Joint Local Transport Plan 3

2013 refresh and supplementary documents

travelwest

Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire
councils working together to improve your local transport

1. Introduction

1.1 It may only be two years old but since our Joint Local Transport Plan (JLTP3) was adopted in 2011 a surprising amount has happened.

We've seen some major wins such as all five of the major transport schemes allocated funding, two successful bids to the Local Sustainable Transport Fund and one to the Better Bus Area Fund.

New kids on the block have arrived in the shape of the Local Enterprise Partnership plus the Temple Quarter Enterprise Zone and its five sibling Enterprise Areas.

Whilst for all the rail buffs out there the Greater Bristol Metro, now MetroWest, is forging ahead. It was too obvious to say steaming.

1.2 This Refresh document captures what's been happening. It updates but does not replace the JLTP3. There are no policy changes.

Where text in the JLTP3 is superseded or replaced this is clearly indicated.

2. Major Transport Schemes

2.1 When published in March 2011 the five major transport scheme proposals set out in Chapter 11 of the JLTP3 were either in what was then the Department for Transport's Development Pool or Pre-Qualification Pool.

2.2 In December 2011 all five were allocated funding subject to final Department for Transport approval: Ashton Vale to Bristol Temple Meads Rapid Transit, South Bristol Link, North Fringe Hengrove Package, Weston Package and Bath Transportation Package (rapid transit and an eastern park and ride site proposals dropped).

The Weston and Bath Packages received final funding approval with construction now underway.

2.3 For more on the major transport schemes see:

www.travelwest.info/projects

This section supersedes section 11.2 and Figures 11.4, 11.5, 11.6 and 11.7 in the JLTP3.

3. M49 Intermediate Junction

3.1 As reported to the Joint Transport Executive Committee on 20 September 2012, a new intermediate junction on the M49 has been identified as a key driver to the growth of the Avonmouth/Severnside Enterprise Area.

Scoping work has commenced with the Highways Agency to understand the preparatory work required for bringing this scheme forward, including a Development Consent Order, and how this can be resourced.

4. MetroWest (previously known as the Greater Bristol Metro)

4.1 The JLTP3 contained two rail proposals for the reopening of the Portishead railway line to passengers and the Greater Bristol Metro for half hourly services across the local network.

Following work undertaken for the West of England's response to the Great Western Franchise consultation (West of England Area Rail Study, March 2012) the two proposals have been merged into the MetroWest Phase 1 and 2 and the New Stations Package.

These are shown in Figure 1 below.

MetroWest Phase 1
Half hourly train services for the Severn Beach line, local stations between Bristol Temple Meads, Bath Spa and Weston-super-Mare (Bedminster and Parson Street) and the reopened Portishead line.

MetroWest Phase 2
Half hourly train services to Yate and hourly services on a reopened Henbury line (capacity for two new stations) with additional stations at Horfield and Ashley Down.

New stations package
Saltford, Ashton Gate and Corsham.

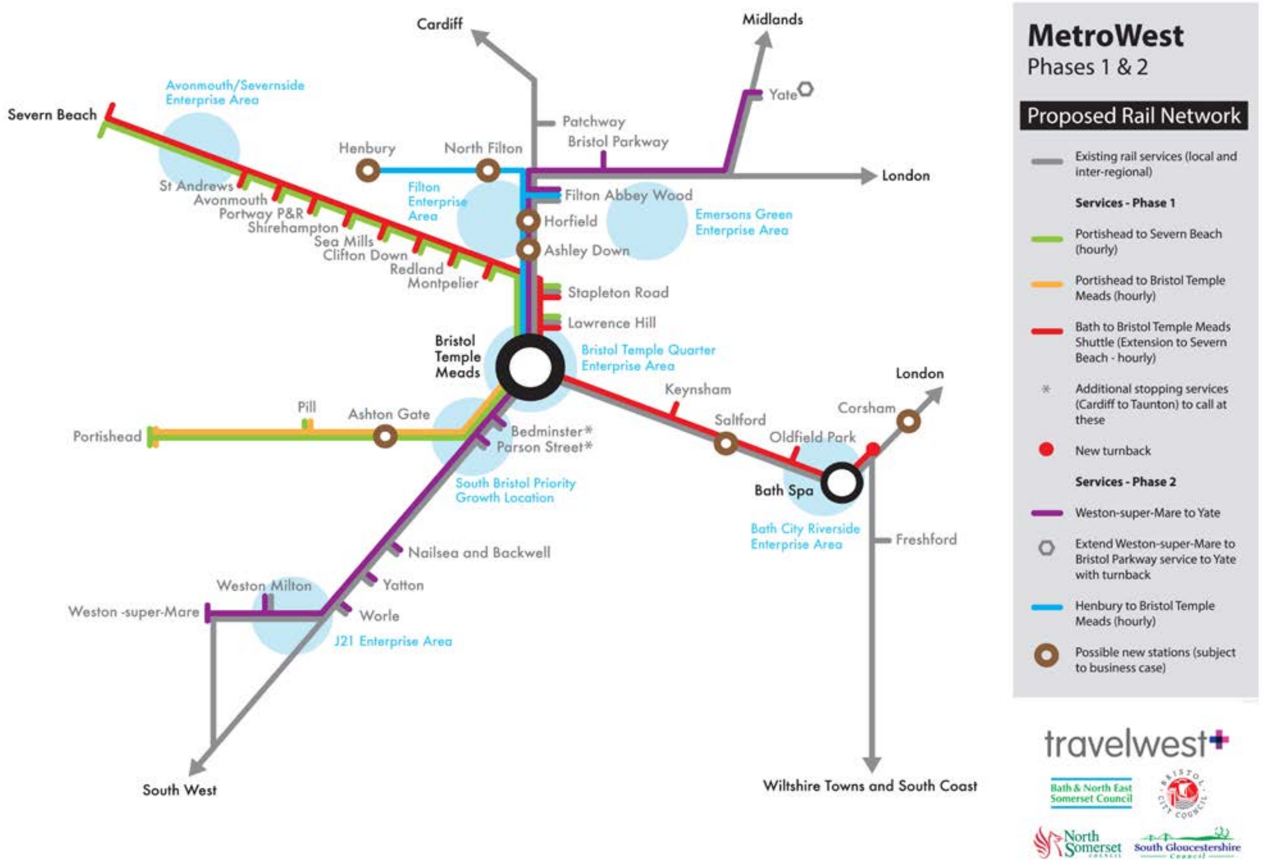
Cardiff
Midlands
Yate
Avonmouth/Severnside Enterprise Area
Severn Beach
Patchway
Bristol Parkway
Henbury
North Filton
London
St Andrews
Avonmouth
Portway P&R
Shirehampton
Sea Mills
Clifton Down
Redland
Montpelier
Filton Enterprise Area
Filton Abbey Wood
Horfield
Ashley Down
Emersons Green Enterprise Area
Stapleton Road
Lawrence Hill
Bristol Temple Meads
Bristol Temple Quarter Enterprise Area
Keynsham
London
Pill
Ashton Gate
Portishead
Bedminster*
Parson Street*
Saltford
Corsham
Oldfield Park
Bath Spa
South Bristol Priority Growth Location
Bath City Riverside Enterprise Area
Freshford
Nailsea and Backwell
Weston Milton
Yatton
Weston -super-Mare
Worle
J21 Enterprise Area
South West
Wiltshire Towns and South Coast
MetroWest
Phases 1 & 2
Proposed Rail Network
Existing rail services (local and inter-regional)
Services - Phase 1
Portishead to Severn Beach (hourly)
Portishead to Bristol Temple Meads (hourly)
Bath to Bristol Temple Meads Shuttle (Extension to Severn Beach - hourly)
* Additional stopping services (Cardiff to Taunton) to call at these
New turnback
Services - Phase 2
Weston-super-Mare to Yate
Extend Weston-super-Mare to Bristol Parkway service to Yate with turnback
Henbury to Bristol Temple Meads (hourly)
Possible new stations (subject to business case)
travelwest+
Bath & North East Somerset Council
Bristol City Council
North Somerset Council
South Gloucestershire Council

Figure 1 MetroWest

4.2 Aspirations for the Henbury loop service via the Severn Beach Line is not ruled out should revised growth forecasts and developer funding come forward and a business case be developed.

4.3 In addition work is or will be undertaken on:

- Portway Park & Ride platform on Severn Beach Line.
- Bathampton Junction station investigations.
- Saltford Station investigations.
- Ashley Down station – potential to be delivered ahead of Phase 2 alongside four tracking of Filton Bank.
- Rail Operations and Governance (with decentralisation).
- Electrification extension study.

4.4 Together the MetroWest, New Stations Package and the additional work listed above form the Rail Programme for the West of England as endorsed by the Joint Transport Executive Committee on 12 December 2012.

4.5 It is recognised that wider aspirations for the local rail network exist for example reopening the Radstock and Thornbury lines.

The West of England Area Rail Study did consider a long list of proposals with the Greater Bristol Metro Phase 1 and Phase 2 emerging as priorities and forming the focus for implementation.

4.6 New governance for delivering rail was endorsed at the Joint Transport Executive Committee on 12 December 2012.

A Rail Programme Board will be set up with membership drawn from Network Rail, the train operating company and the Severnside Community Rail Partnership.

Officers from neighbouring authorities will be asked to join the Board as and when required. It is to be hoped they will bring additional resources.

This rail update on MetroWest replaces sections 11.7.27 to 11.7.29 in the JLTP3.

Gloucester
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5. Electrification of the Great Western Mainline

5.1 On 1 March 2011 the Government announced the electrification of the Great Western Main Line from London Paddington to Bristol via Bath Spa and Bristol Parkway.

Electrification should be complete by 2017 with the new Inter City Express (IEP) trains running in 2018.

The West of England fully supports the scheme along with the four tracking of Filton Bank.

Electrifying the whole of the local rail network is a West of England aspiration and we will continue to lobby for this.

5.2 We supported suggestions in the original Great Western Franchise Invitation to Tender (July 2012) for the future extension of electrification beyond Westerleigh Junction (to Yate and Birmingham) and the south end of Bristol Temple Meads station (to Weston-super-Mare and Taunton) subject to funding in future Control Periods (post 2019).

Equally we support the High Level Output Specification (July 2012) request that the rail industry look at electrification for the freight route Derby - Birmingham – Bristol and to all major ports after 2019.

This replaces section 6.4.3 in the JLTP3.

6. Rail Decentralisation

6.1 On 8 March 2012 the Government published a consultation on Rail Decentralisation.

The Joint Transport Executive Committee on 19 June 2012 agreed to continue discussions with the Department for Transport over the decentralisation of rail powers.

The Government's consultation response, November 2012 concluded that they remain committed to decentralisation where it is sensible to do so and will continue informal discussions with those bodies that submitted expressions of interest. This includes the West of England.

7. Great Western Franchise

7.1 The Department for Transport set out its plans for the Great Western Franchise on 31 January 2013. Paused in October 2012 pending two reviews the Great Western franchise competition has now been terminated.

Instead First Great Western will continue to run the existing franchise until October 2013. After that new short term contracts to July 2016 will be awarded, subject to negotiation and agreement with First Great Western.

Longer term proposals and the timetable for future franchise competitions will be set out by the Department for Transport in Spring 2013.

7.2 We look forward to seeing these and the opportunity to once again press the case for MetroWest and enhanced services including more through London services to Weston-super-Mare.

The delay to the start of the new franchise will enable the business case for MetroWest Phase 2 (half hourly services to Yate and a reopened Henbury Line) to be strengthened and included as a Priced Option in the new franchise.

8. Local Transport Body and Devolved Major Transport Scheme Funding

8.1 On 31 January 2012, the Department for Transport issued a consultation paper on 'Devolving local major transport schemes' and the creation of Local Transport Bodies.

Under proposals funding for major schemes will be devolved for the next Comprehensive Spending Review (CSR) period, 2015/16 – 18/19.

8.2 At the Joint Transport Executive Committee on 7 March 2012 a response to the consultation was agreed. This response proposed the West of England area, with its high level of transport self-containment, as the basis for the geography of the Local Transport Body to take over devolved major transport scheme funding.

8.3 The Joint Transport Executive Committee on 12 December 2012 proposed that the necessary work is undertaken to support the creation of the Local Transport Body.

8.4 The inaugural meeting of the LTB Board, bringing together the four authority transport lead Members and two representatives of the West of England Local Enterprise Partnership, took place on March 2013.

Its first task is to prioritise which major transport schemes will be funded under devolved powers.

This section should be read alongside section 11.4 in the JLTP3.

9. Local Sustainable Transport Fund

9.1 Built around six 'Key Commuter Routes' the West of England's Key Component bid to the Local Sustainable Transport Fund (LSTF) in 2011 successfully attracted £5m of Department for Transport Funding.

Total cost of the package is £12.085m.

9.2 Even more successful the West of England Sustainable Travel (WEST) project was awarded £24m of funding in June 2012.

The project focuses on supporting sustainable travel choices to ensure maximum benefits from other transport investments and to support the achievement of the JLTP3's key goals for reducing carbon emissions and supporting economic growth.

9.3 The LSTF work is now the driving force behind the West of England's approach to smarter choices, cycling and walking.

This section should be read alongside sections 6.9.6 to 6.9.7 in the JLTP3.

10. Road Safety

10.1 The Department for Transport's Road Safety Framework, May 2011 removed national road safety targets. Nonetheless it was felt that having a local West of England target was still required (see Targets and Indicators).

This replaces section 8.1.3 in the JLTP3.

11. Better Bus Areas, Bus Service Operators' Grant, Multi operator ticketing

11.1 Initial funding under the Better Bus Area Fund was awarded to the West of England Authorities in February 2012.

Just under £5 million was awarded for delivery of infrastructure, Real Time Information, wi-fi and other measures to be delivered by March 2014.

