

Final Joint Local Transport Plan

Final Joint Local Transport Plan 2006/07 - 2010/11

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BATH & NORTH EAST SOMERSET



Rt Hon Alistair Darling
Secretary of State for Transport

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Our ref
Your ref
Date 31st March 2006

Dear Secretary of State

Final Joint Local Transport Plan

We are pleased to present the Final Joint Local Transport Plan for Bath and North East Somerset, Bristol City, North Somerset and South Gloucestershire Councils.

The document has been prepared to conform with the guidance on Local Transport Plans published in December 2004 together with other supplementary information and builds upon the first round of Local Transport Plans.

It has been developed alongside and integrated with the Greater Bristol Strategic Transport Study, Regional Spatial Strategy, emerging Local Developing Frameworks, Local Strategic Partnerships and a wide range of other plans, policies and programmes. Transport has been placed at the heart of a much wider agenda.

In March and November 2005 the four Councils undertook extensive consultation exercises on the emerging Joint Local Transport Plan seeking views on strategy, funding and priorities with local people, businesses, transport stakeholders, health and education providers and a wide variety of interest groups. These views have helped shape the Final Plan.

Since the Provisional Joint Local Transport Plan in July 2005 we have worked hard to update and expand the Plan particularly in the light of comments from the Government Office for the South West and public feedback. Revised chapters on accessibility, major scheme bids and targets and a new chapter on performance management, serve to strengthen our commitment to deliver the Government's four Shared Priorities of congestion, accessibility, road safety and air quality.

We recognise that the scale of the problems in our area will require significant investment in the transport network. The Greater Bristol Bus Network Major Scheme bid, submitted with the Provisional Joint Local Transport Plan in July 2005, thus remains a key element of our plans. It involves comprehensive investment in 10 key corridors in partnership with First and forms the first step to the provision of high quality public transport services.

Joint Local Transport Plan Team, Floor 1, Wilder House, Wilder Street, Bristol, BS2 8PH

The Joint Local Transport Plan Team has been established by the Councils of Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire to produce the Second Local Transport Plan and subsequent reports.

The importance of the Joint Local Transport Plan area is being recognised through the Government's new Regional Funding Allocation system for prioritising major transport schemes. We are especially pleased that no less than eight major schemes in our area, including the Bath Package, are featured in the initial list for funding during 2006 to 2016.

Equally we are pleased with our successful bid for £1.5m from the Transport Innovation Fund. As part of this work we will investigate developing a package of alternatives including high quality public transport and wider schemes aimed at influencing travel behaviour in combination with congestion charging type measures.

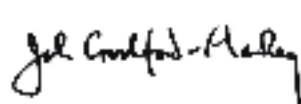
We hope you support the commitment shown by the four Councils in working closely together and setting up new arrangements to produce our Joint Local Transport Plan. It is a Plan not just to solve problems but to deliver initiatives which widen access and enhance the quality of life in our area.

Yours sincerely

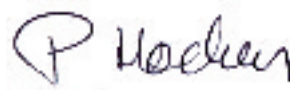
Executive Members with Responsibility for Transport



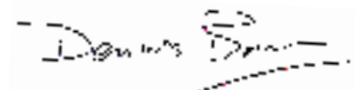

CLlr Sir Elgar Jenkins
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Quick and Easy Guide to the Joint Local Transport Plan

To help you find your way round the Joint Local Transport Plan (JLTP) we've included links at the bottom of each page.

As an example starting with our Vision in Chapter 2 and taking our aim to tackle congestion you will find the link:

[Links](#) ▶ [Problems \(Ch 3\)](#) ▶ [Developing Strategy \(Ch 4\)](#) ▶ [Congestion \(Ch 5\)](#)

Move onto Chapter 3 and you will find out more about the problems congestion causes.

You will also find the link:

[Links](#) ▶ [Developing Strategy \(Ch 4\)](#) ▶ [Congestion \(Ch 5\)](#)

This tells you to go to Chapter 4 to find out about how the problems have shaped the strategy and then onto Chapter 5 to see what we're going to do.

