9.1.3 Transport it should be remembered is not an end in itself. Getting somewhere is our goal for work, shopping, meeting friends and accessing services. We use a range of modes to get there although some of us will face barriers in terms of mobility difficulties and age. It can deliver wider benefits too. Regular physical activity such as walking and cycling can bring about major health benefits and an improved quality of life.

9.1.4 Our strategy for the natural and historical environments, public realm, noise, access to the countryside and leisure facilities and improve the journey experience is set out at the end of this chapter. Below we focus on the last four of these.

9.2 Public Realm

9.2.1 Streets make up the greatest part of the public realm and need to be designed to create attractive spaces where people live, work and spend leisure time. Movement through areas needs to be well designed to encourage people to walk, cycle and use public transport, reducing car-use for short journeys. Opportunities for improving access and movement arise through securing good design in new development and the redevelopment and regeneration of areas (see Figure 9.1 and boxes 9a, 9b, and 9c for great work across the West of England).

Box 9a: Pier Square, Weston-super-Mare

Pier Square, Weston-super-Mare, lies at the heart of the seafront. In its previous form as a traffic island it failed to contribute appropriately to the town and its activities. Through the creation of a pedestrian priority public space Pier Square now offers a place that is accessible to all users. The space allows you to easily move from one place to another, and provides visual and spatial connections to the town centre, seafront and other attractions, encouraging pedestrian flows.

Pier Square is a jointly funded enhancement by South West Regional Development Agency, North Somerset Council and the JLTP 2006 - 2011. Through this investment and improving the overall quality of the space it has engaged adjacent land owners to invest in their properties and take advantage of the opportunities that the high quality space offers.
Box 9b: Public Realm in Bristol

A rebalanced city centre

The city centre is the cultural and economic heart of Bristol and will continue to play a critical role in its future prosperity and identity. An attractive and walkable city centre will play a key role in shaping future competitive advantage, as other major cities across Europe have recognised.

The quality of the city centre’s streets and public spaces is being eroded by the adverse impacts of vehicular traffic congestion – noise, pollution, severance of key pedestrian routes. The objective is to:

- Establish a new relationship between people, place and vehicular traffic that improves the environmental, cultural, economic and social wellbeing of the city centre and its communities;
- Prioritise the needs of pedestrians, cyclists and public transport users to reinforce Bristol as an ambitious European City;
- Achieve the highest sustainability and urban design standards;
- Provide traffic access to support the commercial activity of the city;
- Develop new approaches to dynamic traffic management which enables traffic access or restricts it at different times of the day or week;
- Balance vehicular movements and local access against the wider vision.

Ambitious and long term, this integrated framework will be delivered incrementally over the plan period.

A transformed South Bristol: Connecting people and place

The Bristol Local Development Framework Core Strategy prioritises the regeneration of South Bristol, to include additional mixed use development with supporting infrastructure.

The focus of change will be Knowle West and Hengrove Park/Hartcliffe Campus. A new urban quarter will be created at Hengrove Park. Improvements to pedestrian, cycling and public transport routes will form a vital part of urban design frameworks in creating quality places for existing communities, attract new residents and future investment. All development, public realm and transport projects will reflect the following sustainable urban design principles:

- Improving movement in South Bristol in a way that contributes to a distinctive and memorable sense of place;
- Reducing the divisive and poor quality nature of existing highway infrastructure through new frontage development, traffic management and public realm improvements;
- Integrating public transport interchanges and bus stop environments with pedestrian route networks;
- Connecting communities and establishing or reinforcing existing Green Infrastructure.
Box 9c: Bath Public Realm and Movement Strategy

Bath’s Plan is based on the principle that the City’s public realm, the streets and spaces between its buildings, should be recognised, invested in and managed as one of its most exciting assets. It proposes that Bath should become the UK’s most walkable city, and the public realm should be viewed as the canvas upon which a healthier, more vibrant and all encompassing public life, a more dynamic and more successful economic life, and a more distinctive and creative brand identity for the city can be established.

The Public Realm Plan is underpinned by four key elements:

1. Rebalancing Bath's Movement and Spatial Structure - creating a movement hierarchy where, starting with the city centre, the pedestrian, the cyclist and public transport are given priority over the car.
2. Refashioning Street Spaces and Riverscape – identifies and glues together a series of streets and spaces which can be reclaimed and created for public life with high quality, bespoke street furniture and surfaces.
3. Revealing the City through a new Wayfinding and City Information System – transforming the user’s experience of the city centre both before and during their visit through maps (online and physical), information sheets, on-street wayfinding signage and panels.
4. Re-Animating Public Life within the City - connecting to a range of other existing and forthcoming Arts, Cultural, Sports, Health, and Leisure strategies and hosting a year round programme of cultural and community events and activities.

An outline action plan focuses on a North/South route between Milsom Street to the north and the new Southgate development to the south and an East/West route along Cheap Street and Westgate Street to connect to Bath Package improvements to the High Street. Simplified pedestrian priority streets and spaces, resurfaced in natural stone and showing the proposed new range of high quality street furniture and wayfinding products.
9.2.2 Street space becomes attractive when it is transformed into ‘places’ and space for people with easy access to high quality public transport and walking and cycling networks. We will open up our street space to regain some of the quality of life benefits of streets for people.

9.2.3 Public spaces including play space, streets and highways, street furniture, seating, toilets, lighting, signage and walking and cycling facilities affect the public’s perception of their local environment. Good maintenance of such facilities is also important.

9.2.4 Evidence suggests re-designing the built environment in deprived areas can significantly improve health outcomes by encouraging cycling and walking through wider pavements, cycle lanes, traffic calming and designing walkable neighbourhoods. Ultimately we want our streets to be accessible, safe, sustainable and healthy.

9.3 Noise

9.3.1 The Department for Environment, Food and Rural Affairs (DEFRA) has produced Noise Action Plans as required by the European Union (EU).
Directive on the Assessment and Management of Environmental Noise (2002/49/EC). For the Bristol area ‘First Priority Locations’ due to high road noise are shown in Figure 9.1. These cover approximately 500 dwellings (900 people). Outside of Bristol DEFRA have identified noise as an issue on parts of the A4 (including Keynsham, Saltford and Bath), A46 (including Bathaeston), A432, A4174, M4, M5, A38, A369, A37, A370 (including Weston-super-Mare) and A367.

9.3.2 Working with DEFRA, the Highways Agency and rail industry we will investigate what noise management measures might be appropriate, feasible and affordable. Measures might include renewal of carriageways, targeted maintenance, noise barriers, speed limits and road hierarchy reviews. We will encourage the Highways Agency to tackle noise as part of its management plans. We will also look at ways to protect the quietness of open spaces.

9.4 Access to leisure and the countryside

9.4.1 The Public Rights of Way network plays an integral role in developing an integrated transport network for the area. It offers a network for walkers, disabled people, horse riders and cyclists. Supplementing our Public Rights of Way is a network of other paths ranging from footpath links in urban housing estates, ‘permissive’ paths in the countryside and many off-road cycle paths.