11.2 The Department for Transport has carried out a consultation on its proposals to reform the payment of Bus Service Operators' Grant (BSOG) and the establishment of "Better Bus Areas."

In such areas, the current total BSOG payment will be paid to the local transport authority with an additional top-up payment.

The funding must be spent on a package of measures designed to generate growth in passenger numbers.

The consultation closed on 12 November 2012 and a joint response endorsed at the Joint Transport Executive Committee on 12 December 2012 was submitted on behalf of the four West of England councils.

11.3 The government published detailed guidance on Better Bus Areas and invited bids in February 2013.

Further discussions will be held with local bus operators to develop a bid for the West of England area.

11.4 Payment of BSOG for contracted services will be devolved to local authorities during 2013.

11.5 The West of England Bus Operators' Association (WEBOA) launched a multi-operator bus ticket branded "AvonRider" on 2 September 2012. Tickets covering the Bristol and Weston-super-Mare urban areas, branded "BristolRider" and "WestonRider" respectively, were launched on 28 January 2013.

WEBOA plans to launch child tickets in September 2013 and trial a student ticket during Summer 2013.

The four councils will continue to use their influence on the ticket scheme committee to press for further development and encourage operators to load their ticketing products onto smartcards as soon as practicable.

This section should be read alongside section 6.9.3 in the JLTP3.

12. Smartcards

12.1 Supported by Department for Transport funding we have delivered a technology platform which allows the introduction of smartcards across the region.

We are working with operators to put tickets onto smartcards and improve the ticketing experience for passengers.

ITSO-compliant "smart" ticket machines are being rolled out across all bus services and a regional back office platform set up.

travel
TEST
squidcard.com/travelplus
Child
squidcard.com/travelplus

12.2 A Ticketing Vision for passenger transport in the West of England area has been developed.

The Ticketing Vision is based around delivering a customer focussed high quality, simple, multi-operator ticketing network which will deliver value for money for bus, rail and ferry passengers alike to travel seamlessly within our area.

This section should be read alongside section 6.9.3 in the JLTP3.

13. Workplace Parking Levies

13.1 In September 2012 Bristol City Council announced it will no longer be pursuing the option of a workplace parking levy.

This replaces section 6.9.12 in the JLTP3.

14. Targets and Indicators

14.1 Due to uncertainty around funding levels at the time the JLTP3 only included a broad list of possible targets and indicators.

Targets and indicators were then set out in the JLTP3 Delivery Plan 2012/13 to 2014/15 and endorsed at the Joint Transport Executive Committee on 7 March 2012.

Targets are shown in Table one on the right.

14.2 In addition there are four supporiting Indicators – maintenance on prinicpal and non principal roads, congestion, air quality and bus punctuality.

A traffic light system is used for monitoring the indicators. Green means performance is improving, amber no change whilst red means performance is slipping.

14.3 Performance against targets and indicators is monitored via the Annual Progress Report.

This replaces Chapter 12 in the JLTP3.

Table one: JLTP3 Targets

	Target	Comment
Road safety	**30%** reduction in KSIs by 2020, compared to the 2005-09 average	Using data collected by the police on people Killed or Seriously Injured (KSI)
CO_2	**16%** reduction by 2020	Reduction on per capita road traffic emissions in 2006 as estimated by Department of Energy and Climate Change
Cycling	**76%** increase by 2016	Using annualised index with 2008/09 as base year
Bus passengers	**11%** by 2015/16	Growth in patronage since base year of 2008/09
Rail	**41%** increase by 2019	Based on forecasts in Great Western Route Utilisation Strategy using 2008 as base year

15. Supplementary Documents

15.1 In line with the updates outlined above the nine draft supplementary documents have been revised. The opportunity has been taken to adopt a lighter touch approach with a greater emphasis on strategy. The supplementary documents are available as a separate volume.

16. Joint Transport Executive Committee

16.1 The Joint Transport Executive Committee, comprising the lead Members with responsibility for transport in each council, will continue in its current form and meet at regular intervals.

With the election of a Mayor for Bristol in November 2012 the Mayor has replaced the Executive Member representing transport.

This section should be read alongside sections 1.2, 1.3 and Figure 1.2 in the JLTP3.

17. West of England Strategic Framework for the four Core Strategies

17.1 There are four Core Strategies covering the West of England area.

To bring these together a Strategic Framework has been jointly prepared by the four councils. It unites the strategic visions and priorities from each of the four Core Strategies and demonstrates our duty to cooperate with one another.

Prioritised areas for investment are

set out with a particular focus on delivering the Enterprise Zone and Enterprise Areas and other growth locations.

Key infrastructure requirements are identified including the five major transport schemes, the Greater Bristol Metro, New Stations Package, M49 Junction, Weston Package Phase 2, East of Bath Park and Ride and BRT Emerson's Green to Temple Meads.

17.2 The Strategic Framework was endorsed by the Planning and Housing Communities Board on 21 November 2012 and the Joint Transport Executive Committee on 12 December 2012.

17.3 For more information on the Strategic Framework go to:

www.westofenglandlep.co.uk/transport-and-infrastructure/duty-to-cooperate-planning

This section should be read alongside section 2.2 and Figure 2.1 in the JLTP3.

18. Local Enterprise Partnership

18.1 Set up in September 2010 and made up of local authorities and local businesses the West of England Local Enterprise Partnership (LEP) supports business growth and is working to attract new jobs to Bristol, Bath and Weston-super-Mare and the surrounding countryside.

18.2 The LEP's Business Plan, December 2011 is strongly supportive of the major transport schemes. It places priority on transport improvements, endorses the major scheme programme and LSTF proposals and provides input into national and local rail issues.

For more information on the LEP go to:

www.westofenglandlep.co.uk

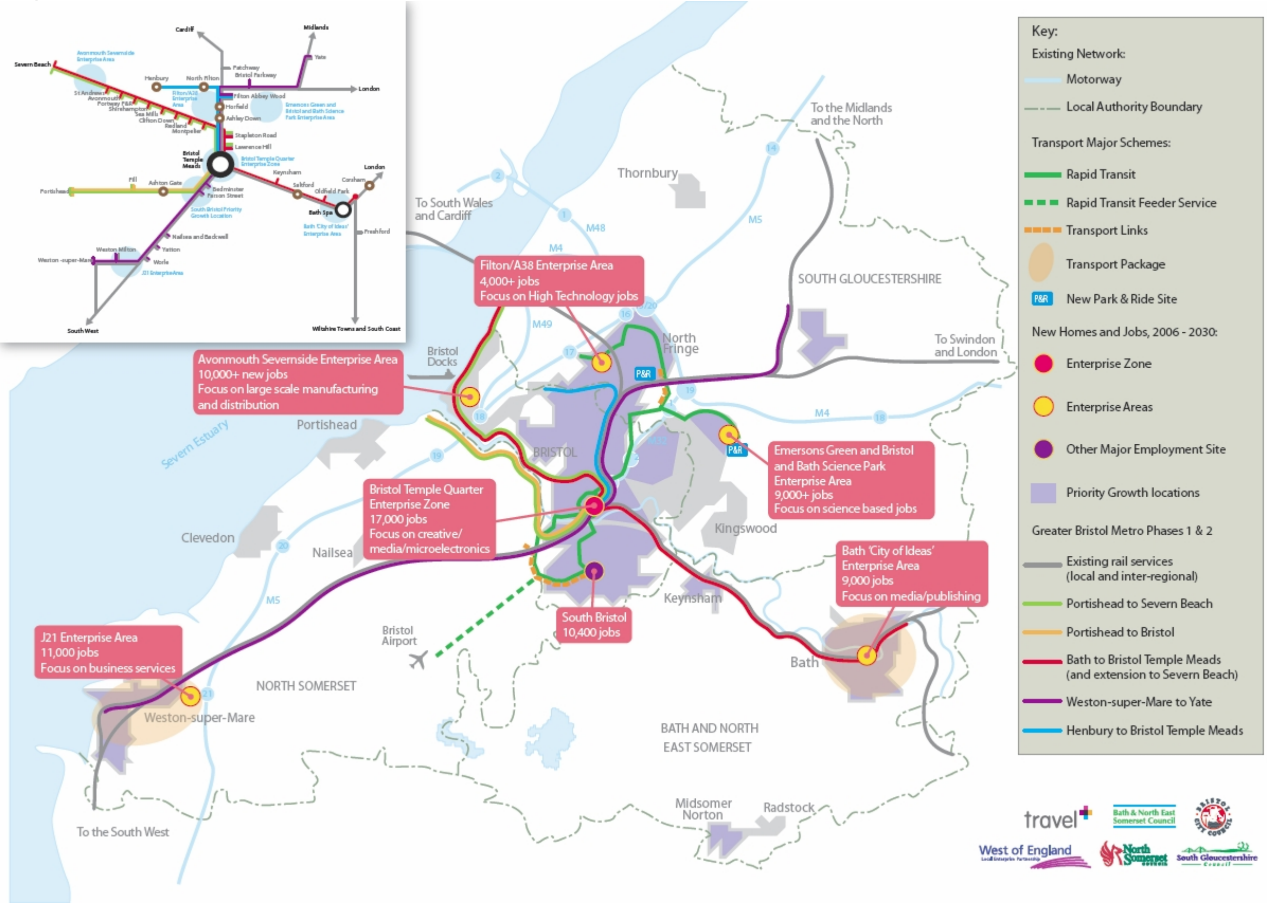
This section should be read alongside sections 1.2, 1.3 and Figure 1.2 in the JLTP3.

19. Enterprise Zone and Areas

19.1 The Temple Quarter Enterprise Zone and the five Enterprise Areas are shown in Figure 2 along with the five major transport schemes and Greater Bristol Metro. This map clearly demonstrated the close fit and linkages between the Enterprise Zone/Areas and transport.

Figure 2 supersedes Figure 6.1 in the JLTP3.

Figure 2 Enterprise Zone and Areas


Cardiff
Midlands
Severn Beach
Avonmouth Severnside Enterprise Area
Yate
Patchway
Bristol Parkway
Henbury
North Filton
London
Filton/A38 Enterprise Area
Filton Abbey Wood
Horfield
Ashley Down
Emersons Green and Bristol and Bath Science Park Enterprise Area
St Andrews
Avonmouth
Portway P&R
Shirehampton
Sea Mills
Clifton Down
Redland
Montpelier
Stapleton Road
Lawrence Hill
Bristol Temple Meads
Bristol Temple Quarter Enterprise Zone
Keynsham
London
Corsham
Pill
Ashton Gate
Portishead
Bedminster
Parson Street
Saltford
Oldfield Park
Bath Spa
South Bristol Priority Growth Location
Bath 'City of Ideas' Enterprise Area
Freshford
Nailsea and Backwell
Weston Milton
Yatton
Weston -super-Mare
Worle
J21 Enterprise Area
South West
Wiltshire Towns and South Coast
Avonmouth Severnside Enterprise Area
10,000+ new jobs
Focus on large scale manufacturing and distribution
Filton/A38 Enterprise Area
4,000+ jobs
Focus on High Technology jobs
Emersons Green and Bristol and Bath Science Park Enterprise Area
9,000+ jobs
Focus on science based jobs
Bristol Temple Quarter Enterprise Zone
17,000 jobs
Focus on creative/media/microelectronics
Bath 'City of Ideas' Enterprise Area
9,000 jobs
Focus on media/publishing
South Bristol
10,400 jobs
J21 Enterprise Area
11,000 jobs
Focus on business services
To the Midlands and the North
Thornbury
To South Wales and Cardiff
M48
M4
M5
M49
SOUTH GLOUCESTERSHIRE
To Swindon and London
North Fringe
Bristol Docks
P&R
Portishead
Severn Estuary
BRISTOL
Kingswood
Clevedon
Nailsea
Keynsham
Bristol Airport
Bath
NORTH SOMERSET
Weston-super-Mare
BATH AND NORTH EAST SOMERSET
To the South West
Midsomer Norton
Radstock
Key:
Existing Network:
Motorway
Local Authority Boundary
Transport Major Schemes:
Rapid Transit
Rapid Transit Feeder Service
Transport Links
Transport Package
New Park & Ride Site
New Homes and Jobs, 2006 - 2030:
Enterprise Zone
Enterprise Areas
Other Major Employment Site
Priority Growth locations
Greater Bristol Metro Phases 1 & 2
Existing rail services (local and inter-regional)
Portishead to Severn Beach
Portishead to Bristol
Bath to Bristol Temple Meads (and extension to Severn Beach)
Weston-super-Mare to Yate
Henbury to Bristol Temple Meads

20. City Deal

20.1 On 18 September 2012 the West of England signed a deal under the City Deals programme, with the Government devolving new responsibilities in return for strong local leadership and strengthened governance structures.

For transport this means: ten years of major funding allocation for the Greater Bristol Metro (subject to approval by the Local Transport Body), flexible delivery for the Bus Rapid Transit Network which will allow savings to be recycled locally and new powers over rail planning and delivery including a new High Level Steering Group.

20.2 For more information on the City Deal go to:

www.westofenglandlep.co.uk/funding/city-deal

21. Revolving Infrastructure Fund (RIF)

21.1 The West of England Revolving Infrastructure Fund (RIF) is worth £56.7m and is made up of two elements; £16.9m from the Growing Places Fund and £39.8m from the Regional Growth Fund (RGF).

The fund enables the delivery of infrastructure required to unlock or serve development that will bring about economic and/or housing growth.

21.2 The types of infrastructure that the RIF will usually support are pieces of physical infrastructure such as roads, flood relief schemes or bridges that can be classed as open access public infrastructure.