Go onto Chapter 5 and you will find the next link to show how we will deliver and monitor our scheme programme and how it links to the other shared priorities:

[Links](#) ▶ [Accessibility \(Ch 6\)](#) ▶ [Air Quality](#) ▶ [Major Scheme Bids \(Ch 10\)](#) ▶ [Implementation \(Ch 11\)](#) ▶ [Targets \(Ch 12\)](#)

Go onto Chapter 12 and there is the link:

[Links](#) ▶ [Vision \(Ch 2\)](#)

Which shows you how meeting our targets delivers our Vision.

Supporting Documents

As the JLTP focuses on the four Shared Priorities of congestion, accessibility, road safety and air quality there are not specific chapters on individual modes of transport. This means sections on different modes can be found across several chapters. The purpose, therefore, of the supporting documents is to bring together these separate references.

Accompanying the Joint Local Transport Plan are 19 supporting documents. They cover a wide range of modes from walking and cycling to coaches and waterways (see list below).

Each supporting document sets out our vision for the mode, its contribution to meeting the four Shared Priorities, key issues, what we delivered during the first LTP, best practice and our strategy for the JLTP period.

The supporting documents can be found in the accompanying volume to this Plan. They are:

- Bus Strategy
- Car
- Coaches
- Community Transport
- Cycling
- Freight
- Interchanges
- Intelligent Transport Systems
- Parking
- Powered Two Wheelers
- Quality of Life
- Rail
- Road Traffic Reduction
- Rural
- School Travel
- Smarter Choices
- Taxis
- Walking
- Waterways

Changes since the Provisional Plan

A number of areas for development were highlighted by the Government Office for the South West's Local Transport Capital Settlement letter in December 2005. These issues have been tackled as outlined below. New sections have also been added to the plan to deal with other changes to the policy framework.



Area for Development	Remedial Action
Context	<ul style="list-style-type: none"> - The evidence base and modelling on which the plan is based has been strengthened (Ch 4). - The sections relating to the Regional Spatial Strategy have been rewritten to reflect the latest position (Ch 1).
Analysis	<ul style="list-style-type: none"> - A new section has been added which assesses the risks to the delivery of each target (Ch 12). - The links between the objectives of the plan and the targets have been updated (Ch 12).
Maximising Value from Resources	<ul style="list-style-type: none"> - A new value for money scoring system has been developed to assess the priority of each of the main work areas (Box 11A). - A commitment has been made to developing a Transport Asset Management Plan which will take into account the strategic importance of particular roads as defined in a revised road hierarchy (Box 9A). - A new Performance Management chapter assesses the risks associated with projects, such as cost increases (Ch 13). - The Performance Management section sets out how budgets will be carefully controlled and linked to priorities. Gateway and Peer Reviews will be used to help ensure tighter budgetary control (Ch 13).
Involvement	<ul style="list-style-type: none"> - Parish Councils have been kept involved in the development of the JLTP through briefings and consultation events (Ch 4). - Walking and cycling actions plans have been separated following comments during consultation (Ch 5).
Performance Management	<ul style="list-style-type: none"> - A new Performance Management chapter has been written which sets out the procedures which will be used to manage delivery of projects (Ch 13). - Detailed commentary has been provided alongside the targets to explain the context in which they were developed and to show why they are demanding (Ch 12). - The Greater Bristol Strategic Transport Study provides strong evidence of predicted changes in indicators such as congestion and public transport patronage for different interventions. These have been used in developing targets (Ch 12).