9.4.2 There are Local Access Forums, jointly covering Bath and North East Somerset, Bristol City and South Gloucestershire with a separate one for North Somerset. They provide advice as to the improvement of public access to land for the purposes of open-air recreation and enjoyment. Chiefly this is through the two Rights of Way Improvement Plans (ROWIP).

9.4.3 The ROWIPs identify opportunities to improve access to the countryside including a new Outdoors Access website. Further development of existing multi-user routes and the National Cycle Network offer more scope for travel. The current ROWIPs will be reviewed for the post 2011 period with, subject to resources, the possibility of developing one combined plan for the West of England area. Ways to improve Green Infrastructure will be included.

9.4.4 Horse riding in many of our rural areas is a popular recreational hobby contributing to our tourist industry throughout the year. It offers access into and around the countryside in a sustainable manner. We want to encourage growth in the number of horse riders. They along with horse drawn carriages, cyclists and walkers are keen to have continuity of safe routes with the minimum need to use busy main roads.

9.4.5 Encouraging walking and other forms of sustainable travel helps to tackle congestion, reduce carbon emissions, improve air quality and promote active health. We want alternatives to the car that are a realistic first choice for the majority of trips.

9.4.6 North Somerset and Bristol City Councils have worked in partnership with The National Trust to develop a
Travel Plan for the Tyntesfield country estate to reduce the dependence of the attraction on the private car. The Plan includes a travel map, £1 voucher for those who cycle or walk, signing, footpath and cycle parking improvements.

9.4.7 As well as access to the countryside and tourist attractions we aim to improve access to other leisure activities. For example enhanced neighbourhood links can make it easier to get to local parks, play areas and sports centres.

9.5 Journey Experience

9.5.1 The journey experience for public transport users will change radically as the West of England’s programme of major transport schemes (see Chapter 11) starts to be implemented subject to funding. Completed early in the life of the JLTP3 will be the Greater Bristol Bus Network bringing enhanced passenger facilities and services to ten key corridors serving over 70 routes. Close behind are the Bath and Weston Packages with the first Rapid Transit route in the former and bus improvements in the latter. Rapid transit will get a further boost with the Ashton Vale to Bristol Temple Meads, North Fringe to Hengrove and South Bristol Link routes.

9.5.2 For the rail passenger the proposed Greater Bristol Metro would see enhanced half hourly cross Bristol train services covering Yate, Bath and Weston-super-Mare alongside reopening of the Portishead line. Meanwhile the Severnside and Heart of Wessex Community Rail Partnership (see Box 9d) continue to do sterling work on improving local stations and services.

9.5.3 Apart from our major scheme programme the journey experience for public transport users will improve through enhancements to interchanges, ‘smart’ travelcards, greater co-ordination of timetables and improved public transport access to Bristol Airport.

9.5.4 Vehicle drivers would also see improvements with alternatives to routes that are currently congested for example the South Bristol Link, Stoke Gifford Link and the M5 Junction 21 Bypass. People living on routes that would be relieved of traffic can expect improved air quality and reduced noise, as complementary measures to ‘lock-in’ traffic reductions are implemented.

9.5.5 Similarly the quality of journey experience will be enhanced for cyclists and pedestrians as networks develop and public realm improvements happen.
Box 9d: Severnside Community Rail Partnership

The Severnside Community Rail Partnership, sponsored by the four councils, Somerset County Council and First Great Western was formed in the summer of 2004 to identify and implement measures to encourage the use of local trains (see map).

Local stations have all benefited from makeovers, new artwork, flower beds, mosaics and improved information with simplified timetable posters. The Probation Service, local groups and schools have been actively involved encouraging more pride and less vandalism. Local schools have now formerly “adopted” several local stations. A community garden centre on some disused track bed at Stapleton Road station was opened in 2008.

A wide range of leaflets and promotions aimed at encouraging families, scholars and walkers to use trains plus a dedicated website for the Severn Beach line www.severnbeachline.org have all helped to attract more passengers.

Such has been the Partnership’s success that it won two first prizes, second and third prizes and highly commended at the 2010 National Community Rail Awards.

Heart of Wessex Rail Partnership

The Heart of Wessex Rail Partnership works jointly with community and voluntary groups to promote and facilitate more use of the Bristol to Weymouth line. Its work includes encouraging more use of public transport and projects aimed at improving walking and cycling access and facilities, information, safer and more welcoming station environments and timetable improvements.

The route provides good access to two World Heritage Sites, two Areas of Outstanding Natural Beauty, the Kennet and Avon Canal, Bristol to Bath railway path and several attractive shopping destinations. All are actively promoted through the Partnership’s marketing work. Since 2003 journeys on the line have grown 164% compared with national growth of 43% for the same period.

The JLTP3 fully supports the work of both Partnerships.
9.6 Strategy

9.6.1 Our Strategy for improving the quality of life and natural environment is:

**Public Realm**

- Protecting and promoting areas where pedestrians and cyclists can enjoy a safer environment to encourage walking and cycling;
- Improving access, managing traffic and speeds and promoting good design in new developments including provision of ‘green infrastructure’ and improved neighbourhood links;
- Applying design and parking standards in line with the Local Development Frameworks.

**Natural environment**

- Support the Cotswolds and Mendip Hills Areas of Outstanding Natural Beauty Management Plans;
- Mitigate the impact of the JLTP3 through the Habitats Regulations Assessment as required;
- Support Strategic Green Infrastructure planning.

**Historic environment and public realm**

- Maintain and enhance historic town and city centres, conservation areas and villages;
- Bath’s World Heritage Site Management Plan sets out measures to ensure a superb standard of built environment is protected. The Bath Transportation Package major scheme will help achieve this objective;

**Noise**

- Work with DeFRA, the Highways Agency and rail industry on Noise Action Plans and quiet areas.

**Access to the countryside and leisure facilities**

- Continued development and implementation of the Joint and North Somerset Rights of Way Improvement Plans to improve access to the countryside, public open space, cemeteries, parks and gardens;
- Further development of existing multi-user routes and the National Cycle Network to offer more scope for travel;
- Implement a coastal footpath along the Bristol Channel coast with multi user crossings of the Rivers Yeo and Axe;
- Enhance, promote and enlarge the network of routes accessible and safe for horse riders;
- Address the number of accidents and casualties each year to horse riders and promote awareness and safety skills;
- Promote and provide information on public transport links to the countryside;
- Develop an Outdoors Access website to promote cycling, walking and horse riding routes;
- Joint working with partners to improve access to leisure facilities and the countryside.

**Journey Experience**

- Implement the programme of major transport schemes (see Chapter 11);
- Enhance interchanges at Bristol Temple Meads, Bath Spa and other stations;
• Introduction of a West of England ‘smart’ travelcard;
• Work with operators to achieve maximum co-ordination of bus and rail timetables;
• Work with Bristol Airport to achieve improved access to the airport by public transport;
• Support the Severnside and Heart of Wessex Community Rail Partnerships.