As the name implies RIF is a revolving fund in that all funding that it releases should be repaid to it.

Schemes being put forward include the A370 eastbound capacity improvements approaching Junction 21 of the M5.

Cycling Supplementary Document

1. Vision

A safe and attractive road environment for cycling, including quality off-road routes, will be the foundation of a vibrant cycling culture throughout the area.

Children will be regularly cycling to school and employees regularly cycling to work and using their bikes for short business trips.

There will be '…more people cycling, more safely, more often…'

2. Cycling Strategy

2.1 Over the life of the Joint Local Transport Plan (JLTP3) 2011 to 2026 our cycling strategy is:

Policy Framework

C1 Develop and maintain safe, convenient, efficient and attractive infrastructure.

C2 Ensure latest Department for Transport approved National Institute for Health and Clinical Excellence (NICE) Guidance is followed.

C3 Ensure the Cycling Strategy is fully integrated into all other relevant plans.

Strawberry Line
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Quality Environment for Cycling

C4 Continuous, high quality route networks will be identified and provided.

Priority will be given to the main urban areas and links between them that have the potential to generate significant levels of cycling.

Design will depend on local circumstances.

The aim is to provide a high level of subjective safety that will enable all ages and abilities to cycle.

Solutions (in no particular order) will include:

- traffic free routes away from the highway that give a significant benefit over motor traffic.
- where routes are provided in the carriageway, measures will be adopted to prioritise cycles at crossing points and junctions.
- cycle lanes.
- cycle tracks and paths alongside the carriageway.

C5 JLTP3 schemes will consider cycle infrastructure improvements as part of the design process.

C6 Cycle audits are recommended in significant schemes.

C7 Cycle parking guidance will be available to developers and for existing development.

C8 Give design advice to developers and development control.

C9 Cycling infrastructure will be maintained subject to ensure safety for users in accordance with maintenance standards.

C10 The following transport user priorities will help influence planning applications and scheme design.

The priority list is not binding and needs to take into account local circumstances.

The needs of disabled people are incorporated throughout.

a) Pedestrians.
b) Cyclists.
c) Public transport users.
d) Powered two wheelers.
e) Commercial and business vehicles.
f) Private car.

C11 Give a high priority to reducing danger on the roads for cyclists.

C12 Community Safety Strategies will reduce the risk and fear of crime when cycling and safety will be considered in route planning.

C13 Cycle routes to primary and secondary schools to be prioritised, as identified by School Travel Plans.

C14 Temporary traffic management arrangements (e.g. road works) will accommodate the needs of cyclists.

Guidance and Standards

C15 Design will be based on best technical advice available (including Manual for Streets 2).

C16 We will continue to develop new designs of cycle infrastructure with particular reference to successful international best practice.

Cycling Promotion and Training

2.2 The following will be implemented subject to funding:

C17 Deliver sustained positive marketing and promotional activities to market cycling as a convenient and attractive mode of transport.

C18 Provide 'Bikeability' training for adults and children aged 7+.

C19 Use a wide range of Smarter Choices initiatives to encourage more cycling.

C20 Expand health programmes and cycling initiatives.

C21 Work closely with the Police on all joint initiatives.

C22 Work with other organisations to establish cycle resource centres at major transport interchanges.

C23 Provide and support local and national events and forums.

C24 Publicise new infrastructure measures.

C25 Promote and provide cycling information through the www.betterbybike.info website.

C26 Work with employers, schools and other organisations to promote cycling.

See also the Smarter Travel Choices Supplementary Document.

Working with Partners

C27 Work with partners in the voluntary sector, government, police, transport providers, landowners and business.

C28 Work with health care providers and relevant Sports Development and Physical Activity Teams.

C29 Update the Rights of Way Improvement Plans (ROWIP) to develop routes as part of the overall cycle network.

C30 Promote cycling as an attractive mode of transport for tourist activities and as an attraction in its own right.

C31 Become model employers providing good cycling facilities and staff incentives.

Resources

C32 Incorporate cycling measures into major transport scheme bids.

C33 Consider a future major scheme bid for cycling and walking.

C34 Seek infrastructure and contributions for cycling measures from developers and other funding bodies and organisations.

3. Targets and indicators

Targets to monitor the Cycling supplementary document are:

- CO_2 - 16% reduction by 2020.
- Cycling - 76% increase by 2016.

Freight Supplementary Document

1. Vision

Our vision is to work in partnership with the freight industry to achieve:

- the reliable and efficient movement of goods on appropriate routes.
- assist modal shift to rail and coastal shipping.
- minimise the adverse impact of heavy goods vehicles on safety, air quality and the quality of life for those living and working in the area.

2. Strategy

2.1 Over the life of the Joint Local Transport Plan (JLTP3) 2011 to 2026 our freight strategy is underpinned by three themes:

- Influencing the movement of goods through Local Plans and development management process.
- Promoting use of rail and coastal shipping for freight in preference to road transport.
- Managing parking and arrangements for loading and unloading of goods.

2.2 Crucial is the efficient and safe movement of freight by road that minimises the impact on communities and the environment.

See also the Network Management Supplementary Document.

F1 Engage with the freight industry, neighbouring authorities and local communities

- Work with the Highways Agency, Network Rail and the freight industry to deliver our Freight strategy.
- Focus on freight issues that directly concern our area through freight quality partnerships.
- Continue to work with business interests, transport user groups, parish councils and local communities.

John BAARDA Ltd
TEMPERATURE CONTROLLED TRANSPORT
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F2 Promote the use of the rail network for freight

- Work with Network Rail and the logistics industry to promote the use of the rail network for freight, acknowledging the need for new infrastructure to cater for both increased freight and passenger demands.

- Support the proposed designation of the Great Western Main Line through Bristol Parkway and the cross country line to the Midlands as ‘core trunk routes’ in the Strategic Freight Network and the Great Western Main Line through Bath Spa and Bristol Temple Meads as a ‘diversionary route’.

- Support Network Rail’s Five Year Business Plan proposal to invest £206m to fund improvements on the Strategic Freight Network.

- Sites for rail freight facilities identified in our Local Plans will continue to be safeguarded where appropriate.

See also the Public Transport Supplementary Document.

F3 Promote the use of coastal shipping for freight

- The new container terminal proposed by the Port of Bristol Company represents a major investment in freight infrastructure in the West of England.

- Work with the Port, Network Rail and the Highways Agency on maximising the amount of freight that can be transported by rail or coastal shipping rather than by road. The importance of the port for the economy is recognised along with an understanding that road freight has a significant role to play.

- Continue to seek funding for a new passenger rail service between Portishead and Bristol as part of MetroWest Phase 1 freeing up capacity at M5 Junction 19.

F4 Ensure the needs of freight and logistics industry are considered when carrying out network management duties

- Preparation of network management plans, including defining routes for abnormal loads, priority routes for winter maintenance and diversionary routes when motorways and other key routes are affected by accidents and incidents.

- Reviewing the road hierarchy to better reflect the nature of each road and its suitability for current and future lorry movements.

See also the Network Management Supplementary Document.

F5 Pursue opportunities to use ITS to improve management of freight on the network

- Continue to publish all street works on the National road works portal, ELGIN.

- Installation of additional traffic information Variable Message Signs along key corridors, in strategic positions and at key times to direct traffic away from road closures, incidents or already congested areas.

F6 Ensure delivery requirements are taken into account on roads in city centres and promote greater use of freight consolidation facilities

- Promote greater use of the Bristol & Bath freight consolidation centre based at Avonmouth and work with retailers and the freight industry to move towards a more sustainable business model by providing value added services such as remote storage.

- Keep under review unloading arrangements and delivery times in our city and town centres.

- Work with freight quality partnerships to take account of delivery requirements in the re-modelling of roads in these centres, including those proposed in our major schemes programme.

- Look at the feasibility of giving greater priority to heavy goods vehicles (HGV) drivers on parts of the network where freight movements are particularly critical and hampered by private car traffic, for example traffic lanes in which only HGVs, buses or coaches might be permitted.

F7 Investigate opportunities for lorry parking

- Work with freight quality partnerships to monitor the demand for lorry parking in the West of England, taking account of best practice guidance developed as part of the DfT strategy.

- Assess the potential for using park and ride sites, operating bases and other available land and infrastructure for lorry parking, taking account of future developments at the Port of Bristol.

Network Management Supplementary Document

1. Vision

Our vision is to:

- Provide a resilient, adaptable and well maintained highway network that accommodates essential mobility, distribution and logistics.
- Secure the optimum efficiency in motorised and non-motorised traffic movement on the highway network, assisting regeneration, giving access to employment and supporting new housing whilst enhancing the quality of life for local people.
- Manage car use as part of an integrated package of complementary measures, reduce car-dependency by promoting viable alternatives and reduce the environmental, financial and health costs of motorised travel.

2. Strategy

2.1 Our strategy for managing and maintaining the highway network is underpinned by four themes aimed at reducing current and future demands on the highway network.

- providing alternatives to the private car to make it more attractive to use other modes of travel.
- influencing travel behaviour to encourage people to reduce car use.
- managing parking and arrangements for loading and unloading of goods.
- influencing the movement of people and goods through Local Development Frameworks and development control.

2.2 Delivering our strategy will depend on extensive partnership working, not only between the four councils but also with the Highways Agency, the police, emergency services, bus operators, the freight industry and utility companies.

We will continue as well to work with business interests, transport user groups, town and parish councils and others.

2.3 Over the life of the Joint Local Transport Plan (JLTP3) 2011 to 2026 our network management strategy is:

NM1 Oversee, and working with the police, Highways Agency, emergency services and our neighbouring authorities, the safe, effective and efficient use of the highway network in line with our duties under the Traffic Management Act 2004.

The needs of all road users, including pedestrians, cyclists and powered two wheeler riders will be considered.

NM2 Review our network management plans to ensure they are kept up-to-date and complement each other.

Attention will focus on those parts of the highway network that are.

- ‘traffic sensitive’, i.e. key routes that are particularly busy and prone to congestion.

- streets of special engineering difficulty and materials.
- suitable for carrying abnormal loads.

- priorities for winter maintenance, e.g. salting.

- identified as diversionary routes when motorways or trunk roads are affected by accidents of other incidents.

NM3 Introduce a revised hierarchy of roads for the management and maintenance of routes and for directing different kinds of traffic onto the most appropriate routes.

NM4 Throughout the JLTP3’s implementation, the following transport user priorities will help influence alterations to the highway network.

The priority list is not binding and needs to take into account local circumstances.

The needs of disabled and less able people will be incorporated throughout.

a) Pedestrians.
b) Cyclists.
c) Public transport users.
d) Powered two wheelers.
e) Commercial and business vehicles.
f) Private car.

2+
Mon-Fri
7.30 -
9.30am
2+
LANE

NM5 Adapt the highway network through engineering schemes and measures to ease congestion, increase safety, improve the quality of life for local people, vulnerable road users, the disabled and less able people and encourage public transport use, walking and cycling.

Schemes include:

- Bus and other priority lanes to encourage bus use and car sharing in preference to single occupancy car use.

- Traffic management schemes to tackle congested hot spots whilst assisting vulnerable road users and improving safety.

- ‘Mixed priority route’ or shared surface treatment of roads associated with public realm enhancements in city and town centres, district centres or with wider regeneration activities.

- Local schemes to calm or divert traffic, including heavy goods vehicles, where it severs communities and to contribute towards neighbourhood enhancement projects.

- Signs and lining to warn and direct road users.

NM6 Maximise the operational effectiveness of traffic signals and extend the use of Urban Traffic Management & Control systems in Bath, Bristol and Weston-super-Mare.

NM7 Develop an Intelligent Transport System (ITS), subject to resources, for the West of England to build on the work of the Bristol Traffic Control Centre, improve journey times and reliability, reduce delays and emissions, tackle congestion hotspots and enhance links to the Highways Agency regional control centre.

NM8 Enhance, subject to resources, the highway network information available to the travelling public, business, the freight industry and service providers through:

- Installation of additional traffic information Variable Message Signs along key corridors and in strategic positions to direct traffic away from road closures, incidents or already congested areas.

- Links to travel advice websites and to satnav systems, including information for HGV drivers.

- Expansion of real time passenger information on key bus corridors.

NM9 Ensure that appropriate enforcement of traffic regulations is carried out to safeguard the interests of all road users. We will investigate possible enforcement of moving vehicle offences under future Traffic Management Act powers and work with the police to seek better enforcement of weight restrictions, bus and HOV lanes.

NM10 Improve our contingency planning and management of incidents on the highway network working with the Highways Agency, police, utility companies and other partners.

NM11 Asset manage and sustain our highway assets to the benefit of all users, improve safety and support wider objectives in line with the approach set out in our Joint Transport Asset Management Plan.

Opportunities for joint procurement will be taken up.

NM12 Ensure our road network is resilient and adaptable to the impact of climate change focusing on:

- identifying areas most vulnerable to extreme weather including different types of flooding and high winds.
- assessing the impact of hot and wet weather.
- assessing the technical performance of drainage systems.

3. Indicators and Targets

The condition of principal and non-principal roads will be monitored and reported as a supporting indicator in JLTP3.

Monitoring of Congestion using average journey times will also be reported as a further supporting indicator in JLTP3 Indicators.

Parking Supplementary Document

1. Vision

Our vision is for a network of safe, convenient and accessible parking facilities, provided and managed as part of an integrated transport system. Our aim is to support the local economy, protect the environment, regenerate city and town centres and reduce congestion and traffic growth.

2. Strategy

2.1 Over the life of the Joint Local Transport Plan (JLTP3) 2011 to 2026 our parking strategy is:

On and Off Street Parking Controls

P1 Continue to review all on and off-street parking provision to best meet local circumstances.

