

1. Introduction

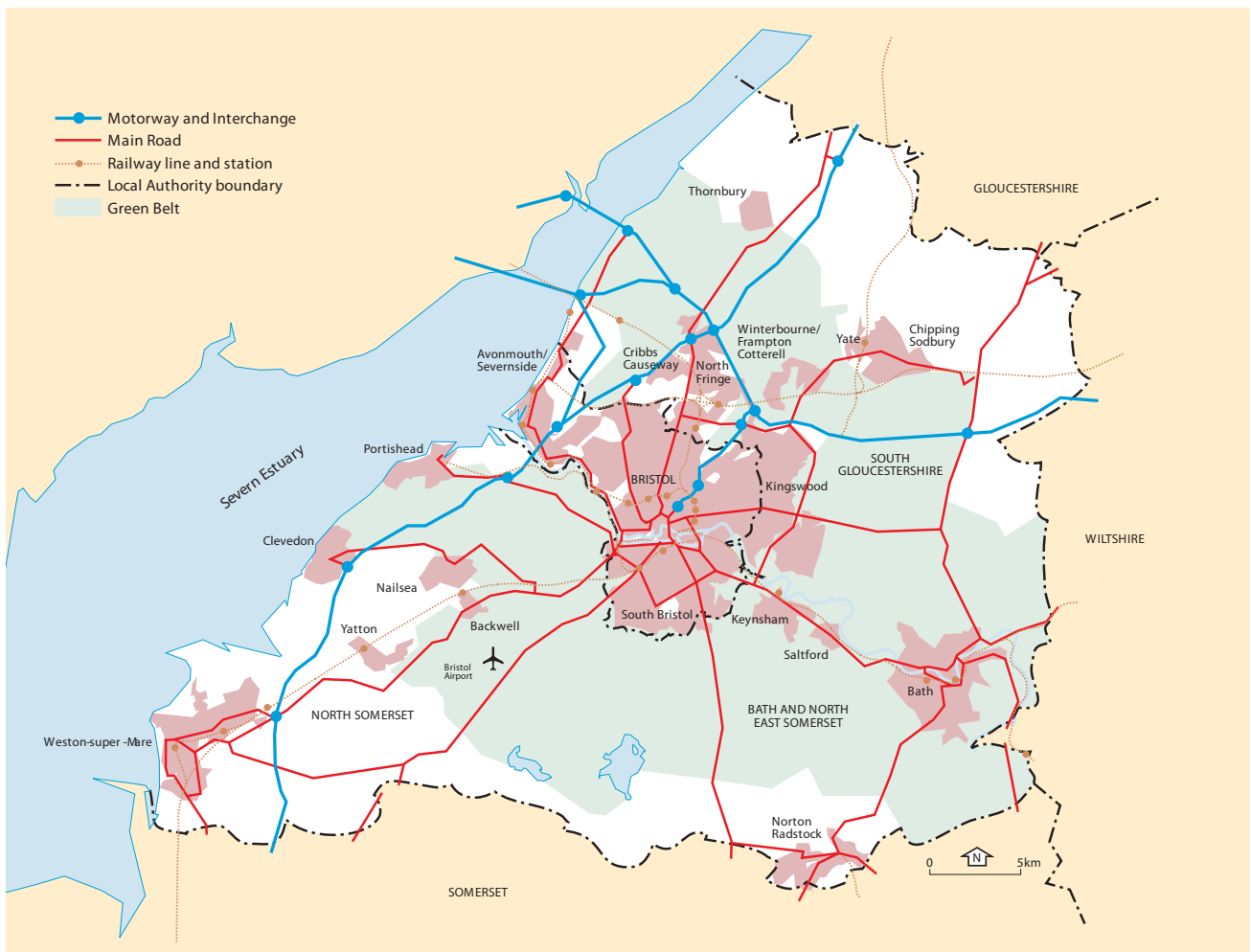
- 1.1 Welcome to the new Joint Local Transport Plan (JLTP3). It's new because our current JLTP only covers the years 2006 to 2011. It's joint because as the four councils of Bath and North East Somerset, Bristol City, North Somerset and South Gloucestershire we have joined up to deliver transport improvements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

2. Vision

- 2.1 In a nutshell we want an affordable, low carbon, accessible, integrated, efficient and reliable transport network to achieve a more competitive economy and better connected, more active and healthy communities.

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.
- 6.5m 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.
- 253 people were killed or seriously injured in road accidents in 2009.
- 19% of local CO2 emissions from local road transport.
- Bristol and Weston-super-Mare have some of the top 10% most deprived wards in the country.
- 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.