Active Health

• Implement measures to encourage active travel and more sustainable patterns of travel behaviour as a key means to improve people’s fitness, health and quality of life (see Chapter 8).

9.7 Future ideas to 2026

9.7.1 Our Strategy is by no means a final one. As other quality of life and natural environment issues and problems emerge we will review and develop the Strategy. Some possible ideas for the future are in Box 9e.

Box 9e: Future Plan Ideas

• Consider traffic free historic town, village and city centres;
• 20mph limit residential area pilot schemes extended;
• Quiet Deliveries Demonstration scheme;
• Complete strategic gaps identified in Rights of Way Improvement Plans;
• Sign and promote community walking networks within and between suburban areas, towns and villages;
• Make sustainable transport the first choice when visiting the countryside and for leisure activities;
• Development of European style ‘car free’ new neighbourhoods in areas well served by public transport;
• Develop a design checklist to ensure schemes contribute to the Green Infrastructure Network;
• Look at Healthy Town concept to tackle obesity, eat healthily and be active.

Find out more

Bath World Heritage Site Management Plan
Core Strategies for Bath and North East Somerset, Bristol City, North Somerset and South Gloucestershire Councils
Creating the Canvas for Public Life in Bath, 2010
Cycling, Public Transport and Walking draft JLTP3 Supplementary Documents, 2010
DEFRA Noise Mapping and Noise Action Plan for the Bristol Agglomeration, 2010
Joint Rights of Way Improvement Plan 2007 - 2011
North Somerset Rights of Way Improvement Plan 2006 - 2011
Strategic Environmental Assessment of the JLTP3, 2010
UWE New Campus Concept Statement, 2009
10.1 Background

10.1.1 The Delivery Plan will set out how we intend to implement the Joint Local Transport Plan 3 (JLTP3) on a three year rolling programme. It will be a sister document to the JLTP3. This chapter provides a summary of our approach. As levels and the type of future funding are confirmed by the Government the full three year Delivery Plan 2012/13 to 2014/15 will be published as part of an early refresh of the JLTP3 in late 2011. An interim one year delivery plan for 2011/12 will be produced in spring 2011.

10.1.2 We will build on the success of lessons learnt from the JLTP 2006 to 2011. We have a proven record of joint coordination and delivery on the ground such as the Greater Bristol Bus Network (see Chapter 11), Cycling City and measures implemented through the West of England Road Safety Partnership.

10.1.3 In developing the Delivery Plan we need to consider a range of influences and requirements, such as the key transport goals in Box 2c, recommendations arising from the Strategic Environmental Assessment (Chapter 4), targets (Chapter 12), engagement results (Chapter 3), Strategic Green Infrastructure (Chapter 9), and the councils’ other plans (Chapter 2), to establish a clear set of investment priorities. These will be used to determine how we propose allocating our funding to deliver our programme and initiatives.

10.1.4 In developing the Delivery Plan we recognise it needs to be realistic and deliverable, whilst promoting schemes and measures that make a contribution to the five key transport goals and the JLTP3 indicators and targets. A three year Delivery Plan develops a higher confidence level in scheme deliverability with the flexibility to focus resources. At the same time we must look ahead acknowledging the delivery of major transport schemes requires long lead in times.

10.2 Schemes

10.2.1 We propose that the Delivery Plan is broken down into a number of thematic areas of measures. In Table 10.1 we set out their potential contribution to the five key transport goals.

10.2.2 Schemes that will be considered include:

**Public Transport**

- Investment in the Rapid Transit network across the area, funded by major transport scheme applications and our own resources;
- Improved bus stops and travel information, bus priority measures, revenue funded supported services, concessionary fares;
- Improvements at rail stations such as cycle parking, pedestrian access and travel information;
- Rail network investment with Network Rail and train operators;
- Smart ticketing;
- New and improved Park and Ride sites and services;
- Community Transport and demand responsive public transport.
<table>
<thead>
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<th>Thematic area</th>
<th>Reduce carbon emissions</th>
<th>Support economic growth</th>
<th>Contribute to better safety, health and security</th>
<th>Promote accessibility</th>
<th>Improve quality of life and healthy natural environment</th>
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<tr>
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Contribution: ✓ ✓ ✓ = high ✓ ✓ = medium ✓ = low

**Road Safety**

- Local safety schemes;
- 20mph limits;
- Education, Training and Publicity.

**Smarter Choices**

- New and improved cycling and pedestrian infrastructure and training;
- School and employer travel plans;
- Safer routes to school projects;
- Personalised travel information;
- Car clubs;
- Promotion of car sharing, cycling, walking and public transport.

**Network Management**

- Demand management;
- Schemes to manage speed or capacity;
- Schemes to reduce congestion;
• Urban Traffic Management & Control systems;
• Car parking enforcement and parking controls.

**Network Maintenance**

• Carriageways;
• Footways and cycleways;
• Highway structures;
• Public lighting;
• Public transport infrastructure;
• Highway drainage;
• Highway signage;
• Public Rights of Way;
• Traffic and road safety management;
• Parking infrastructure.

**Environment and Public Realm**

• Schemes that support regeneration and development;
• Schemes that improve air quality;
• Schemes that improve the public realm;
• Schemes that support Strategic Green Infrastructure.

### 10.3 Funding sources

10.3.1 The Delivery Plan will look to maximise funding from as wide a range of sources as possible including:

• Department for Transport (DfT) simplified funding streams;
• Local Sustainable Transport Fund;
• Regional Growth Fund;
• Tax Increment Financing;
• Council funding (into areas such as maintenance and revenue support);
• Developer contributions;
• Other funding sources.

10.3.2 We will look to explore further opportunities for joint procurement, building on recent successes such as for traffic signals and public transport.

10.3.3 Demonstrating value for money will be a key consideration in drawing up the Delivery Plan. Low cost high benefit schemes will be explored whilst recognising the need for major schemes to support our strategic objectives. We will investigate setting up a new scheme evaluation system to help prioritise our delivery programmes.

10.3.4 The intention is, through a series of Memoranda of Understanding and Action Plans, to expand the scope of the Delivery Plan to include scheme programmes from our partners at the Highways Agency, rail industry and health sector. This will increase opportunities to co-ordinate and integrate schemes and demonstrate how the JLTP3 fits into the wider delivery picture.

### 10.4 Managing the Programme

10.4.1 Our Programme will continue to be flexible and capable of accommodating changing circumstances such as changing funding and Government policies. Programme and risk management processes will be followed in line with best practice.

10.4.2 The Delivery Plan will describe how progress towards trajectories informs the Programme year-on-year. A revised Delivery Plan will be produced every 3 years throughout the life of the JLTP3.
10.5 Future Funding Impact

10.5.1 The Comprehensive Spending Review (CSR) announced by Government on 20th October 2010 provided details of overall levels of funding to be made available for transport nationally over the four years of the CSR period (2011/12 – 2014/15).