Short and Long Stay Parking

P2 All day parking will be controlled in a way to discourage users who could transfer to lower carbon travel choices such as the bus or Park and Ride.

P3 Parking controls, including charges, will be structured to reflect local needs and support short stay retail, leisure and business trips to the central areas.

P4 The proportion of off-street parking available for short term business and shopping purposes will be increased.

P5 Parking provision in district centres, market towns and rural areas will be assessed according to local circumstance.

P6 Consider the introduction or expansion of variable message signing to guide users directly to the most appropriate car park.

903 Long Ashton Park & Ride

Park and Ride

P7 Expand existing Park and Ride sites and investigate and develop new sites in strategic locations where appropriate.

P8 City centre parking charges will be consistent to ensure that Park and Ride maintains a competitive advantage.

P9 Work with partners to develop opportunities to open park and share sites.

See also the Public Transport Supplementary Document.

Enforcement

P10 Civil Parking Enforcement (CPE) will continue throughout the Bristol City, Bath and North East Somerset and South Gloucestershire Councils' areas.

P11 Develop joint approaches to parking enforcement along major public transport corridors to ensure best use of resources and maximum benefits.

Controlled Parking Schemes

P12 In council areas that have adopted CPE investigate the potential for introducing or expanding residents parking schemes in consultation with local residents and businesses in areas which suffer badly from the effects of on-street commuter parking.

Private Non-Residential Car Parking

P13 Work closely with private sector providers of public parking to ensure consistency in the management, supply and best use of their spaces.

P14 Work with businesses to promote the continued use of workplace travel plans to provide alternatives to the car and make more efficient use of parking spaces.

Coach Parking

P15 Review coach setting down and parking arrangements and the use of transport interchanges and seek to improve parking provision as and when need or opportunities occur.

Lorry Parking

P16 Review unloading arrangements and delivery times, opportunities for the development of additional rest areas for HGV drivers and lorry parking through the Network Management and Freight Supplementary Documents.

Cycle Parking

P17 Increase provision for cyclists through the Cycling Supplementary Document.

Motorcycle Parking

P18 Ensure development proposals and Travel Plans include appropriate provision for powered two wheelers.

P19 Work with the police to improve provision of safe and secure powered two wheeler parking facilities.

Disabled Parking

P20 The needs of disabled people will be incorporated throughout the management and supply of parking.

Quality

P21 Ensure car park design and security meets the Park Mark® safer parking scheme requirements for off-street car parks.

Parking Standards

P22 Local parking standards will be set by each council through their Local Plans. They will reflect the priorities of the JLTP3 and the National Planning Policy Framework and take account of local circumstances.

Public Transport Supplementary Document

1. Vision

A comprehensive, high-quality, integrated public transport system that is accessible, affordable, clean, comfortable, inclusive, reliable, safe and sustainable.

2. Strategy

2.1 Over the life of the Joint Local Transport Plan (JLTP3) 2011 to 2026 our public transport strategy is:

General Approach

PT1 Create an attractive alternative to the use of private cars in the West of England through the phased development of a comprehensive, integrated public transport system embracing buses, coaches, rapid transit, rail, community transport, taxis, private hire cars and ferries.

PT2 Achieve a high quality public transport system which is reliable, punctual and with frequencies that respond to the varying demands of residents, businesses and others in different parts of the sub-region.

PT3 Maintain/improve public transport access and connectivity to jobs, educational and health facilities, shops and other services.

PT4 Work with the operators and other parties to ensure that the system is resistant and adaptable to adverse weather, accidents, terrorist attacks and the impact of climate change.

PT5 Encourage the introduction of vehicles that are high quality, accessible and emit the lowest possible levels of carbon and pollutants.

PT6 Improve safety and personal security for public transport users and operators and reduce actual and perceived anti-social behaviour and crime.

PT7 Introduce multi-modal ticketing and multi-operator smart card ticketing.

PT8 Ensure that public transport provision is fully recognised in local planning and development decisions and supports new housing and employment growth.

PT9 Improve interchange and the inter-connection between different forms of public transport.

PT10 Promote the use of public transport through marketing and provision of information under the umbrella of TravelWest and in travel plans and 'Smarter Choices' initiatives.

1.1. To deliver our strategy we will need the support of bus, train and other operators, Network Rail, Highways Agency and other agencies.

Bus and Coach

1.2. Our overall strategy is to encourage and facilitate greater use of bus and coach services in order to achieving a modal shift from the car.

Key areas of focus will include:

B1 Showcase Routes – key corridors in our major urban areas with bus priority and high quality facilities and services, building on the Greater Bristol Bus Network, Major Schemes and other investment.

B2 Consider a lighter touch approach for secondary routes, where a lower level of investment may result in tangible benefits for passengers, based on expected demand and setting minimum frequencies.

B3 Working with Bus Operators – to maximise the effectiveness of the commercial bus network and maintain quality through partnership schemes, voluntary partnerships and qualifying agreements where appropriate.

B4 Better Bus Area status – work with bus operators on a joint bid for devolved Bus Service Operators Grant.

B5 Working with Coach Operators – to widen the choice of routes and services and improve facilities at key interchange sites.

B6 Punctuality and Reliability – using Punctuality Improvement Partnerships (PIPs) to achieve substantial improvements in bus punctuality and reliability.

B7 Supported Bus Services – continue to support non-commercial services within available budgets to promote accessibility, and also explore the use of demand-responsive services where appropriate.

903 Long Ashton Park | Ride

B8 Working with Developers and Employers – to ensure that transport infrastructure requirements are taken into account at the planning stage and appropriate funding is secured.

B9 Ticketing and Fares - encourage operators to improve their customers' perceptions of value for money, seek voluntary agreements with operators on fare levels and zonal fares, continue to manage the national concessionary travel scheme and investigate the scope for extending this to other age groups; work with operators to develop a range of multi-operator tickets.

B10 Smartcards - supported by DfT funding, we have delivered a technology platform which allows the introduction of smartcards across the region. We will work with operators to put ticketing products onto smartcards.

B11 Passenger Facilities – with new shelters and raised kerbs at bus stops, particularly on our showcase corridors, and maintenance of facilities to a high standard.

B12 Information – with a primary focus of supporting Traveline and the TravelWest website, we will continue to develop all formats of public transport information, including the use of old and new technologies, as well as further development of real time information at bus stops and interchanges.

B13 Vandalism and Personal Security - work with the police, operators and community safety colleagues to improve personal safety at bus stops, on pedestrian routes that link them and on the buses themselves.

Community transport

1.3. Our strategy is to maintain, diversify and expand community transport in the West of England, recognising its distinctiveness from other forms of transport and its special customer care attributes.

The strategy will be delivered under 5 key themes:

Supporting JLTP3 accessibility objectives

CT1 Promote community transport to enable disadvantaged people to connect with key local services and social networks where other forms of public transport are not available or accessible. This will include working closely with the health sector and supporting social car schemes and other demand-responsive services.

Linking with other forms of public transport

CT2 We will seek to balance financial support between demand responsive services and other public transport services and explore the opportunities for services to feed into mainstream public transport.

Optimising community transport operations

CT3 We will encourage organisations to work in partnership to make their operations efficient, effective and value for money. We will also encourage organisations to bid to run other transport services.

Encouraging social enterprises

CT4 We recognise the role of community transport as a valuable social enterprise and we will promote closer links with public, private and voluntary sector agencies and organisations.

Providing marketing, publicity and information

CT5 Assist community transport organisations to improve public understanding of their services through publicity and marketing.

Rapid Transit (MetroBus)

RT1 Creating a Rapid Transit System

1.4. We believe the Rapid Transit network is essential for sustainable economic growth and tackling traffic congestion through the short to medium term.

The Rapid Transit network will provide fast and reliable transport corridors to ensure people will be able to continue to get access to major employment areas and key destinations in and around Bristol, set against a long term tend of increasing traffic congestion.

1.5. The Rapid Transit network (see Figure 1) will provide a deliverable, cost effective, frequent, scalable, reliable and attractive alternative to the car. Without it our competitiveness could decline and investment could go elsewhere.

We will:

- Introduce a series of Rapid Transit services operating on routes including, where possible, segregation from and priority over general traffic.
- Include high quality stops, interchanges and information, and 'smart' and integrated ticketing.
- Deliver new, high quality vehicles including where possible alternative fuels and/or hybrid drives.
- Complement and supplement bus and rail services, offering much wider public transport journey

opportunities.

- Be able to develop further Rapid Transit corridors over the long term, as passenger demand increases, alongside new technology and funding sources.

RT2 Ashton Vale to Temple Meads and Bristol City Centre

- Rapid Transit link between the Long Ashton park and ride site and central Bristol and better access to Temple Meads station;
- Reduce car traffic within the built up area and provide a fast, high quality public transport service for people coming into the city from North Somerset;
- Segregation from general traffic where possible to deliver fast and reliable journey times; and
- A loop in the city centre to serve major office, shopping, leisure and interchange destinations.

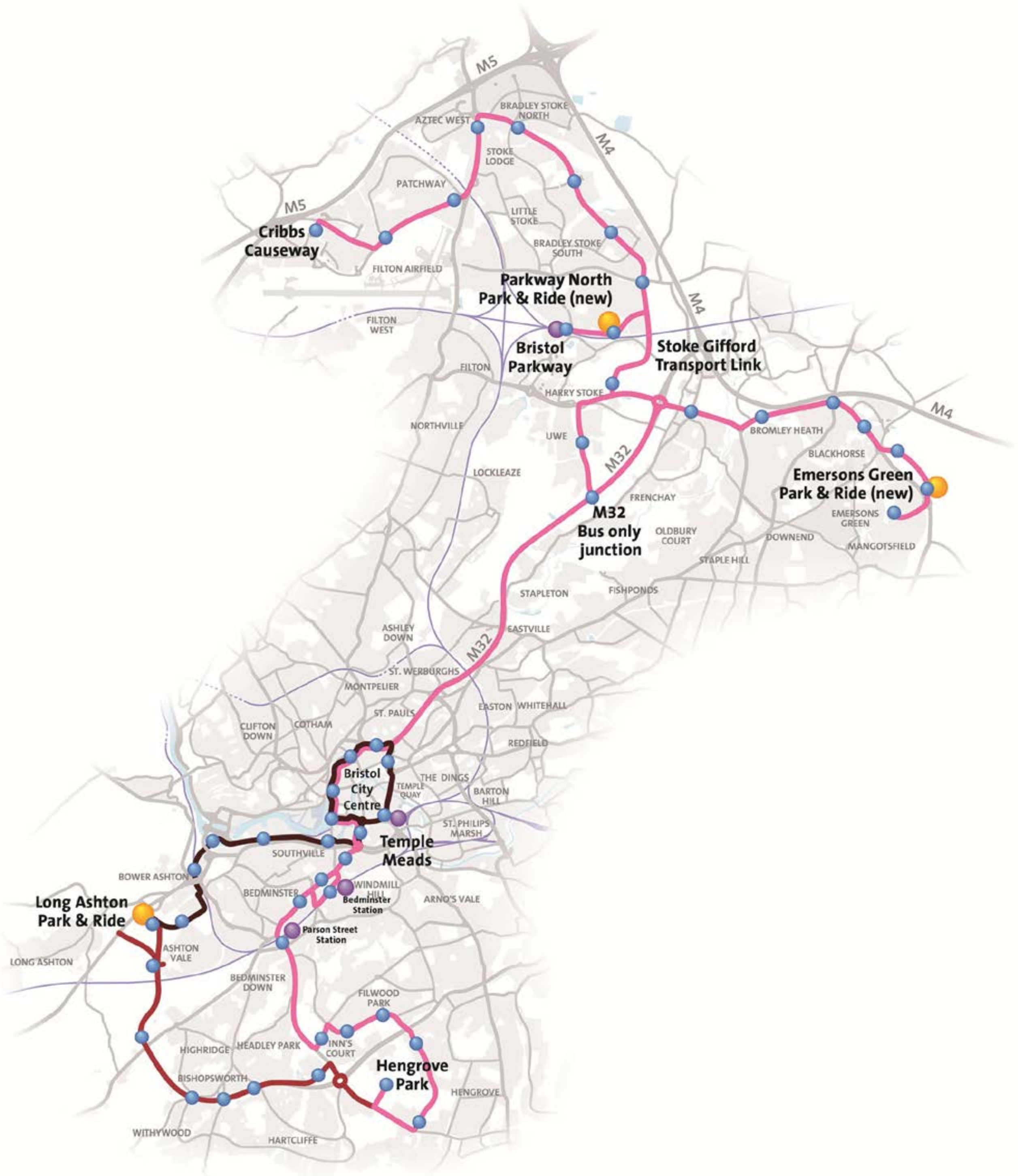
RT3 North Fringe to Hengrove

- Provide a fast public transport link between regeneration areas and South Bristol, the city centre and major housing, education and employment centres in the North and East Fringe, using bus lanes and other priority measures.
- New park and ride sites and interchanges to enable people to switch to and between public transport modes to reduce traffic demands on the A4174 ring road and main radial routes into central Bristol.

RT4 South Bristol Link

- Rapid Transit service as part of the South Bristol Link major scheme including improved links to Bristol Airport.
- Increase accessibility of jobs and services and provide a better public transport link to employment sites in South Bristol.