2.2 We will deliver it through a Joint Local Transport Plan based around the five key transport goals of:

- Reduce carbon emissions
- Support economic growth
- Promote accessibility
- Contribute to better safety, security and health
- Improve quality of life and a healthy natural environment.

2.3 Looking forward to 2026 the 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 JLTP3 has been shaped by our current Joint Local Transport Plan 2006 to 2011, guidance on producing Local Transport Plans, our programme of major transport schemes, engagement, Comprehensive Spending Review 2010 and levels of future funding.

3.2 The JLTP3 will be in three parts as shown in Figure Two.



Figure Two: Joint Local Transport Plan 3 Structure



3.3 The JLTP3 does not exist in isolation. It works alongside the Local Enterprise Partnership, Core Strategies and Local Strategic Partnerships of our four councils 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 Three). One size of JLTP3 does not fit all. How the JLTP3 will impact on different parts of the West of England is considered throughout the plan.

4. What’s in the JLTP3?

4.1 The JLTP3 revolves around five transport goal based chapters and chapters on major transport schemes, the Delivery Plan and indicators and

targets. All are supported by the nine Supplementary Documents (see Figure Two).

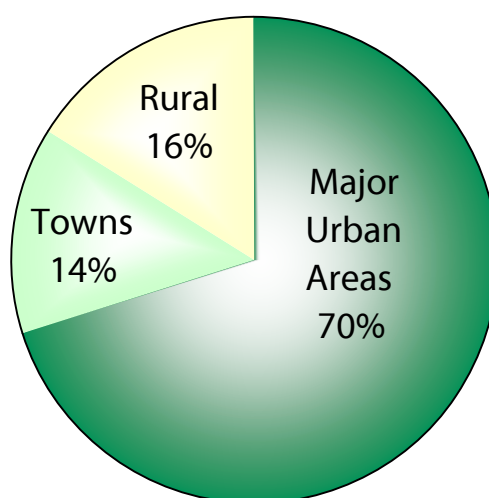
Reducing carbon emissions

4.2 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.

Supporting economic growth

4.3 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

Figure Three : Where People Live



Source: Census 2001

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, powered two wheelers, demand management, freight, peak oil and the Travel+ brand.

Accessibility

- 4.4 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

- 4.5 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, Keynsham 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

- 4.6 Part of the very attraction for people living in the West of England is the high quality of life and natural environment.

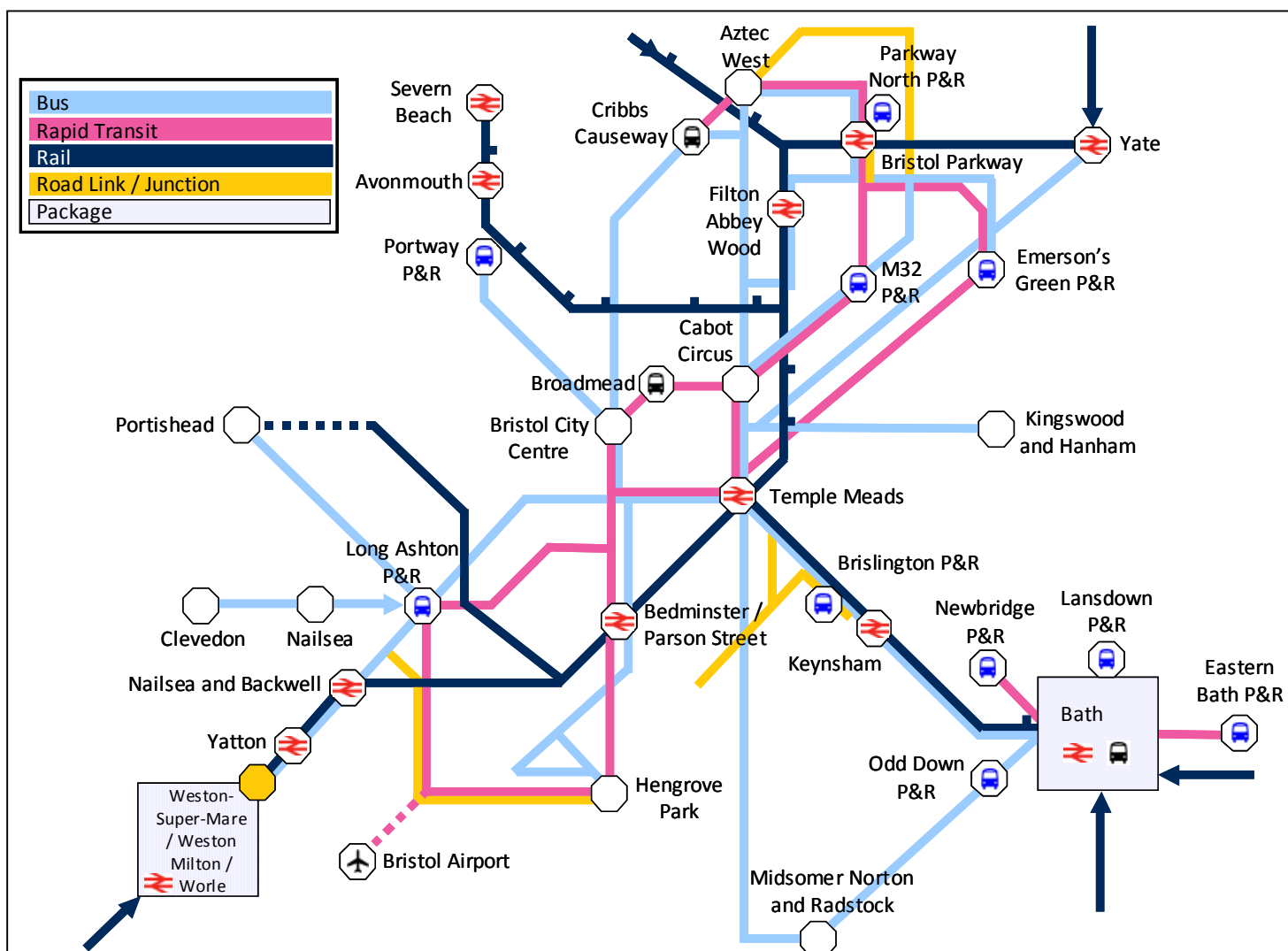
To this end this chapter seeks to enhance the public realm, minimise the impact of transport on the natural and historic environment, reduce the number of people exposed to high levels of transport noise and enhance our streetscape, public spaces and urban environment. Promoting better access to leisure 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