10.5.2 The CSR indicated that the national funds for the LTP Integrated Transport Block would be significantly reduced by 50% for 2011/12. After this, total allocations may rise slowly leading to an overall 42% reduction on current funding levels for the four year period as a whole. In terms of the LTP Highway Maintenance block, total national funding will be reduced by some 7% in 2011/12, with further reductions in later years giving an overall reduction of 13% on current funding levels for the four year CSR period.

10.5.3 Additional funding, however, was also announced in the shape of the Local Sustainable Transport Fund, with national funding of £560 million available over four years. This is available for authorities to bid for implementing packages of measures that support economic growth and reduce carbon emissions as well as delivering cleaner environments, improved air quality, enhanced safety and reduced congestion.

10.5.4 A 50% reduction in integrated transport funding will have large implications in the ability to deliver against the objectives of JLTP3 in terms of supporting economic growth and reducing carbon emissions. In the light of this it is very important that our area maximises funding from other sources, such as bids under the Local Sustainable Transport Fund and the Regional Growth Fund.

10.5.5 In the light of future funding levels the first full three year Delivery Plan 2012/13 to 2014/15 will be produced accordingly.
Chapter Eleven : Major Schemes

Summary

- 11 major transport schemes providing £600m of investment;
- Strong governance and delivery;
- Travel+ branding and engagement;
- Funding from other sources;
- Vision to 2026 and beyond.

11.1 Delivering the Vision for Transport

11.1.1 Key to supporting the objectives of the Joint Local Transport Plan (JLTP3), and predominantly in terms of economic growth, is the West of England’s major transport scheme programme. Work carried out through the Greater Bristol Strategic Transport Study (GBSTS) and the Joint Local Transport Plan 2006 to 2011 demonstrated the crucial need for these major investment programmes. They are needed to support the West of England economy and regeneration, to reduce carbon and improve access to jobs and services, particularly for communities which suffer high levels of deprivation. These objectives are vital in realising the wider shared visions of the authorities’ community strategies (see Figure 2.2) and Local Enterprise Partnership.

Figure 11.1: Our Transport Network Vision
11.1.2 Studies indicate that the schemes would, by improving connectivity between business, and between them and their workers, deliver a 2% increase in the economic output of the West of England (an additional £635m of Gross Value Added) supporting the creation of 9,000 additional jobs.

11.1.3 Figure 11.1 sets out the vision for our transport network. It is a vision to reduce both congestion and carbon; in particular the rapid transit, bus and rail schemes have a significant part to play in tackling those 5 to 25 mile journeys which account for 43% of CO2 emissions (see Table 5.1).

**11.2 Funding Position October 2010**

11.2.1 Given the impact of the recession on public finance, as part of the Comprehensive Spending Review (CSR) Government have undertaken a wide-ranging review of the national major schemes programme. The major schemes process has provided an important source of additional central government funding to enable authorities to take forward public transport and highway schemes which cost over £5m that support the objectives of the JLTP3 but which would otherwise be unaffordable from the Integrated Transport or Maintenance block allocations or from other sources.

11.2.2 In October 2010 the Department for Transport (DfT) issued new guidance on the way in which major schemes will be taken forward. This seeks to categorise major schemes based upon their stage of development and value for money. The outcome from this process is summarised in the following sections for the West of England major schemes programme. The Greater Bristol Bus Network scheme is unaffected by this review and implementation continues.

**Development Pool**

11.2.3 These are schemes which have already received Programme Entry (first stage approval) and have a good value for money case. Amongst 22 schemes nationally, for the West of England this includes the Bath Package, Ashton Vale to Temple Meads Rapid Transit and the Weston Package. For these schemes, expressions of interest are sought by the DfT by the end of December 2010. These will include an indication of the funding sought, any scope changes from the original bid, supporting evidence for the value for money case and delivery timescales. A funding pot of some £600m has been identified for these schemes to 2014/15.

11.2.4 The DfT have made it clear that this will be a competitive process and that the overall proportion of non-DfT funding will be a factor in final decisions. Bids for successful schemes will be submitted in autumn 2011, with a view to securing reconfirmed Programme Entry by the end of December 2011.

**Pre-Qualification Pool**

11.2.5 These are schemes which have received Programme Entry but have a lower value for money case, and schemes for which bids for Programme Entry have already been submitted. Amongst 34 schemes nationally, for the West of England this includes South Bristol Link and North Fringe to Hengrove Package. For these schemes expressions of interest are sought as per the Development Pool. These will be
reviewed alongside a fitness for purpose check of the submitted business cases, and in January 2011 a decision will be made on which of these schemes join the Development Pool. Those not selected would not be funded in the Spending Review period to 2014/15.

Other Schemes Previously Prioritised through the Regional Funding Allocation

11.2.6 The DfT have advised that they will not consider funding for new schemes other than those in the Development and Pre-Qualification Pools, and will not accept any new Programme Entry bids. They intend to provide more guidance on how these schemes could be taken forward in the future by the end of 2011. For the West of England this includes Portishead Rail corridor, Greater Bristol Metro, M5 Junction 21 Bypass, Callington Road Link/Bath Road Improvements and Rapid Transit Emerson’s Green – Bristol City Centre.

11.3 Continuing the Vision

11.3.1 Despite uncertainty over future funding it should be recognised the West of England has come a long way since the development of the first JLTP 2006 to 2011.

11.3.2 At the time of developing the first JLTP the authorities had been recipients of only limited major capital investment from the DfT. Further details of the current programme of major schemes can be found later in this chapter but notwithstanding the major schemes review described in 11.2 we should not lose sight of an impressive start in the last few years with:

- Securing £42m from DfT and £20m from First to deliver the Greater Bristol Bus Network
- Securing in principle approval (Programme Entry from DfT) for the Bath Package, Weston Package and Ashton Vale to Temple Meads Rapid Transit schemes
- Development of a further 7 schemes including producing detailed business cases to support the South Bristol Link and North Fringe to Hengrove Package.

11.3.3 Looking towards 2026 and beyond the aspirations of the West of England will be for further investment in public transport, maximise the use of low carbon travel choices within urban areas and promote active travel.

11.3.4 Our vision for a cycling network centred on the major urban areas will only partially be realised by 2026 with present funding levels. We will look at developing Government funding bids for cycling and walking continuing the work started through Cycling City. Similarly there is a need for significant investment in public realm and walking routes to ensure that
streetscapes are opened up to people to enjoy with the associated health and transport benefits as demonstrated in Chapter 9 Quality of Life.

11.4 Governance and Project Management

11.4.1 One of the challenges in developing the Greater Bristol Bus Network (GBBN) scheme was the need to establish robust joint governance arrangements. A major step forward in this regard came in April 2009 when the Joint Transport Executive Committee (JTEC) was established which comprised the four Executive Members with responsibility for transport. Amongst other functions, a key role of the Joint Committee is overseeing the major schemes programme. The major

Figure 11.2: Major Transport Scheme Governance

CABINETS COUNCILS

Applies the Joint Local Transport Plan, Major Schemes, the endorsement of bids and other key milestones

WEST OF ENGLAND PARTNERSHIP BOARD
Sets overall direction and supports the development and delivery of key strategies

JOINT TRANSPORT EXECUTIVE COMMITTEE

4 Executive Members
Working with Social, Economic and Environmental Partners

Recommends the Joint Local Transport Plan (JLTP), Major Schemes and bids.
Oversees the delivery and funding of major schemes.
Monitors performance against the JLTP

OFFICER PROJECT BOARDS

Chaired by Senior Responsible Owners

Direct, steer, and oversee the projects
schemes governance arrangements are shown in Figure 11.2. The JTEC receive quarterly reports on progress with the major schemes development process and endorse key steps such as the submission of bids or decisions to apply for necessary powers required to implement schemes.