Figure 1: MetroBus Rapid Transit Network

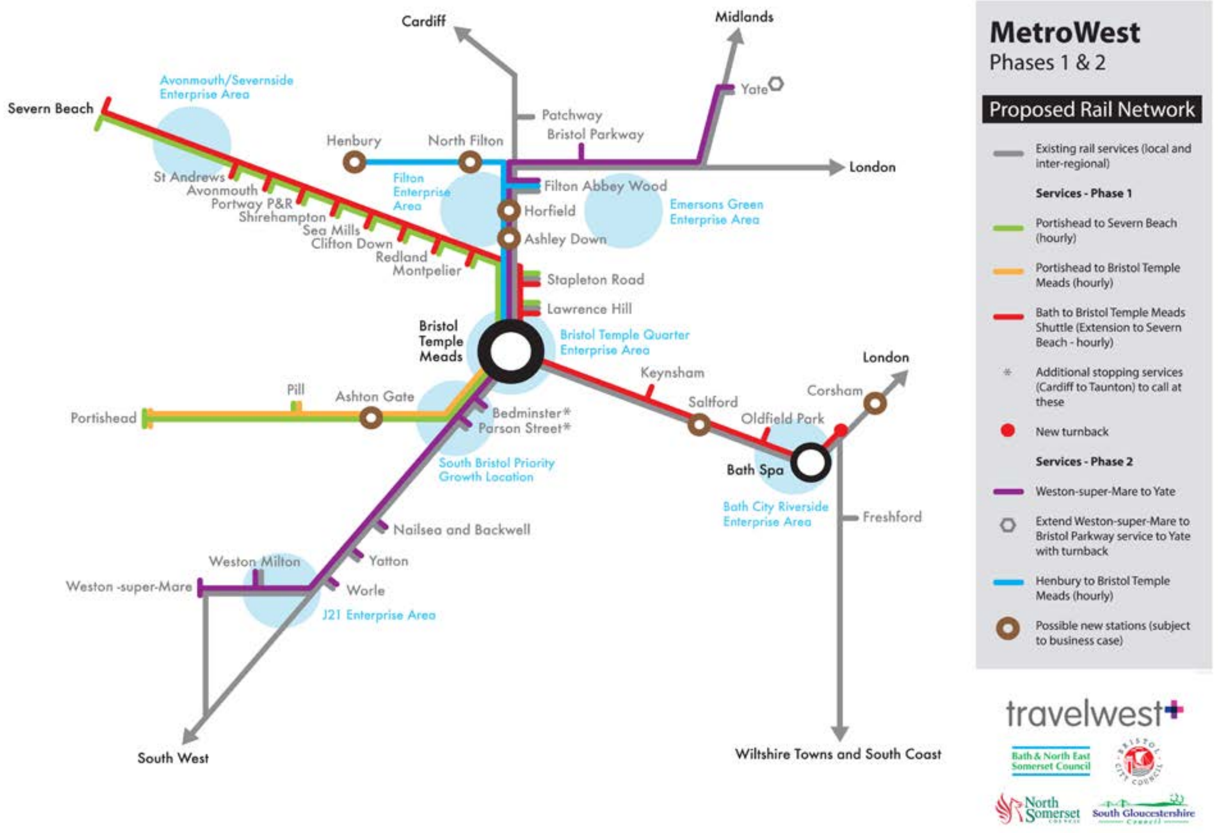

M5
M5
M4
M4
M4
M32
M32
AZTEC WEST
BRADLEY STOKE NORTH
STOKE LODGE
PATCHWAY
LITTLE STOKE
BRADLEY STOKE SOUTH
Cribbs Causeway
FILTON AIRFIELD
Parkway North Park & Ride (new)
FILTON WEST
Bristol Parkway
FILTON
Stoke Gifford Transport Link
HARRY STOKE
NORTHVILLE
UWE
BROMLEY HEATH
BLACKHORSE
Emersons Green Park & Ride (new)
EMERSONS GREEN
LOCKLEAZE
FRENCHAY
M32 Bus only junction
OLDBURY COURT
DOWNEND
MANGOTSFIELD
STAPLE HILL
STAPLETON
FISHPONDS
ASHLEY DOWN
EASTVILLE
ST. WERBURGHS
MONTPELIER
ST. PAULS
EASTON
WHITEHALL
CLIFTON DOWN
COTHAM
REDFIELD
Bristol City Centre
THE DINGS
TEMPLE QUAY
BARTON HILL
ST. PHILIPS MARSH
Temple Meads
SOUTHVILLE
BOWER ASHTON
BEDMINSTER
WINDMILL HILL
Bedminster Station
ARNO'S VALE
Long Ashton Park & Ride
Parson Street Station
ASHTON VALE
LONG ASHTON
BEDMINSTER DOWN
FILWOOD PARK
HIGHRIDGE
HEADLEY PARK
INN'S COURT
Hengrove Park
BISHOPSWORTH
HENGROVE
WITHYWOOD
HARTCLIFFE

Rail

1.6. Our Strategy for rail aims to:

- Deliver MetroWest Phase 1 and Phase 2 and the New Stations Package (see Figure 2).
- Secure electrification of the Great Western Main Line and an electrified suburban rail network.
- Seek wider ticketing opportunities.
- Improve passenger facilities at stations.

Figure 2: MetroWest


Cardiff
Midlands
Yate
Avonmouth/Severnside Enterprise Area
Severn Beach
Patchway
Bristol Parkway
Henbury
North Filton
London
St Andrews
Avonmouth
Portway P&R
Shirehampton
Sea Mills
Clifton Down
Redland
Montpelier
Filton Enterprise Area
Filton Abbey Wood
Horfield
Ashley Down
Emersons Green Enterprise Area
Stapleton Road
Lawrence Hill
Bristol Temple Meads
Bristol Temple Quarter Enterprise Area
Keynsham
London
Pill
Ashton Gate
Portishead
Bedminster*
Parson Street*
Saltford
Corsham
Oldfield Park
South Bristol Priority Growth Location
Bath Spa
Bath City Riverside Enterprise Area
Freshford
Nailsea and Backwell
Weston Milton
Yatton
Weston -super-Mare
Worle
J21 Enterprise Area
South West
Wiltshire Towns and South Coast
MetroWest
Phases 1 & 2
Proposed Rail Network
Existing rail services (local and inter-regional)
Services - Phase 1
Portishead to Severn Beach (hourly)
Portishead to Bristol Temple Meads (hourly)
Bath to Bristol Temple Meads Shuttle (Extension to Severn Beach - hourly)
* Additional stopping services (Cardiff to Taunton) to call at these
New turnback
Services - Phase 2
Weston-super-Mare to Yate
Extend Weston-super-Mare to Bristol Parkway service to Yate with turnback
Henbury to Bristol Temple Meads (hourly)
Possible new stations (subject to business case)
travelwest
Bath & North East Somerset Council
Bristol City Council
North Somerset Council
South Gloucestershire Council

R1 MetroWest Phase 1

- **Portishead** – reopening the line with new half hourly service to Bristol Temple Meads with one train an hour going on to Severn Beach via Bristol Temple Meads. New stations at Portishead and Pill.
- **Bath Spa to Severn Beach** – new hourly service stopping at Oldfield Park, Keynsham, Bristol Temple Meads and stations to Severn Beach with a turnback or capacity for trains at Bath Spa or Bathampton Junction.
- **Severn Beach line** – half hourly service delivered by the new Bath Spa and Portishead services above. No additional infrastructure on the Severn Beach line is required.
- **Bedminster/Parson Street** – half hourly service by stopping Taunton to Cardiff trains.

R2 MetroWest Phase 2

- **Henbury Line** – hourly bolt on service to Bristol Temple Meads via Filton Abbey Wood (not Bristol Parkway) with capacity for two new stations (Filton North/Henbury) alongside Filton Airfield development subject to business cases.

  The service could serve new stations at Horfield/Ashley Down subject to business cases (with four tracking of Filton Bank).
- **Yate** – half hourly service by extending Weston-super-Mare to Bristol Parkway service with new turnback facility.

Aspirations for the **Henbury loop service** via the Severn Beach Line are not ruled out should revised growth forecasts and developer funding come forward and a business case be developed.

R3 New Stations Package

- New stations package - Saltford, Ashton Gate and Corsham (Wiltshire Council proposal).

R4 Electrification

- Electrification of the Great Western Main Line via Bath Spa, Bristol Temple Meads and Bristol Parkway.
- Extension of electrification and Super Express Trains to Weston-super-Mare.
- Extension of electrification to Yate and the Severn Beach, Portishead and Henbury Lines.

R5 Stations

- Support major station regeneration schemes at Bristol Temple Meads and Bath Spa.
- Work with the Local Enterprise Partnership, Network Rail, First Great Western and other key stakeholders to develop a plan for improved interchange at Bristol Temple Meads as part of the Temple Quarter Enterprise Zone.
- Work with the train operators and rail partnerships to enhance facilities at

the West of England's smaller stations.

R6 Other local rail schemes

- Re-doubling of the track between Worle and Weston and reopen the bay platform at Weston-super-Mare.
- Extending the platforms at Worle station.
- Portway Park & Ride platform.
- Bathampton Junction station investigations.
- Ashley Down station alongside four tracking of Filton Bank.
- Work with the Great Western Partnership, led by Cardiff City Council, to secure electrification and a 'state of the art' high speed route.
- Long term aspirations for the Thornbury and Radstock lines.

R7 Capacity, Performance and Journey Times

1.7. We support Great Western Route Utilisation Strategy (2010) schemes covering the period 2014 to 2019:

- Bristol Temple Meads to Parson Street four tracking.
- Train lengthening and additional rolling stock for Manchester and Gloucester to Bristol Temple Meads and Cardiff to Portsmouth and Taunton.
- Increased line speed Bristol Temple Meads to Bridgwater.
- Filton Bank four tracking.
- Bristol Temple Meads to Yate half hourly extension and Bristol Temple Meads to Bath (with extension to Clifton Down/Avonmouth) additional services – Note these are now incorporated into the Greater Bristol Metro.
- Electrification of the Great Western Main Line and opportunities for electric services on the Greater Bristol Metro.
- Bath Spa capacity upgrade (committed scheme 2009 to 2014).
- Westerleigh Junction to Barnt Green line speed increases (committed scheme 2009 to 2014).

R8 Long Term Planning Process

- Support Network Rail's Long Term Planning Process and work closely with them to ensure growth in housing and employment goes hand in hand with new rail infrastructure and services.

R9 Rolling Stock

- Support the RUS proposal to introduce 9 additional vehicles to local train services.
- Address overcrowding on the Cardiff-Taunton, Cardiff-Portsmouth and Gloucester-Weymouth services.
- Support train operating companies in bids for additional rolling stock.

R10 Ticketing

- Widen ticketing opportunities and work with the train operators to extend smart ticketing to include rail travel.

- Work with the new Great Western franchisee to develop the multi modal Freedom Travelpass.

R11 Community Rail

- Continue to work with the Severnside Community Rail Partnership and the Heart of Wessex Rail Partnership to promote rail travel.

- Support the initiatives by the Heart of Wessex Rail Partnership to get lower cost solutions to infrastructure provision on community rail lines.

Park and Ride

1.8. Our strategy is to increase the provision of park and ride services to encourage more drivers to switch to public transport for the urban leg of their journeys, thereby reducing car traffic on main routes in Bristol, Bath and the North Fringe.

PR1 Existing Sites

- Significantly expand the Newbridge (with a new amenity building), Lansdown and Odd Down park and ride sites.

- Long Ashton park and ride rapid transit link to enhance opportunities for car drivers coming from the south west of Bristol.

- Expansion of the A4 Brislington park and ride site.

- Bristol Parkway North.

- Improve highway signage to park and ride sites.

PR2 New Sites

- M32 site with a rapid transit link as part of the North Fringe to Hengrove Package to Bristol city centre and employment sites at Aztec West.

- Work with partners to open further park and ride sites at Emerson’s Green, Bristol Parkway station, east of Bath and at other locations.

- Work with partners to develop opportunities to open park and share sites.

PR3 Park and Ride Operations

- Rapid transit will bring attractive, frequent services to the M32 site and replace conventional buses at Long Ashton.

- Conventional buses will continue to serve the Brislington and Portway sites.

- Low carbon buses will serve the Newbridge, Lansdown and Odd

Down sites.

- Sunday and Bank Holiday services will be provided at the Newbridge, Lansdown and Odd Down sites.
- Operating times and fares will be kept under review.
- Smart ticketing will be introduced.

Water Transport

1.9. Our strategy for water transport focuses on:

G1 Enhancing waterside access as key parts of the regeneration of Bristol city centre and Bath City of Ideas Enterprise Area.

G2 Promoting sustainable access to recreational facilities on the River Avon and Kennet and Avon Canal through visitor travel plans and enhanced public transport information.

G3 Initiatives to increase patronage of Bristol Harbour ferries and integrating them further into the public transport system, including participation in multi-modal ticketing.

G4 Exploring the potential for other ferries or innovative forms of water transport.

Taxis and Private Hire vehicles

1.10. Our strategy is for taxis and private hire vehicles to complement and reinforce other public transport services. We intend to focus on three main areas:

Infrastructure and information improvements

TPH1 We will continue to review the need for improvements to the location and design of taxi ranks, and well as the delivery of information to passengers.

Licensing controls and working with operators

TPH2 We will work in partnership with organisations to discuss infrastructure, licensing, driver training and other issues of common interest, placing a high priority on public safety. We will also seek the upgrading of vehicle fleets to reduce emissions.

Increasing role as part of integrated transport strategy

TPH3 We will seek ways for taxis and private hire vehicles to play as wide as possible a role in the public transport system, integrating with other modes and areas of travel demand as appropriate.

Interchanges

1.11. Our strategy is to maximise opportunities for interchange between all modes to create a fully integrated public transport system for the West of England.

The strategy has four strands:

Enhancement of interchange infrastructure

I1 Major investment to enhance interchange facilities at Bristol Temple Meads, Bath Spa and Worle stations, Bath and Bristol city centres and the development of new rapid transit interchanges at the University of the West of England, Emerson’s Green, Aztec West and other locations in the North Fringe and South Bristol.