Change since the Provisional Plan

Area for Development	Remedial Action
Priorities	<ul style="list-style-type: none">- This plan has been more tightly linked to the evolving Regional Spatial Strategy. The interventions we have prioritised, and in particular the Major Scheme Bids, are those which help deliver regional priorities (Ch1 and Ch 4).- The targets chapter now has more detail about how the targets were developed with the shared priorities in mind. Also, each of the main actions plans now shows which targets it will help to meet (Ch 12).- Congestion issues are investigated in more detail in this plan with new evidence from the Greater Bristol Strategic Transport Study on the potential impact of different spatial planning scenarios (Ch 4). The section on how the Transport Innovation Fund will allow measures to be introduced to manage congestion has been revised (Ch 5). More detail has been provided about the interaction between regional and economic development and the JLTP (Ch1 and Ch 4).
Other major changes	
Consultation	<ul style="list-style-type: none">- This section has been revised to take on board feedback from the second round of consultation (Ch 4).
Strategic Environmental Assessment	<ul style="list-style-type: none">- A more detailed section on the Strategic Environmental Assessment has been provided (Ch 4).
Accessibility Strategy	<ul style="list-style-type: none">- Chapter 6 has been revised and updated following partnership working and consultation, Accession mapping and development of Action Plans.
Network Management	<ul style="list-style-type: none">- The section on how we will implement the Traffic Management Act has been rewritten (Ch 5, Tables 5.2 and 5.3).
Asset Management	<ul style="list-style-type: none">- The section on developing a Transport Asset Management Plan has been rewritten (Ch 9).

Glossary Of Terms

AAWT	Annual Average Weekly Total	LROW	Local Rights of Way
ACT	Activity Coordination Team	LRT	Light Rapid Transit
AONB	Area of Outstanding Natural Beauty	LSP	Local Strategic Partnership
AQAP	Air Quality Action Plan	LTP	Local Transport Plan
AQMA	Air Quality Management Area	Mppa	Million Passengers per Annum
ASAS	Airport Surface Access Strategy	NCN	National Cycle Network
BHSP	Bristol Health Service Plan	NRSA	New Roads and Street Works Act
BIA	Bristol International Airport	NTS	National Travel Survey
BRI	Bristol Royal Infirmary	PROW	Public Rights of Way
BRITES	Bristol Integrated Transport and Environmental Study	PTW	Powered-two-wheelers
BRT	Bus Rapid Transit	RES	Regional Economic Strategy
CPA	Comprehensive Performance Assessment	RFA	Regional Funding Allocations
CZ	Clear Zone	RPG	Regional Planning Guidance
DfT	Department for Transport	ROWIP	Rights of Way Improvement plan
DMS	Delivery Management Strategy	RSS	Regional Spatial Strategy
EU	European Union	RTS	Regional Transport Strategy
EuroRAP	European Road Assessment Programme	RUH	Royal United Hospital (Bath)
GBSTS	Greater Bristol Strategic Transport Study	SEA	Strategic Environmental Assessment
GOSW	Government Office for the South West	SMART	Specific Measurable Achievable Realistic Time-bound (targets)
GPS	Global Positioning System	SPA	Special Parking Area
GVA	Gross Value Added	SRB	Single Regeneration Budget
HGV	Heavy Goods Vehicle	SWARMMS	South West Area Multi Model Study
HOV	High Occupancy Vehicle (lane)	SWRDA	South West of England Regional Development Agency
ITS	Intelligent Transport Systems	TAMP	Transport Asset Management Plan
JLTP	Joint Local Transport Plan	TIF	Transport Innovation Fund
JRS	Joint Rail Strategy	TRO	Traffic Regulation Order
KSI	Killed and Seriously Injured	TRC	Traffic Regulation Condition
LA	Local Authority	UNESCO	United Nations Education Scientific and Cultural Organisation
LDF	Local Development Framework	UTMC	Urban Traffic Management Control
LEZ	Low Emission Zone	UWE	University of the West of England
LAA	Local Area Agreement	VAS	Vehicle Activated Signs

From: Tony Anthistle – Managing Director

2 March 2006

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Dear Barbara

First is pleased to once again offer its support to the local authorities of Bristol City Council, Bath and North East Somerset Council, North Somerset Council and South Gloucestershire Council, this time for the Joint Local Transport Plan.