11.4.2 The Project Boards, made up of senior officers, guide and steer the direction of projects, preparing the Project Initiation Documents approved by the JTEC, authorising strategic decisions, and where appropriate referring key decisions to the JTEC. A Senior Responsible Owner acts as the lead officer and ensures the project progresses in line with the Project Plan.

11.5 Monitoring and Performance Management

11.5.1 Given the importance of the major schemes programme and its financial value there is a clear need for robust monitoring, performance management and assurance arrangements. A West of England project management framework has been created. This arrangement provides high-level reports for each project including progress against key milestones, budget movement and information on risks. These are reported quarterly to JTEC and six monthly to the West of England Partnership Board.

11.5.2 In addition at the individual scheme level one member of the Project Board is allocated the responsibility for Quality Assurance. This ensures quality is built into each major scheme.

11.6 Engagement and Communications

11.6.1 Public engagement and communications plays a vital role in gaining acceptance for the individual major schemes. We want to ensure that partners and the public are aware of the interlinking nature of the transport schemes programme, and their relationship with other council projects and initiatives. To reinforce this interrelationship all the major schemes use the Travel+ (www.travelplus.org.uk) branding in any public engagement.

11.6.2 GBBN is the first major scheme to jointly use the Travel+ branding including on newsletters, consultation material and bus shelters. As the scheme progresses towards completion each of the corridors will be launched in turn with all communications using the Travel+ branding. Once all corridors are completed a ‘big bang’ of communications activity will follow to raise the profile of the works which will in turn further raise the profile of Travel+. 
11.7 The Major Schemes Programme

Greater Bristol Bus Network

11.7.1 The Greater Bristol Bus Network includes an integrated package of measures aimed at improving the attractiveness of bus travel. The £70m scheme is funded by Government (£42.34m), together with £20m investment in new buses by First and contributions from developers and the local authorities.

Figure 11.3: Greater Bristol Bus Network
11.7.2 GBBN is bringing improvements to the local bus network on the area’s most congested roads, resulting in shorter travelling times and a more accessible and reliable public transport system. These improvements will complement existing ‘showcase’ bus routes on the A38 and A420, and proposed bus network improvements in Bath and Weston-super-Mare. Measures implemented will seek to benefit cyclists and pedestrians as well as bus users, and linkages have been made with schemes being implemented as part of the Bristol and South Gloucestershire Cycling City programme.

11.7.3 The GBBN’s 10 corridors are shown in Figure 11.3. Improvements include:

- Bus priority measures reducing the impact of traffic congestion on bus travel times and reliability without having an adverse effect on travel conditions for other road users;
- New fully accessible low-floor buses on the core routes serving the GBBN corridors;
- The provision of improved service frequencies and new bus routes, where demand potential is at its greatest;
- Significantly improved passenger facilities at bus stops, including new shelters, raised kerbs and, at the most heavily used stops, Real Time Passenger Information.

11.7.4 The scheme received Full Approval from Government in May 2008 and is currently being implemented. By the end of 2012 we will have delivered:

- 8.6 km of new bus or priority lane;
- 120 new low floor, lower emission buses;
- Real time information at over 300 bus stops;
- 944 new bus stops with improved facilities such as raised kerbs and shelters;
- 22 junctions with bus priority signals.

Development Pool Schemes

Bath Transportation Package

11.7.5 The Bath Transportation Package is designed to support economic regeneration at Western Riverside and tackle congestion in Bath and the surrounding area by improving public transport and enhancing pedestrian access for the benefit of residents, commuters and visitors. The scheme includes new and expanded Park & Ride sites, a Bus Rapid Transit route, nine Showcase bus routes, driver information and a more pedestrian and cyclist-friendly City Centre.

11.7.6 An initial bid for the Bath Transportation Package was submitted in July 2006 and the scheme was awarded Programme Entry status in October 2007. Since this time work has been undertaken to secure the necessary planning and other consents to secure land needed for the scheme outside of the Council’s ownership. This process has been supported by public consultation helping to refine the scheme.

11.7.7 The project will deliver:

- A reduction in the number of cars entering the city by 1.5 million a year;
- A reduction of 5 million kilometres in car travel undertaken within the city each year;
• An increase in public transport journeys by 2.2 million per annum;
• Savings of 1,500, 10.9 and 2.1 tonnes of CO2, CO and NOx respectively per annum.

**Ashton Vale to Temple Meads Rapid Transit**

11.7.8 GBSTS recommended a package of measures to support the sustainable growth of the area. One of these is the development of a Rapid Transit Network (see Figure 11.1) with the aim being “to provide high quality alternatives to the private car”.

11.7.9 The Ashton Vale to Temple Meads and Bristol City Centre Rapid Transit will provide a fast, frequent and reliable public transport service (see Figure 11.4). Services will run on a largely segregated route, separate from car traffic, and will be given priority over other road users at traffic signals. There will be a set of core services running frequently from Long Ashton Park and Ride to Bristol Temple Meads and on to Cabot Circus, Broadmead and the Centre (running in an anti-clockwise loop around the city). Additional services will make use of the Rapid Transit alignment to provide faster journey times and improved reliability for services to North Somerset (Weston-super-Mare, Clevedon and Nailsea). Rapid Transit will provide a high quality passenger experience – ticket machines at stops, user-friendly electronic information displays, high quality stop design and safe and secure access to stops.

*Figure 11.4: Ashton Vale to Bristol Temple Meads*
11.7.10 The route between the Museum of Bristol and Long Ashton Park and Ride will include a parallel cycling and pedestrian route linking in to existing networks thereby providing a further sustainable transport option.

11.7.11 Services will be run using modern, accessible, comfortable, low-emission vehicles that provide the quality and feel of a high quality metro style system. The vehicles would offer considerable environmental improvements with lower noise levels, fewer greenhouse gas emissions and less harmful local pollutants. Access to the Rapid Transit route will be open to operators meeting quality thresholds which will govern vehicle and service standards.

11.7.12 A bid for the Ashton Vale to Temple Meads via Bristol City Centre Rapid Transit scheme was made to Government in March 2009. Programme Entry was awarded in March 2010. The authorities have been continuing to progress the necessary powers to build and operate the scheme through a Transport and Works Act Order (TWAO).