Coordination of bus, rail and rapid transit services

I2 Work in partnership with operators to develop an integrated network and aim for maximum co-ordination of services and ticketing through formal agreements between operators.

Improvement of access to interchanges

I3 Work with operators to achieve access enhancements, including safer, more convenient paths to bus stops and local stations and additional cycle parking.

Through ticketing between modes and services

I4 Work with operators to enable the introduction of multi-operator and multi-modal ticketing wherever possible, building on the current examples of these tickets such as the AvonRider, BathRider, WestonRider, Freedom Travelpass and PlusBus.

2. Targets

Indicators and targets to monitor the Public Transport Supplementary Document are:

- Bus passengers – 11% increase by 2015/16.
- Bus punctuality – supporting indicator.
- Rail passengers – 41% increase by 2019.

Public Transport Supplementary Document

1. Vision

A comprehensive, high-quality, integrated public transport system that is accessible, affordable, clean, comfortable, inclusive, reliable, safe and sustainable.

2. Strategy

2.1 Over the life of the Joint Local Transport Plan (JLTP3) 2011 to 2026 our public transport strategy is:

General Approach

PT1 Create an attractive alternative to the use of private cars in the West of England through the phased development of a comprehensive, integrated public transport system embracing buses, coaches, rapid transit, rail, community transport, taxis, private hire cars and ferries.

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PT6 Improve safety and personal security for public transport users and operators and reduce actual and perceived anti-social behaviour and crime.

PT7 Introduce multi-modal ticketing and multi-operator smart card ticketing.

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1.1. To deliver our strategy we will need the support of bus, train and other operators, Network Rail, Highways Agency and other agencies.

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Key areas of focus will include:

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B2 Consider a lighter touch approach for secondary routes, where a lower level of investment may result in tangible benefits for passengers, based on expected demand and setting minimum frequencies.

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903 Long Ashton Park | Ride

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The strategy will be delivered under 5 key themes:

Supporting JLTP3 accessibility objectives

CT1 Promote community transport to enable disadvantaged people to connect with key local services and social networks where other forms of public transport are not available or accessible. This will include working closely with the health sector and supporting social car schemes and other demand-responsive services.

Linking with other forms of public transport

CT2 We will seek to balance financial support between demand responsive services and other public transport services and explore the opportunities for services to feed into mainstream public transport.

Optimising community transport operations

CT3 We will encourage organisations to work in partnership to make their operations efficient, effective and value for money. We will also encourage organisations to bid to run other transport services.

Encouraging social enterprises

CT4 We recognise the role of community transport as a valuable social enterprise and we will promote closer links with public, private and voluntary sector agencies and organisations.

Providing marketing, publicity and information

CT5 Assist community transport organisations to improve public understanding of their services through publicity and marketing.

Rapid Transit (MetroBus)

RT1 Creating a Rapid Transit System

1.4. We believe the Rapid Transit network is essential for sustainable economic growth and tackling traffic congestion through the short to medium term.

The Rapid Transit network will provide fast and reliable transport corridors to ensure people will be able to continue to get access to major employment areas and key destinations in and around Bristol, set against a long term tend of increasing traffic congestion.

1.5. The Rapid Transit network (see Figure 1) will provide a deliverable, cost effective, frequent, scalable, reliable and attractive alternative to the car. Without it our competitiveness could decline and investment could go elsewhere.

We will:

- Introduce a series of Rapid Transit services operating on routes including, where possible, segregation from and priority over general traffic.
- Include high quality stops, interchanges and information, and ‘smart’ and integrated ticketing.
- Deliver new, high quality vehicles including where possible alternative fuels and/or hybrid drives.
- Complement and supplement bus and rail services, offering much wider public transport journey

opportunities.

- Be able to develop further Rapid Transit corridors over the long term, as passenger demand increases, alongside new technology and funding sources.

RT2 Ashton Vale to Temple Meads and Bristol City Centre

- Rapid Transit link between the Long Ashton park and ride site and central Bristol and better access to Temple Meads station;
- Reduce car traffic within the built up area and provide a fast, high quality public transport service for people coming into the city from North Somerset;
- Segregation from general traffic where possible to deliver fast and reliable journey times; and
- A loop in the city centre to serve major office, shopping, leisure and interchange destinations.

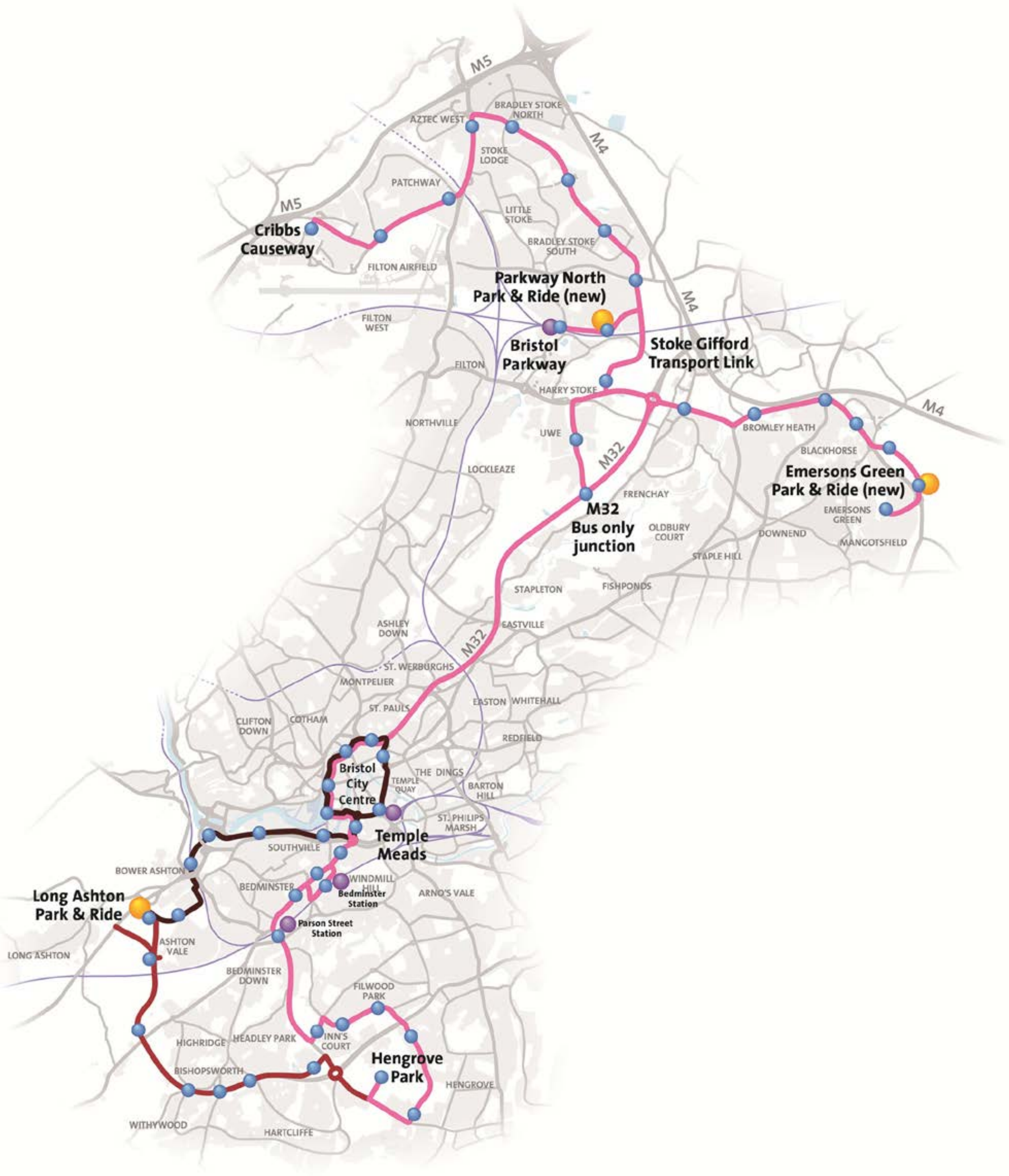
RT3 North Fringe to Hengrove

- Provide a fast public transport link between regeneration areas and South Bristol, the city centre and major housing, education and employment centres in the North and East Fringe, using bus lanes and other priority measures.
- New park and ride sites and interchanges to enable people to switch to and between public transport modes to reduce traffic demands on the A4174 ring road and main radial routes into central Bristol.

RT4 South Bristol Link

- Rapid Transit service as part of the South Bristol Link major scheme including improved links to Bristol Airport.
- Increase accessibility of jobs and services and provide a better public transport link to employment sites in South Bristol.

Figure 1: MetroBus Rapid Transit Network

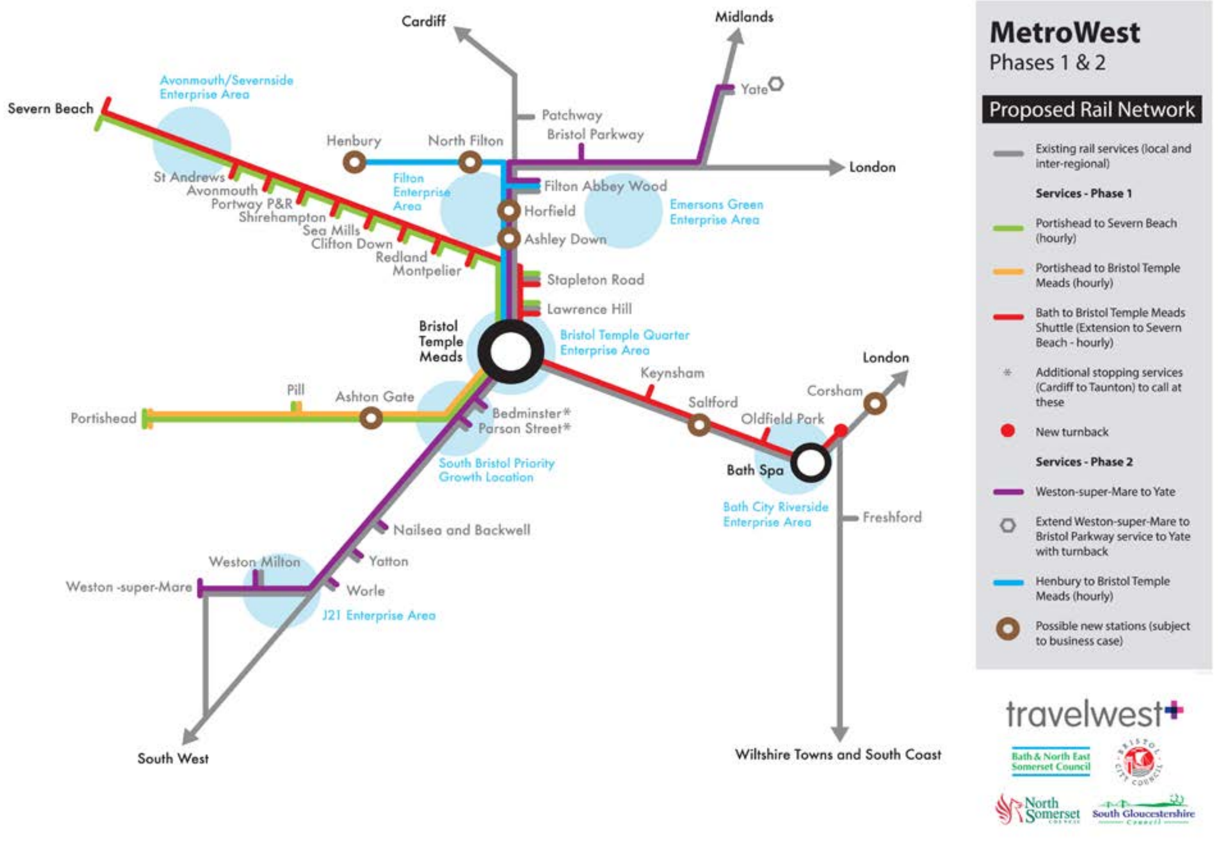

M5
BRADLEY STOKE NORTH
AZTEC WEST
M4
STOKE LODGE
PATCHWAY
M5
LITTLE STOKE
Cribbs Causeway
BRADLEY STOKE SOUTH
FILTON AIRFIELD
Parkway North Park & Ride (new)
M4
FILTON WEST
Bristol Parkway
Stoke Gifford Transport Link
FILTON
HARRY STOKE
M4
NORTHVILLE
UWE
BROMLEY HEATH
M32
BLACKHORSE
LOCKLEAZE
Emersons Green Park & Ride (new)
FRENCHAY
M32 Bus only junction
EMERSONS GREEN
OLDBURY COURT
DOWNEND
MANGOTSFIELD
STAPLE HILL
STAPLETON
FISHPONDS
ASHLEY DOWN
EASTVILLE
M32
ST. WERBURGHS
MONTPELIER
ST. PAULS
EASTON
WHITEHALL
CLIFTON DOWN
COTHAM
REDFIELD
Bristol City Centre
THE DINGS
TEMPLE QUAY
BARTON HILL
ST. PHILIPS MARSH
Temple Meads
SOUTHVILLE
BOWER ASHTON
BEDMINSTER
WINDMILL HILL
Bedminster Station
ARNO'S VALE
Long Ashton Park & Ride
Parson Street Station
ASHTON VALE
LONG ASHTON
BEDMINSTER DOWN
FILWOOD PARK
HIGHRIDGE
HEADLEY PARK
INN'S COURT
Hengrove Park
BISHOPSWORTH
HENGROVE
WITHYWOOD
HARTCLIFFE

Rail

1.6. Our Strategy for rail aims to:

- Deliver MetroWest Phase 1 and Phase 2 and the New Stations Package (see Figure 2).
- Secure electrification of the Great Western Main Line and an electrified suburban rail network.
- Seek wider ticketing opportunities.
- Improve passenger facilities at stations.