The focus of the LTP on reducing congestion and improving accessibility depends on the availability of funding for measures to support the operation of local bus services. The LTP forms one of the essential elements in a three-pronged attack on the dominant use of private transport in the region.

First has already expressed support for the Greater Bristol Bus Network Major Scheme Bid and the Transport Innovation Fund pump priming bid. These two initiatives are complementary to the LTP and their delivery will be of great benefit to the travelling public in the Greater Bristol area as they will be provided with a credible alternative to the private car for many of their journeys.

Under the Major Scheme, the combination of demand management through parking supply control, parking duration limitation and increased parking charges will be complemented by comprehensive bus priority on 10 major corridors within the conurbation. Together these measures will halt the deterioration of traffic conditions, with their increasing adverse effects of congestion on bus services, and will ensure that buses receive protection from variable journey times outside operators' control.

First are prepared, subject to the Major Scheme bid being accepted, to invest heavily in new low floor state of the art vehicles for the Showcase routes and to improve service frequencies on key parts of the expanded Showcase network.

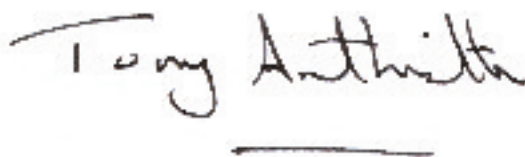
Compared with the do-minimum situation, a significant increase in bus use and modal shift away from car was forecast under the Major Scheme proposals, as a result of the improved journey times and service reliability delivered by the proposed bus priority measures on the Showcase routes. This was supported by our own analysis.

First is also concerned to ensure that traffic conditions in the area do not see any further deterioration. To this end First sees the demand management initiatives under development with Transport Innovation Fund pump priming funds as being essential to the delivery of sustainable development in the four authorities' area. First recognises that improved public transport, able to get people to their destinations quickly and reliably, is an essential pre-requisite for the success of road user charging, and the delivery of the package comprising the Major Scheme bid will facilitate this.

The relationship between First and the local authorities will be underpinned by a Statutory Quality Partnership scheme established under the powers of the Transport Act 2000, supported by a Quality Partnership Agreement. These will link the fleet and service enhancement investment to the journey times delivered by the Showcase measures.

Yours sincerely

For First in Bristol and First in Somerset and Avon



Handwritten signature of Tony Anthon, with a horizontal line underneath.



Statement of Support

As the Chairman of the Transport Plan Commission of the Joint Local Transport Plan (JLTP) for the subregion (embracing Bath and North East Somerset, Bristol City, North Somerset and South Gloucestershire Councils) I warmly welcome the considerable progress made to date by the four unitary authorities working together to develop the Final JLTP.

The Transport Plan Commission is a small focused group of representatives from key sectors across the sub-region including business, public transport operators, environmental groups, regional organizations, trade unions, health, regeneration, education, transport users, emergency services, disability groups, voluntary sector and motoring organisations. Established in March 2005, our role is to scrutinize the development of the JLTP and make recommendations to the Councils for their consideration.

Efficient transport systems and infrastructure are vital for the economic and social success of our area and the Commission fully supports the general principles and direction of the Final JLTP. The Councils clearly recognize the scale of problems and associated opportunities in this area linked to the emerging Regional Spatial Strategy and the associated significant investment required in the area's transport network. Investment is required in a broad range of areas to support the economic development and growth of the sub-region as well as addressing the impacts of traffic on local communities and social inequalities.

We support the Greater Bristol Bus Network and Bath Package Major Scheme Bids which will provide key foundations to improved transport services in the sub-region. They will also allow new joint delivery arrangements to be developed which will enhance the ability to deliver future schemes.

If the overall objectives and vision of the Joint LTP are to be achieved a whole range of schemes and measures will have to be delivered. The Commission hopes to play a key role in working with the Councils on monitoring the delivery of the JLTP and inputting into development of future schemes.

With kindest regards

Yours sincerely

John Savage

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