Weston Package Phase 1

11.7.13 The objectives of the Weston Package (see Figure 11.5) are to:

- Improve the highway access between the M5 motorway and Weston to reduce congestion;
- Relieve congestion on the A370 corridor in Weston;
- Provide improvements to local access, safety, public transport, walking and cycling; and
- Improve access between regeneration areas and other residential areas of the town.

11.7.14 A bid for this scheme was submitted to DfT in April 2009. Due to the impact of the recession on development in Weston, the submitted bid sought Programme Entry for the scheme components contained in the ‘Low Cost Option’, namely:

- M5 Junction 21 Improvements - to improve journey time reliability and safety for both Weston and strategic traffic;
- Gateway Area Improvements on the A370;
- A transport interchange at Worle station including - a new 320 space car park, - bus interchange on both sides of the station, - extended and/or new bus services to the station, - measures to improve bus service reliability (bus priority measures along Elmham Way and a new bus only link to Queensway), - improved facilities for cyclists and pedestrians.

11.7.15 The Weston Package received Programme Entry in March 2010. This scheme is piloting a new approach (termed ‘decoupling’) whereby certain elements of a scheme are brought forward in advance of other components which are reliant upon funding through development.

11.7.16 The remaining components in the Weston Package Phase 1 ‘Preferred
The objectives of the South Bristol Link (SBL) are to:

- Facilitate regeneration and growth in South Bristol;
- Reduce congestion in South Bristol and adjacent areas of North Somerset;
- Improve accessibility from South Bristol to the city centre and to strategic transport links, including the trunk road network and Bristol Airport.

Building on GBSTS, development work on the South Bristol Link has included the assessment of a wide range of options to link the A370 near Long Ashton Park and Ride to the A4174 Hartcliffe roundabout, a distance of approximately 3 miles. This process has been informed by several periods of public consultation.
11.7.19 This process identified a preferred scheme (shown in Figure 11.6) which best met objectives and other DfT criteria for which a bid for Programme Entry was submitted to Government in March 2010. The scheme combines road and Rapid Transit, with adjacent segregated pedestrian and cycle routes, on an alignment close to and within the existing urban area which has been reserved for many years. The Rapid Transit elements of the scheme would be fully integrated with those for the Ashton Vale to Temple Meads and North Fringe to Hengrove routes, and be procured on a similar basis to that being pioneered by the Ashton Vale project.

11.7.20 The North Fringe to Hengrove Package is composed of a set of inter-related transport schemes building on the findings of GBSTS and the Joint Local Transport Plan 2006 - 2011. It includes Rapid Transit routes to the North Fringe, Hengrove and Emerson’s Green, a Park and Ride site alongside the M32 and the Stoke Gifford Transport Link (see Figure 11.7). The Package is designed to facilitate a significant shift from the private car onto more sustainable modes to tackle congestion, improve air quality, facilitate sustainable development and meet national and local goals and objectives for economic development, health, accessibility and quality of life.
Figure 11.7: North Fringe to Hengrove Package

- Proposed route alignment
- Other rapid transit routes
- Potential rapid transit stop

Potential new stadium and development for Bristol City Football Club

Aztec West

Stoke Gifford

Transport Link

EGE

Park & Ride

M32

Park & Ride

Emerson’s Green

Cribbs Causeway

South Bristol Link

Ashton Vale

Hengrove Park

Bristol City Centre

Bristol

Not to Scale

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11.7.21 As well as placing an emphasis on segregation from general traffic where possible, the Rapid Transit routes will also be served by new, high profile articulated vehicles with high quality, accessible interchanges and clear information/marketing, to maximise patronage and mode shift from the private car.

11.7.22 The development of the package has been supported by both stakeholder engagement and widespread public consultation, branded under the Travel+ marketing logo. The consultation was undertaken in December 2009 including the circulation of 70,000 postcards to residents along the routes in the package, a range of public exhibitions, leaflets and questionnaires, public meetings and media and web-based material. A bid for Programme Entry for the scheme was submitted to Government in March 2010.

**Other Schemes**

**Portishead Rail Corridor**

11.7.23 Portishead (see Figure 11.1) has seen significant residential development in the last decade. In consequence, there are now significant levels of out-commuting to Bristol, especially by car via the A369 and M5 Junction 19, resulting in peak period congestion on both strategic and local highways. This has placed increased pressure on transport infrastructure which is exacerbated by a lack of alternative route choice and the limitations of the current public transport service. Consequently major traffic incidents on either the A369 or M5 regularly cause major down-stream effects in terms of traffic disruption and irregular travel times. In summary the Portishead to Bristol transport corridor is characterised as having poor network resilience.

11.7.24 North Somerset Council recently completed the purchase of a 3 mile section of the disused line (the remainder is operational freight railway). Building on previous work and studies, Network Rail have undertaken a Guide to Railway Investment Projects (GRIP) stage 3 option selection report, which assesses the engineering requirements of the project. Work to date indicates that significant engineering work is required to both the existing freight line and the disused section of line in order to bring the whole line up to passenger train operating standards.

**M5 Junction 21 Bypass**

11.7.25 Weston-super-Mare has seen significant residential development in the last decade, but has suffered the loss of employment opportunities. In consequence, there are now significant levels of out-commuting to Bristol, mainly by car via the A370 and M5 Junction 21, resulting in peak period congestion. Whilst North Somerset Council has sought to encourage businesses into the town through employment land allocations, this has been hindered by inadequate transport links.

11.7.26 The Weston Package major scheme will provide a series of improvements to transport links both within the town and at Junction 21. Further improvements, however, to links
between Weston and the wider area are required to support the Weston urban villages proposed in the draft Core Strategy. The Junction 21 Bypass, which separates traffic using the A370 from M5 Junction 21, would provide one of the improvements required.

**Greater Bristol Metro**

11.7.27 The West of England area has witnessed substantial growth in rail travel with passengers increasing by 56% over the last five years. Existing services have suffered from short formed trains leading to overcrowding and passengers left behind on stations.

11.7.28 The Greater Bristol Metro Rail Project would provide:

- Enhanced half hourly clock face cross Bristol train services on Yate to Weston-super-Mare and Cardiff to Westbury (supported by Wiltshire Council) via Bath and Bristol corridors (see Figure 11.1);
- New high capacity rolling stock – faster acceleration, more economical, multiple doors. This is additional rolling stock and it is not to replace existing units;
- New infrastructure including Weston-super-Mare bay platform and Yate turn back to enable trains to turn around with CCTV and Disability Discrimination Act requirements built in.

11.7.29 The Great Western Route Utilisation Strategy (RUS, March 2010) tested enhancing cross Bristol train services identifying issues around the business case for the proposals. Proposals for Bristol to Bath services performed well as did Bristol to Yate subject to third party funding. The case for Bristol to Weston-super-Mare services was weak. Along with the implications of electrifying the Great Western Main Line to Bristol, with the possibility of electrified suburban services, we will review the scope of the Greater Bristol Metro scheme.