Figure 2: MetroWest


Cardiff
Midlands
Yate
Avonmouth/Severnside Enterprise Area
Severn Beach
Patchway
Bristol Parkway
Henbury
North Filton
London
St Andrews
Avonmouth
Portway P&R
Shirehampton
Sea Mills
Clifton Down
Redland
Montpelier
Filton Enterprise Area
Filton Abbey Wood
Horfield
Ashley Down
Emersons Green Enterprise Area
Stapleton Road
Lawrence Hill
Bristol Temple Meads
Bristol Temple Quarter Enterprise Area
Keynsham
London
Pill
Ashton Gate
Portishead
Bedminster*
Parson Street*
Saltford
Corsham
Oldfield Park
South Bristol Priority Growth Location
Bath Spa
Bath City Riverside Enterprise Area
Freshford
Nailsea and Backwell
Weston Milton
Yatton
Weston -super-Mare
Worle
J21 Enterprise Area
South West
Wiltshire Towns and South Coast
MetroWest
Phases 1 & 2
Proposed Rail Network
Existing rail services (local and inter-regional)
Services - Phase 1
Portishead to Severn Beach (hourly)
Portishead to Bristol Temple Meads (hourly)
Bath to Bristol Temple Meads Shuttle (Extension to Severn Beach - hourly)
* Additional stopping services (Cardiff to Taunton) to call at these
New turnback
Services - Phase 2
Weston-super-Mare to Yate
Extend Weston-super-Mare to Bristol Parkway service to Yate with turnback
Henbury to Bristol Temple Meads (hourly)
Possible new stations (subject to business case)
travelwest
Bath & North East Somerset Council
Bristol City Council
North Somerset Council
South Gloucestershire Council

R1 MetroWest Phase 1

- **Portishead** – reopening the line with new half hourly service to Bristol Temple Meads with one train an hour going on to Severn Beach via Bristol Temple Meads. New stations at Portishead and Pill.
- **Bath Spa to Severn Beach** – new hourly service stopping at Oldfield Park, Keynsham, Bristol Temple Meads and stations to Severn Beach with a turnback or capacity for trains at Bath Spa or Bathampton Junction.
- **Severn Beach line** – half hourly service delivered by the new Bath Spa and Portishead services above. No additional infrastructure on the Severn Beach line is required.
- **Bedminster/Parson Street** – half hourly service by stopping Taunton to Cardiff trains.

R2 MetroWest Phase 2

- **Henbury Line** – hourly bolt on service to Bristol Temple Meads via Filton Abbey Wood (not Bristol Parkway) with capacity for two new stations (Filton North/Henbury) alongside Filton Airfield development subject to business cases.

  The service could serve new stations at Horfield/Ashley Down subject to business cases (with four tracking of Filton Bank).
- **Yate** – half hourly service by extending Weston-super-Mare to Bristol Parkway service with new turnback facility.

Aspirations for the **Henbury loop service** via the Severn Beach Line are not ruled out should revised growth forecasts and developer funding come forward and a business case be developed.

R3 New Stations Package

- New stations package - Saltford, Ashton Gate and Corsham (Wiltshire Council proposal).

R4 Electrification

- Electrification of the Great Western Main Line via Bath Spa, Bristol Temple Meads and Bristol Parkway.
- Extension of electrification and Super Express Trains to Weston-super-Mare.
- Extension of electrification to Yate and the Severn Beach, Portishead and Henbury Lines.

R5 Stations

- Support major station regeneration schemes at Bristol Temple Meads and Bath Spa.
- Work with the Local Enterprise Partnership, Network Rail, First Great Western and other key stakeholders to develop a plan for improved interchange at Bristol Temple Meads as part of the Temple Quarter Enterprise Zone.
- Work with the train operators and rail partnerships to enhance facilities at

the West of England's smaller stations.

R6 Other local rail schemes

- Re-doubling of the track between Worle and Weston and reopen the bay platform at Weston-super-Mare.

- Extending the platforms at Worle station.

- Portway Park & Ride platform.

- Bathampton Junction station investigations.

- Ashley Down station alongside four tracking of Filton Bank.

- Work with the Great Western Partnership, led by Cardiff City Council, to secure electrification and a 'state of the art' high speed route.

- Long term aspirations for the Thornbury and Radstock lines.

R7 Capacity, Performance and Journey Times

1.7. We support Great Western Route Utilisation Strategy (2010) schemes covering the period 2014 to 2019:

- Bristol Temple Meads to Parson Street four tracking.

- Train lengthening and additional rolling stock for Manchester and Gloucester to Bristol Temple Meads and Cardiff to Portsmouth and Taunton.

- Increased line speed Bristol Temple Meads to Bridgwater.
- Filton Bank four tracking.

- Bristol Temple Meads to Yate half hourly extension and Bristol Temple Meads to Bath (with extension to Clifton Down/Avonmouth) additional services – Note these are now incorporated into the Greater Bristol Metro.

- Electrification of the Great Western Main Line and opportunities for electric services on the Greater Bristol Metro.

- Bath Spa capacity upgrade (committed scheme 2009 to 2014).
- Westerleigh Junction to Barnt Green line speed increases (committed scheme 2009 to 2014).

R8 Long Term Planning Process

- Support Network Rail's Long Term Planning Process and work closely with them to ensure growth in housing and employment goes hand in hand with new rail infrastructure and services.

R9 Rolling Stock

- Support the RUS proposal to introduce 9 additional vehicles to local train services.

- Address overcrowding on the Cardiff-Taunton, Cardiff-Portsmouth and Gloucester-Weymouth services.

- Support train operating companies in bids for additional rolling stock.

R10 Ticketing

- Widen ticketing opportunities and work with the train operators to extend smart ticketing to include rail travel.
- Work with the new Great Western franchisee to develop the multi modal Freedom Travelpass.

R11 Community Rail

- Continue to work with the Severnside Community Rail Partnership and the Heart of Wessex Rail Partnership to promote rail travel.
- Support the initiatives by the Heart of Wessex Rail Partnership to get lower cost solutions to infrastructure provision on community rail lines.

Park and Ride

1.8. Our strategy is to increase the provision of park and ride services to encourage more drivers to switch to public transport for the urban leg of their journeys, thereby reducing car traffic on main routes in Bristol, Bath and the North Fringe.

PR1 Existing Sites

- Significantly expand the Newbridge (with a new amenity building), Lansdown and Odd Down park and ride sites.
- Long Ashton park and ride rapid transit link to enhance opportunities for car drivers coming from the south west of Bristol.
- Expansion of the A4 Brislington park and ride site.
- Bristol Parkway North.
- Improve highway signage to park and ride sites.

PR2 New Sites

- M32 site with a rapid transit link as part of the North Fringe to Hengrove Package to Bristol city centre and employment sites at Aztec West.
- Work with partners to open further park and ride sites at Emerson’s Green, Bristol Parkway station, east of Bath and at other locations.
- Work with partners to develop opportunities to open park and share sites.

PR3 Park and Ride Operations

- Rapid transit will bring attractive, frequent services to the M32 site and replace conventional buses at Long Ashton.
- Conventional buses will continue to serve the Brislington and Portway sites.
- Low carbon buses will serve the Newbridge, Lansdown and Odd

Down sites.

- Sunday and Bank Holiday services will be provided at the Newbridge, Lansdown and Odd Down sites.
- Operating times and fares will be kept under review.
- Smart ticketing will be introduced.

Water Transport

1.9. Our strategy for water transport focuses on:

G1 Enhancing waterside access as key parts of the regeneration of Bristol city centre and Bath City of Ideas Enterprise Area.

G2 Promoting sustainable access to recreational facilities on the River Avon and Kennet and Avon Canal through visitor travel plans and enhanced public transport information.

G3 Initiatives to increase patronage of Bristol Harbour ferries and integrating them further into the public transport system, including participation in multi-modal ticketing.

G4 Exploring the potential for other ferries or innovative forms of water transport.

Taxis and Private Hire vehicles

1.10. Our strategy is for taxis and private hire vehicles to complement and reinforce other public transport services. We intend to focus on three main areas:

Infrastructure and information improvements

TPH1 We will continue to review the need for improvements to the location and design of taxi ranks, and well as the delivery of information to passengers.

Licensing controls and working with operators

TPH2 We will work in partnership with organisations to discuss infrastructure, licensing, driver training and other issues of common interest, placing a high priority on public safety. We will also seek the upgrading of vehicle fleets to reduce emissions.

Increasing role as part of integrated transport strategy

TPH3 We will seek ways for taxis and private hire vehicles to play as wide as possible a role in the public transport system, integrating with other modes and areas of travel demand as appropriate.

Interchanges

1.11. Our strategy is to maximise opportunities for interchange between all modes to create a fully integrated public transport system for the West of England.

The strategy has four strands:

Enhancement of interchange infrastructure

I1 Major investment to enhance interchange facilities at Bristol Temple Meads, Bath Spa and Worle stations, Bath and Bristol city centres and the development of new rapid transit interchanges at the University of the West of England, Emerson's Green, Aztec West and other locations in the North Fringe and South Bristol.

Coordination of bus, rail and rapid transit services

I2 Work in partnership with operators to develop an integrated network and aim for maximum co-ordination of services and ticketing through formal agreements between operators.

Improvement of access to interchanges

I3 Work with operators to achieve access enhancements, including safer, more convenient paths to bus stops and local stations and additional cycle parking.

Through ticketing between modes and services

I4 Work with operators to enable the introduction of multi-operator and multi-modal ticketing wherever possible, building on the current examples of these tickets such as the AvonRider, BathRider, WestonRider, Freedom Travelpass and PlusBus.

2. Targets

Indicators and targets to monitor the Public Transport Supplementary Document are:

- Bus passengers – 11% increase by 2015/16.
- Bus punctuality – supporting indicator.
- Rail passengers – 41% increase by 2019.

Road Safety Supplementary Document

1. Vision

Our vision is to make road travel in the West of England the safest in Britain for all road users.

In seeking to achieve our vision we aim to:

- substantially reduce the numbers and severity of casualties for all road users, particularly pedestrians, cyclists and powered two wheeler (PTW) users, who are most likely to be killed or seriously injured in accidents.
- achieve this reduction whilst also achieving the modal shift and increase in sustainable travel proposed throughout the JLTP3.
- improve perceived safety for all road users.
- embed road safety considerations into the hearts and minds of the public.
- optimise joint working with all of our partners and colleagues, particularly public health professionals whose work will be integrated into local authorities from 2013/14.

2. Road Safety Strategy

2.1 Over the life of the Joint Local Transport Plan (JLTP3) 2011 to 2026 our road safety strategy is to:

RS1 Continue to optimise our road safety outcomes by further developing and fully embedding working with our **road safety partners** and colleagues, including the Avon and Somerset Constabulary, Avon Fire & Rescue Service, Highways Agency and Health Trust representatives.

This should optimise the use of resources available for road safety and ensure value for money.

RS2 Give priority to road safety work in **disadvantaged areas**. This is because there is an established link between road safety and areas of disadvantage, in particular for pedestrian casualties.

RS3 Consider the needs of **all road users** in transport and highway schemes, **particularly more vulnerable road users** and ensure that scheme designs are consistent with national policy and best practice.

To ensure this is achieved the transport user priorities set out in Policy W12 in the Walking Supplementary Document and in section 7.5.2 in the JLTP3 should be used.

RS4 Carry out **Road Safety Audits** of engineering schemes in accordance with local policies and best practice.

RS5 Target engineering remedial schemes at improving the safety of vulnerable road users in both **urban and rural areas**.

RS6 Develop and deliver **child pedestrian training**.

RS7 Provide an enhanced programme of **adult and child cycle training** in accordance with national Bikeability standards and best practice.

RS8 Adopt a progressively and strongly branded approach to **road safety education and training** involving parents, pre-school, primary and secondary aged children – the hearts and mind approach.

RS9 Encourage schools to produce and update **School Travel Plans** as a means of documenting concerns and requests for road safety improvements.

RS10 **Work with schools** through the Local Sustainable Transport Fund Transition to Secondary Schools project, which will deliver road safety training, safer routes and infrastructure to promote sustainable and active travel to school.

RS11 Focus efforts on child **casualty reduction** in the areas where most casualties occur, including school 20mph speed limits and zones.

RS12 Maintain a high quality and reliable **school crossing patrol** service.

RS13 Establish an area-wide programme of road safety education, training and publicity initiatives for **powered two wheeler** (PTW) riders including the promotion of Compulsory Basic Training, Advanced Rider Assessment and training courses and raising awareness of the danger to PTW riders from poor driving.

Push button
Wait for signal

RS14 Carry out **strategic cycle reviews** and develop safer and more attractive cycle infrastructure to underpin smarter choices initiatives building on the work of the Cycling City project.

RS15 Implement schemes and measures to improve safety for **pedestrians** to underpin smarter choices initiatives ranging from footway widening, safer routes to school projects, new crossings, schemes to enhance traffic signals to pedestrianisation.

RS16 Encourage all 17 year olds to attend appropriate training as part of their learning to drive experience, explore attitudes and promote discussion amongst young drivers using educational resources linked to the national curriculum. **Young drivers** (aged 17-24) are disproportionately represented in the accident record.

RS17 Implement **driver training** programmes for Council staff.

RS18 Encourage other **large employers** to assess occupational road risk and offer **driver training** for their own staff via the Travel Plan process.

RS19 Promote **in-car safety** for all age groups

RS20 Employ **speed management** and work with the police to target effective enforcement measures to reduce casualties and improve quality of life where there is evidence of speeding (for example introducing 20mph speed limits and zones, encouraging Community Speedwatch schemes, use of interactive speed reminder signs).