4.7 Key to supporting our JLTP3 and wider community strategy objectives is the West of England's major transport scheme programme. We have eleven schemes. Major schemes are ones costing over £5m which is unaffordable from our existing funding sources. All our schemes have an important role in supporting economic growth,

Figure Four : Major Transport Schemes



regeneration and improving access to jobs and services. Our programme of schemes is shown in Figure Four.

Delivery Plan

- 4.8 The Delivery Plan will set out how we intend to implement the JLTP3, on a three year rolling programme. It will be a sister document to the JLTP3. As levels and the type of future funding are confirmed by the Government the first three year Delivery Plan 2012/13 to 2014/15 will be published as part of an early refresh of the JLTP3 in late 2011. Meanwhile an interim one year delivery plan for 2011/12 will be produced.

Indicators and Targets

- 4.9 Targets and indicators 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. Indicators need to strike the right balance between being



realistic but challenging, comprehensive but practical to collect, analyse and report. A range of possible indicators and how they would monitor progress is put forward.

5. Finances and Vision

- 5.1 Our Plan is based around funding guidelines presented in the Comprehensive Spending Review of October 2010. Whilst this acts as a constraint on our aspirations we will explore future avenues as the financial climate improves. See Box B for a selection of future ideas.

Box B: Future ideas

- Development and expansion of Rapid Transit Network.
- Increased capacity on the rail network.
- Cycling and walking major transport scheme.
- Alternative ways to tackle rural accessibility and isolation.
- 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.
- 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.



6. Assessing the impact of JLTP3

6.1 We need to know what impact the JLTP3 will have on the environment so a Strategic Environmental Assessment was undertaken. A full Environmental Report is published alongside the JLTP3. It includes a Health Impact Assessment looking at public health concerns and an Equalities Impact Assessment addressing anti discrimination and equalities legislation. A Habitats Regulations Assessment considers the effect of the JLTP3 on international designated habitats such as the Avon Gorge Woodlands, Severn Estuary and Chew Valley Lake. Overall the impact of the JLTP3 is positive. Recommendations for mitigation measures further strengthen the benefits.

7. Engagement

7.1 Our overall approach was aimed at conducting targeted public engagement, and ensuring partners and the public were given a genuine opportunity to comment on the emerging JLTP3. Our new "Let's Talk: Transport Matters" slogan and website (www.transportmatters.org) provided an eye catching and colourful focus. In

all we received just under 4,500 responses.

7.2 The engagement results provided us with a strong steer for the JLTP3. Our focus is now on supporting economic growth and reducing carbon emissions supported by the three other transport goals. Public transport will be the main focus for investment. A detailed report on the engagement results will be published alongside the JLTP3.



8. Summary

8.1 Our JLTP3 will be delivered through the five goal related strategies summarised in Figure Five. In turn the strategies are supported by the nine Supplementary Documents (see Figure Two). The JLTP3 is a living document and will be reviewed and updated throughout its life.



Figure Five : Joint Local Transport Plan 3 2011 to 2026