**Emerson’s Green to Temple Meads Rapid Transit**

11.7.30 Building upon the Ashton Vale to Temple Meads route this scheme would provide another link in the Rapid Transit network providing a fast, frequent, reliable public transport system using modern, accessible, comfortable vehicles and high quality passenger facilities. Services will run on segregated corridors where possible and on highway with segregated bus lanes and priority at junctions in Bristol City Centre, and serve a new Park and Ride site delivered as part of the North Fringe to Hengrove Package.

11.7.31 The route will serve the eastern urban area, assisting with regeneration. It also serves significant new housing and employment areas including development at Temple Quay, Cabot Circus, development in East Bristol and
Emerson’s Green East and the Science Park development.

**Callington Road Link/Bath Road Improvements**

11.7.32 Existing congestion on the Bath Road and in south Bristol will increase with proposed new development unless transport infrastructure is enhanced. The Greater Bristol Strategic Transport Study (GBSTS) recommended, that this scheme be given further consideration.

11.7.33 South Bristol contains large areas of unemployment and deprivation. Callington Road Link / Bath Road Improvements will improve access by all modes and enhance employment opportunities, by improving access to jobs and potentially encouraging new business into the area.

11.7.34 Road and non-road options are being considered for the disused railway line between the A4174 Callington Road and the south end of the A4320 St Philips Causeway. The beneficial impact of this new transport link would be enhanced by complementary improvements to adjoining roads. On the Bath Road and Callington Road the scheme involves widening to create additional lanes on certain sections and junction improvements.

11.8 Funding Opportunities and Options

11.8.1 The majority of this chapter focuses on funding available from central government through the major schemes process. Whilst it is recognised that we need to maximise available investment from this funding source there will be an increasing need throughout the delivery of JLTP3 to secure funding from other sources, including our partners.

11.8.2 We have been successful with one-off awards of funding, most notably with the £22m Cycling City programme due for completion in March 2011. It will be vital to ensure that the good work and initial growth and mode shift from such interventions is maintained from the start of the JLTP3 plan period onwards.

11.8.3 Opportunities through the Local Enterprise Partnership, developer funding, prudential borrowing, Regional Growth Fund, Local Sustainable Transport Fund, Community Infrastructure Levy and Tax Increment Financing need to be exploited to ensure transport investment is provided to achieve the wider outcomes of the plan.

11.8.4 Whilst it is recognised that there is no simple ‘off the shelf’ solution to securing additional funding we remain committed to working together and with other partners to try and ensure the strongest chance of increasing transport investment.

11.9 Future ideas to 2026

11.9.1 Through the ongoing development of Core Strategies and wider visioning works it is recognised that there will be further schemes to develop through the life of the JLTP3 (see Box 11a). It should be acknowledged that at the funding levels emerging from the Comprehensive Spending Review, opportunities to bring forward these schemes through the major schemes process in the period to 2026 appear significantly constrained. New or other
existing funding sources will continue
to be developed. As the Core Strategies
develop the list of schemes may alter.

Box 11a: Plans and Aspirations for other Significant Transport Schemes

- Further Rapid Transit routes in the main urban centres of Bath, Bristol and Weston-super-Mare;
- Further Park and Ride schemes;
- Further rail enhancements (with Network Rail and train operators) for example re-opening the Radstock to Frome line and the Henbury loop;
- Improvements at M5 Junction 19;
- Cycling and walking major scheme;
- Banwell Bypass;
- Second Avon Crossing (possible Highways Agency scheme);
- A38 - A370 Barrow Gurney Bypass;
- Whitchurch Bypass
- Saltford Bypass;
- Yate Package;
- A4174 Avon Ring Road Package;
- Temple Cloud/Clutton Bypass;
- Infrastructure to support Weston-super-Mare new villages;
- Investigation of additional transport links including a new road link between the M5 and South Bristol, A36/A46 link and M4 link.

Find out more

- Comprehensive Spending Review, 2010
- Core Strategies of Bath and North East Somerset, Bristol City, North Somerset and South Gloucestershire Councils
- Greater Bristol Strategic Transport Study, 2006
- Joint Local Transport Plan 2006 to 2011
## Summary

- Range of locally based indicators and targets;
- Contribution to five key transport goals;
- Realistic but challenging targets;
- Robust monitoring framework;
- Management and mitigation of risks.

### 12.1 Background

12.1.1 Targets and indicators play a key role in the Joint Local Transport Plan 3 (JLTP3). They are designed to measure and monitor our progress towards meeting the JLTP3’s objectives, highlight where we are doing well and show where we need to do better. Indicators need to strike the right balance between being realistic but challenging, comprehensive but practical to collect, analyse and report.

12.1.2 Our indicators will need to reflect local priorities as identified in our Core Strategies, Sustainable Community Strategies and Corporate Plans covering sustainable economic growth, housing and social inclusion, health and well-being. Transport indicators will form part of a wider performance framework for the Local Enterprise Partnership.

12.1.3 A suitable target may in due course accompany each indicator. Future targets will take account of the funding available following the Government’s Comprehensive Spending Review October 2010. It should be noted that cuts of 25% to the Integrated Transport Block in 2010/11 will impact on our ability to meet existing JLTP 2006 to 2011 targets let alone new ones.

### 12.2 Developing indicators

12.2.1 A range of possible JLTP3 indicators and how they would monitor progress on the five key transport goals is set out in Table 12.1.

12.2.2 We will consider setting five year targets for some of these indicators. This will give us the flexibility to amend targets at the end of each five year period in order to support the 15 year JLTP3 strategy. Targets will have trajectories with interim milestones and there will be a full mid-term review at three years in order to inform the next three year Delivery Plan (see Chapter 10).

12.2.3 The targets and indicators for the JLTP3 must be realistic but challenging. Targets will be set with evidence drawn from modelling, historical trends, local experience from the JLTP 2006 to 2011 and an evaluation of the impact of the proposed interventions.

12.2.4 Targets will be confirmed in 2011. If funding continues to be constrained in future years the targets may need to be revised.
### Table 12.1: JLTP3 Indicators for key transport goals

<table>
<thead>
<tr>
<th>Possible Indicator</th>
<th>Carbon</th>
<th>Economic Growth</th>
<th>Accessibility</th>
<th>Safety, Health, Security</th>
<th>Quality of life</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road safety - people killed or seriously injured in road traffic accidents</td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Congestion – average AM peak journey time per mile</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maintenance – roads (principal and non-principal) where maintenance should be considered</td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Accessibility – access to services and facilities by public transport, cycling and walking</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Bus patronage</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>CO₂ emissions - from road transport</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Air quality - measurement of Nitrogen Dioxide (NO₂) in AQMAs</td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Number of cycling trips</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Walking</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Rail passenger numbers</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Travel to school</td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>
12.3 Monitoring indicators

12.3.1 It is important to have a robust, reliable and affordable method of monitoring progress against all indicators. This helps to ensure transparency and comparability at a cost that local authorities can sustain.

12.3.2 Robust monitoring procedures will be put in place using established baseline data. We will publish an annual monitoring report. A mid-term review will inform the Delivery Plan. Targets will be fully reviewed and updated for the following two five year periods of the plan.