RS21 Work to ensure that traffic management measures associated with **public transport** infrastructure schemes have road safety as well as environmental and economic benefits.

RS22 Optimise the **communication of road safety messages** through a range of media.

muddyfox
CANYON
CYCLE
NIN

RS23 Ensure that **Evidence Based Practice** is used to drive road safety programmes.

RS24 **Evaluate** the impact and effectiveness of road safety programmes by making use of evaluation toolkits and casualty data (both STATS19 and hospital episode statistics).

See also the Cycling, Smarter Travel Choices and Walking Supplementary Documents.

3. Targets

Our local target is to achieve a 30% reduction in Killed and Seriously Injured across the West of England by 2020 based on the average between 2005 and 2009. This will mean a reduction from 358 to 250 by 2020.

Rural Transport Supplementary Document

1. Vision

Our vision is for strong, vibrant and sustainable rural communities, achieved through improved accessibility to goods, services, facilities and jobs. Accessibility improvements will enhance the quality of life and reduce levels of isolation in rural communities. We will work to promote local employment and service provision in rural areas to reduce the need to travel and improve their economic and social viability.

2. Strategy

2.1 Over the life of the Joint Local Transport Plan (JLTP3) 2011 to 2026 our rural transport strategy is to:

Accessibility and Isolation

RT1 Work with strategic and community based partners to promote the transport, social and environmental benefits of providing services in locations accessible by rural communities.

RT2 Promote and encourage community, demand responsive and conventional public transport together with cycling and walking as sustainable, equitable and healthy forms of travel between rural and urban areas.

RT3 Work with Parish Councils through Parish Plans to identify the needs of individual communities and possible transport solutions.

RT4 Use the development management system to improve accessibility to, from and within rural areas.

Bus Travel

RT5 Work with operators and local communities to preserve, support, enhance and promote conventional bus services to meet rural needs, within available resources.

RT6 Continue to improve waiting facilities and information at bus stops including use of new technologies such as real time text services.

Tetbury 620

Community Transport

RT7 Promote community transport services where transport needs cannot be met by conventional public transport.

See also the Public Transport Supplementary Document.

Demand Responsive Transport

RT9 Promote demand responsive bus services where flexible routes would serve existing or unmet need effectively and efficiently.

Rail

RT10 Work with train operators, community rail partnerships and others to promote rail travel and improve facilities at rural stations, including cycle parking.

Tourism and Leisure

RT11 Promote sustainable travel to the countryside and rural visitor attractions through improved information and travel plans.

RT12 Continue to work with the Cotswolds and Mendip Hills Areas of Outstanding Natural Beauty to promote sustainable access to the countryside.

See also the Smarter Travel Choices Supplementary Document.

Maintenance of the Network

RT12 Ensure coordination of road works between councils and utility companies to minimise disruptions and delays.

RT13 Consider biodiversity objectives when planning and conducting maintenance on highway verges and hedgerows.

See also the Network Management Supplementary Document.

Impact of Traffic

RT14 Reduce the number of road traffic casualties on rural roads, particularly the number of people killed or seriously injured.

RT15 Avoid the proliferation of traffic signs and lines in rural areas, and design them sensitively when required.

RT16 Undertake schemes to manage speed and traffic volumes in rural areas.

RT17 Work with the freight industry through freight quality partnerships to reduce the impact of heavy goods vehicles on local communities.

RT18 Direct through traffic, especially HGVs, away from sensitive areas and onto the most suitable routes where possible.

See also the Road Safety and Freight Supplementary Documents.

Walking and Cycling

RT19 Further develop the National Cycle Network and other walking, riding and cycling routes.

RT20 Maintain and develop the Public Rights of Way network, including signing and publicity through the Rights of Way Improvement Plans.

RT21 Improve facilities for pedestrians in villages where opportunities arise.

Smarter Travel Choices Supplementary Document

1. Vision

Our vision is to help people make sustainable transport choices by providing high quality environments, facilities, information and incentives to enhance the attractiveness using alternatives to the car.

2. Strategy

2.1 Over the life of the Joint Local Transport Plan (JLTP3) 2011 to 2026 our smarter choices strategy will encourage the use of sustainable modes of transport to support the goals of the JLTP3.

2.2 The strategy takes its lead from national policy and best practice, building upon the experiences of implementing a wide range of Smarter Choices projects over the previous JLTP period 2006 to 2011 as well as the work of the Local Sustainable Transport Fund.

2.3 In the period of the JLTP3 we will work with our partners to reduce reliance on the car through the various mechanisms and initiatives set out below.

Local Sustainable Transport Fund

SC1 Continue to work with businesses, the health sector, schools and further education to help them reduce their vehicle trip generations, both for business and commuter trips.

SC2 Focus on key commuter routes, and our most congested areas of economic activity such as the North Fringe and our city and town centres. We will also encourage sustainable travel in our most deprived neighbourhoods.

SC3 Implement projects taking a life course approach to travel mode choice. This is based on evidence from the Department for Transport's Sustainable Travel Towns Demonstration Project (2004-08). This found that the greatest changes in travel behaviour to sustainable travel modes occurred when people were in a transition stage such as changing school, moving house or changing jobs.

Information
Tickets
Trains

Working with business, schools and residents

SC4 Continue to secure Travel Plans for all new developments meeting or exceeding Transport Assessment thresholds. This will be through S106 agreements with binding targets and monitoring.

SC5 Develop guidance to improve the quality of Travel Plans submitted. Implement a standardised tool for monitoring Travel Plans.

SC6 Provide incentives and information such as grants and advice though sustainable travel road shows to employers seeking to reduce single occupancy car journeys.

SC7 Support sustainable travel forums for businesses in the area to develop best practice, such as the Bristol Workplace Travel Network, SusCom in South Gloucestershire and the Bath and North East Somerset Employers Travel Forum.

SC8 Continue recognise good practice e.g. through the West of England Travel Plan Awards.

SC9 Our school transition project will encourage children living within walking and cycling distance to choose these modes of travel to and from school. Supported by ‘bikeability’ cycle training and infrastructure improvements, the project will work with secondary and feeder primary schools.

SC10 Continue to encourage schools to prepare, implement and review School Travel Plans.

SC11 Influence behaviour to minimise the transport impacts of new residential developments through Residential Travel Plans.

SC12 As a minimum travel information should be offered to all residents within new developments potentially through the use of welcome packs. Car club vehicles should be available from the outset where it is feasible to introduce these.

SC13 Encourage ongoing Residential Travel Plan implementation after first occupiers. This is usually dependent upon a third party such as a management company. This may be possible in large developments of apartments or town houses where the properties’ shared areas will continue to be managed.

SC14 We will encourage tourist organisations to provide visitor focused Travel Plans.

SC15 Continue to offer Personalised Travel Planning, through the Local Sustainable Transport Fund and as other opportunities arise, principally to neighbourhoods where there are good alternatives to driving, and where recent infrastructure and service improvements have been made.

Enabling Public Transport

SC16 Promote public transport by providing high quality information about routes and ticket options. We will work with operators on campaigns to promote new services or increase patronage on existing services.

SC17 We will work with the operators to promote the range of ticket choices available and schemes which can provide savings to users.

We have delivered a technology platform which allows the introduction of smartcards across the region, we will now work with operators to put tickets onto smartcards and improve the ticketing experience for passengers.

SC18 Following the Parkway station Travel Plan pilot that was part of a Department for Transport initiative, we will encourage new operator led station Travel Plans.

See also the Public Transport Supplementary Document

Car Sharing

SC19 In order to build on the success of our West of England car share scheme, 2carshare.com, the four councils will continue to undertake joint coordinated promotions to encourage car sharing in particular for journeys to and from work.

SC20 South Gloucestershire and North Somerset Councils will continue to promote the benefits of Priority Vehicle/HOV lanes. Enforcement is the responsibility of the police but the councils will continue to monitor their usage where resources permit.

SC21 Car clubs will be expanded across the West of England area to meet demand, using S106 funding where possible. Privately initiated and informal car clubs will be supported where appropriate and practical.

SERVICE X25
traveline

Active Travel

SC22 Continue to work closely with health care providers, and other health initiatives that encourage more physical activity and promote the health benefits of walking and cycling.

SC23 Continue to work closely with the Police on joint education, training and publicity initiatives, including reducing cycle theft and courtesy between road users.

For further information see Walking and Cycling Supplementary Documents.

Measures to improve safety for pedestrians and cyclists are set out in the Road Safety Supplementary Document.

Promotion, Travel Information, and Technology

SC24 Support new infrastructure measures with a sustained programme of complementary publicity material.

SC25 Continue to develop websites and mobile technology that promotes alternatives to driving and provides practical information.

SC26 Ensure that traditional alternatives (such as print, telephone and bus stop information) to web and mobile technology are available where appropriate.

SC27 Continue to organise events such as Bristol's Biggest Bike Ride and provide targeted sustainable travel campaigns such as commuter challenges.

SC28 New pilot projects will offer incentives and information to students moving from School to first job or further education and to encourage University students to continue to travel sustainably.

7. Targets and Indicators

The smarter choices strategy will contribute to the following JLTP3 targets:

CO2 - 16% reduction by 2020.

Cycling - 76% increase by 2016.

Bus passengers - 11% increase by 2015/16.

Rail passengers - 41% increase by 2019.

Walking Supplementary Document

1. Vision

Walking will become the first choice for local journeys and together with public transport, an integral part of longer ones. People will be regularly walking along high quality, safe routes to work, school, the shops, for leisure and recreation, resulting in a reduction in vehicle traffic, congestion and emissions.

2. Strategy

2.1. Over the life of the Joint Local Transport Plan (JLTP3) 2011 to 2026 our strategy is to work with partners to increase walking, and address the barriers through the various mechanisms and initiatives set out below.

Promotion and Partnership Working

W1 Priority will be given to walking through Local Plans, Community Infrastructure Levies, Local Walking Strategies, Rights of Way Improvement Plans, Community Strategies, and Corporate Programmes.

W2 Work with health initiatives, educational establishments, employers, retail and leisure providers, land owners, walking interest groups to ensure walking is an attractive option for all users and to promote its health benefits.

Key Partnership working such as through Local Access Forums to share best practice and with schools to develop and improve safe routes to schools will be undertaken.

W3 Promotion and marketing will be carried out through Smarter Choices programmes, Local Sustainable Transport Fund projects and other events encouraging walking as a mode of transport, creating active and healthy lifestyles beneficial to the local economy and environment.

Projects will include the promotion of information and provision of resources such as maps, guides and publicity.

W4 Facilitate and promote walking to railway stations and bus stops to support public transport trips.

W5 Take account of the findings from current local research in assessing the benefits of road danger reduction measures.

See also the Smarter Travel Choices Supplementary Document.

Infrastructure

W6 Develop, promote and maintain safe, secure, convenient, efficient and attractive infrastructure, which encourages walking and the use of public transport to aid the reduction of the need to travel by car, and meet the needs of sustainable communities.

This includes maintaining appropriate development densities and mixed land uses, in accordance with the National Planning Policy Framework and the councils' local plans, to minimize distances between homes, jobs, services and other facilities.

W7 High quality walking network facilities will be provided which will:

- provide *connectivity* through access to local, town and city centres for goods, services and community facilities, with enhanced pedestrian facilities at interchange sites.
- remove barriers to provide accessible, direct and *convenient* routes including provision of adequate facilities such as seating and dropped kerbs, whilst addressing other barriers such as traffic impact through management and calming including 20mph limits where appropriate.
- improve and where feasible add or widen footways; reassigning carriageway space to shared space where appropriate to make them *convivial* whilst promoting pedestrian priority. Such spaces include home zones and pedestrianisation.
- improve access to the countryside from communities to encourage healthy lifestyles.
- improve access to public transport facilities and ensure accessibility for all users including less able people thereby maximising *convenience*.
- ensure legibility through signposting and provide safety and security through adequate lighting and surveillance in order to be *conspicuous.*
- recognise the needs of disabled and less able people.

W8 Continue to provide new, and modernise existing, controlled pedestrian crossing facilities (including pelicans, puffins, zebras and toucans).

Puffin crossings will be the standard at new signal-controlled sites, and there will be continued provision of dropped kerbs and tactile pavements.

W9 A network of 'Greenways' linking together open spaces and development areas will be protected and implemented through Local Plans along with the use of parks and open spaces for walking as a leisure pursuit.

W10 Continue to develop, protect, promote and maintain the Public Rights of Way Network through the Rights of Way Improvement Plans (ROWIPs).

Linking the network with other existing and proposed urban and rural routes such as the proposed National Coastal Path will be encouraged.

W11 Continue to improve highway, footway and Rights of Way maintenance through an Asset Management Strategy and footway improvement schemes (Joint Transport Asset Management Plan).

W12 Throughout the JLTP3's implementation, the following transport user priorities will help influence planning applications and scheme design.

The priority list is not binding and needs to take into account local circumstances.

The needs of disabled and less able people will be incorporated throughout.

a) Pedestrians.
b) Cyclists.
c) Public transport users.
d) Powered two wheelers.
e) Commercial and business vehicles.
f) Private car.

W13 The four councils will use walking assessments for all major developments and transport infrastructure improvements where appropriate.

The walking assessments shall form part of the wider Transport Assessment for their respective schemes and shall consider the quantum of existing and generated walking trips, the suitability of existing and planned pedestrian facilities, walking accessibility of local amenities and required scheme and infrastructure improvements.

3. Targets

- CO2 – 16% reduction by 2020 through increased walking for local trips and modal shift from private car.
- Road Safety – 30% reduction in people Killed and Seriously Injured by 2020 through enhancement of pedestrian infrastructure and the walking environment.