerset and contributes to the recent increase in bus patronage. Accessibility for young people and those on low incomes or income support however remains a key challenge

The council's Total Transport Project aims to review passenger transport provision through various sources across North Somerset, engage with local communities to establish passenger needs and develop a proposal and delivery mechanism for implementing service integration. Targeted outcomes of this project include greater efficiencies in terms of service commissioning, coupled with improved service delivery for passengers. The project will run until December 2016, with £120,000 funding from the Department for Transport.

### West of England Future Transport Study

The West of England Future Transport Study forms part of the Joint Spatial Plan and Transport Strategy 2016-36. This is required due to the success of the JLTP3 and new challenges. Many of the JLTP3 schemes have been delivered,

are under construction or are in development, as detailed in the Major schemes section above. Targets have also been met or exceeded such as the bus passenger target.

The objectives of the study are to:-

- Support national priorities for stimulating economic growth whilst reducing carbon emissions
- Build on previous success and continue to tackle existing transport issues
- Accommodate significant housing and employment development at existing, proposed and potential locations, in line with West of England targets for 2026 and 2036 and in a manner which minimises car dependency
- Assess funding scenarios for more than one level of intervention to produce list of transport scheme requirements

The assessed need for housing is around 85,000 new homes between 2016 and 2036 in the wider Bristol housing market area. Current local plans estimate to deliver 56,000 new homes leaving a further 29,000 homes to plan for. This requirement necessitates consideration of a wide range of spatial options and spatial scenarios. North Somerset/ the West of England are forming a new plan to 2036 for housing the Joint Spatial Plan (JSP). This is an iterative process of transport needs and locations for employment and housing sites. The Transport study works in parallel to inform the JSP and considers the transport implications of spatial scenarios.

### Community voice

Public opinion on transport in the region can be best shown through engagement on the draft JLTP3. A questionnaire was designed to determine levels of importance of key transport goals and investment decisions. When asked to put goals in order of preference the majority of respondents chose supporting economic growth and reducing carbon emissions as both their short and long term preferences. Participants were also asked to rate the most important areas of transport for investment. Public transport was considered the most important investment. Public transport issues including fares, services, access and routes were the most common comments and forum responses. Detailed results can be found at <http://travelplus.org.uk/media/205581/chapter%203.pdf> Public opinion on transport has continued to be expressed through consultation on all our major schemes at different stages of scheme development and progression.

The NHT Public Satisfaction Survey gives public perspectives on, and satisfaction with, Highway and Transport Services in North Somerset. <http://nhtsurvey.econtrack.co.uk/Content.aspx?6074>

## What works?

All of the above have been shown to work. They are all aligned with the objectives in the JLTP3 and Major Schemes are tested when we bid for the funding to deliver them through business case development. This means the schemes have to show best value by having a good benefits to cost ratio (BCR). LSTF was assessed using BCR and the Health Economic Assessment Tool for walking and cycling. Major Schemes are monitored to assess progress against objectives and contribution towards benefits predicted in the business case.

The area benefits from an established set of transport policies and programmes which fully acknowledge and integrate with delivering health outcomes. These are integrated with land use planning to maximize sustainable travel and healthy travel choices including maximizing developer contributions to provision.

Sustainable travel planning and the Go4life programme are delivering positive outcomes.

The national concessionary travel scheme has secured considerable improvements in accessibility for older people in North Somerset but specific provision for the young, those on low incomes or income support remains a key challenge.

Other areas that have worked are:-

Infrastructure investment such as cycle links this is supported by the increase in cycling of 25.9% since 2008/9 shown by the LTP indicator. A key ambition is to deliver the Brean to Bristol cycle route as a key part of the national cycle network. Major schemes are monitored to assess progress against objectives and indicators towards benefits predicted in the business case.

Incentives such as the Cycle to work scheme and taster tickets have been shown to work. These are currently funded through LSTF, but no further funding has been announced, which would allow these to continue. The transitions LSTF scheme gives travel advice and support to new housing developments and secondary schools. This is because when people are moving house or changing school this is the most likely time they are to change their travel habits.

Improved Travel Information has improved things through Apps, RTI, Timetable quality, Twitter, the Travelwest Website (jointly hosted by the West of England authorities provides transport information for the area) and Travelcards. A strategic ambition of the West of England councils is to provide multi-operator smartcards.

Investment in Public Transport has supported patronage increases e.g. GBBN corridors 8 and 9 and LSTF Kickstart X1 and X2/3 routes.

New bus services such as the King's Ferry Commuter Coach from Weston-super-Mare to North Bristol catered for 10,000 commuter journeys in its first 6 months and won the Travel Plan award for most innovative journey to work. The Medium Term Financial Plan challenge means that continued support of the bus network will focus on kick starting commercial service provision.

Road safety scheme delivery has helped overcome real and perceived barriers. The National Institute for Health and Clinical Excellence (NICE) guidance for preventing unintentional injuries in children through road design recommends the use of 20 miles per hour (mph) limits, 20 mph zones and engineering measures to reduce speed or make routes safer.<sup>10</sup> An Evidence Review for the National Institute for Health and Clinical Excellence (NICE) identified five environmental interventions for which there was before and after data relating to increasing cycling or walking: traffic calming; multi-use trails; closing or restricting use of roads; cycle infrastructure; safe routes to schools.<sup>11</sup> There is also evidence that the following promote cycling:

- Smarter Choices (behaviour change including making other modes more expensive, such as car parking)
- Bikeability (cycle training)
- Community engagement<sup>12</sup>

Changes and reductions to funding including the LTP will create challenges for the future. However additional benefits could be derived from jointly funded schemes with the health sector. We should seek opportunities to link programme and scheme delivery going forward.

### **Section 3: Key Issues**

- The strong policy and implementation framework provided by the Joint Local Transport Plan 3 and Go4Life to achieving sustainable travel and related health outcomes is acknowledged and needs to be sustained.
- Specific focus on children's health and safety incorporating the guidance from NICE aimed at reducing injuries and promoting active travel needs to be sustained.
- Working with schools to increase the proportion of children walking and cycling continues to be a priority.

- Maintaining and developing community transport provision and targeted solutions to provide access to transport at a time of reducing resources and an ageing demographic
- Accessibility for young people and those on low incomes or income support remains a key challenge
- Future savings identified in the Medium Term Financial Plan will present challenges for the future.
- Future housing growth numbers will mean increasing pressure to tackle congestion – the role of active travel modes needs to become central.

### **Further Information**

West of England Partnership (2011) *The Joint Local Transport Plan 3*.

<http://travelwest.info/wp-content/uploads/2015/03/joint-local-transport-plan.pdf>

TravelWest

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<http://travelplus.org.uk/media/205601/chapter%208.pdf>
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