12.4 Risks associated with meeting targets

12.4.1 Risks could hinder our progress towards targets and we need ways to avoid or mitigate them. The main risks are those outside the direct control of local authorities although there are also significant internal risks that authorities can influence.

12.4.2 Potential risks include:

- Yearly figures fluctuating due to small figures (in absolute terms) for example the number of children killed and seriously injured in road accidents;
- Reduced funding affecting the ability to meet targets;
- Bus and rail fares increase faster than the cost of motoring;
- Escalating costs reduce the number of deliverable schemes within budget constraints;
- Extreme weather conditions cause road surfaces to deteriorate at a quicker pace;
- Increasing cost of bus service provision prohibit the expansion of services;
- Major transport schemes delayed or not implemented;
- Lack of investment in rail.
13. Conclusion

13.1 The West of England, like the rest of the country, faces challenging times and never more so than in relation to funding.

13.2 Yet the Joint Local Transport Plan 3 (JLTP3) puts our four councils in a strong position. It is a joint plan. Collectively it gives us greater influence locally and nationally. It is built upon the knowledge and experiences gained though our JLTP 2006 to 2011 and our first LTPs.

13.3 The plan has a clear vision. The vision is supported by the five goals. It has a strong focus on supporting economic growth whilst reducing carbon emissions and promoting quality of life and the natural environment.

13.4 It has been developed in association with our partners. Not just those in the transport field, such as the Highways Agency, but partners in the health and business communities. Extensive engagement has encouraged interest groups and the public to influence and shape the final plan. Supporting economic growth, carbon reduction and focusing investment on public transport came out very strongly.

13.5 As the plan has evolved it has undergone a Strategic Environmental Assessment. This ensures it has a positive effect on human health and avoids or mitigates against any impact on natural habitats.

13.6 The plan recognises the key role transport has to play in reducing our carbon footprint. That is why it contains the principal focus on facilitating and promoting more sustainable forms of travel such as public transport and especially buses, cycling and walking.

13.7 Now a Local Enterprise Partnership for the West of England has been confirmed the JLTP3 will have a key role to play developing a transport system which meets the needs of a growing, prosperous area.

13.8 Equally the plan recognises the role transport has to play in assisting regeneration of deprived and derelict areas and enhancing our quality of life by facilitating access to health care, employment and other local services. Improving road safety and air quality and encouraging active travel feature strongly whilst recognising that for many the car will continue to provide high levels of personal mobility.

13.9 The plan has been developed in parallel to the emerging Core Strategies with the major transport schemes supporting their land use policies.

13.10 We will have a Delivery Plan setting out how funding will be spent and indicators and targets to monitor our progress. At this point in time these are missing because we await confirmation of funding available to implement the JLTP3. In fast changing times we will keep the plan up to date throughout its life.

13.11 Ultimately we want an affordable, low carbon, accessible, integrated, efficient and reliable transport network to achieve a more competitive economy and better connected, more active and healthy communities.
<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accession mapping</td>
<td>Computer software used for mapping public transport access to key services and facilities</td>
</tr>
<tr>
<td>Acquisitive crime</td>
<td>Crime where items are stolen or acquired fraudulently, including vehicle crime as well as theft, burglary and fraud</td>
</tr>
<tr>
<td>Active Bristol</td>
<td>5-year programme between Bristol City Council and the local Primary Care Trust to promote sustainable and healthy travel</td>
</tr>
<tr>
<td>Active for Life</td>
<td>Brand used in South Gloucestershire for promoting physical activity</td>
</tr>
<tr>
<td>Airport Surface Access Strategy</td>
<td>Strategy for Bristol Airport setting out short and long term targets for decreasing the proportion of journeys to the airport by car and increasing the proportion by public transport for both air passengers and workers</td>
</tr>
<tr>
<td>Air Quality Action Plans</td>
<td>Plans drawn up by the councils to tackle air pollution in Air Quality Management Areas</td>
</tr>
<tr>
<td>Air Quality Management Areas</td>
<td>Areas assessed by the councils under the Environment Act 1995 as needing attention because of poor air quality</td>
</tr>
<tr>
<td>AONB</td>
<td>Areas of Outstanding Natural Beauty</td>
</tr>
<tr>
<td>AQAP</td>
<td>Air Quality Action Plan</td>
</tr>
<tr>
<td>AQMA</td>
<td>Air Quality Management Area</td>
</tr>
<tr>
<td>Asset management</td>
<td>Looking after roads, footways, cycle ways, bridges, streetlights and other transport infrastructure</td>
</tr>
<tr>
<td>Behavioural change</td>
<td>Switching from travel by car to more sustainable modes of transport</td>
</tr>
<tr>
<td>Bristol Health Service Plan</td>
<td>Wide ranging scheme drawn up by a partnership of NHS organisations to modernise and improve health services in Bristol, South Gloucestershire and North Somerset ranging from primary and health community care to hospital services</td>
</tr>
<tr>
<td>Bristol Traffic Control Centre</td>
<td>Opened by Bristol City Council in 2008 the centre is linked by computer to the city’s traffic lights so that they can be adjusted to reduce congestion</td>
</tr>
<tr>
<td>Buddy Scheme</td>
<td>Befriending project that matches volunteers with adults with learning difficulties so they can enjoy their social time and leisure activities</td>
</tr>
<tr>
<td>Bus gate</td>
<td>Control over specified section of road limiting access to buses and other authorised vehicles</td>
</tr>
<tr>
<td>Carbon Pathways</td>
<td>Ways that greenhouse gases are emitted through different modes of transport and different types of journey</td>
</tr>
<tr>
<td><strong>Car club</strong></td>
<td>A club that gives people the choice of a fleet of vehicles parked in their neighbourhood and access to a car whenever they need it but without the high fixed costs of individual car ownership.</td>
</tr>
<tr>
<td><strong>Car mode share</strong></td>
<td>Proportion of travel undertaken by car</td>
</tr>
<tr>
<td><strong>CIVITAS</strong></td>
<td>CIty-VITALity-Sustainability, a European Commission initiative helping cities, including Bath, to achieve a more sustainable, clean and energy efficient urban transport system by implementing and evaluating a range of transport technologies and policies</td>
</tr>
<tr>
<td><strong>Community Infrastructure Levy</strong></td>
<td>Charge on new development to fund infrastructure in a local authority area</td>
</tr>
<tr>
<td><strong>Comprehensive Spending Review</strong></td>
<td>Review of Government spending announced in October 2010 setting out budgets for the Department for Transport and other departments for the four years 2011/12 to 2014/15</td>
</tr>
<tr>
<td><strong>Congestion Delivery Plan.</strong></td>
<td>Plan prepared by the councils and agreed by the Department for Transport in 2007 for tackling congestion on the key highway network in the Greater Bristol urban area</td>
</tr>
<tr>
<td><strong>Core City</strong></td>
<td>Bristol is part of the Core City group of England's major regional cities. Joint activity focuses on economic development</td>
</tr>
<tr>
<td><strong>Core Strategies</strong></td>
<td>Part of each council’s Local Development Framework that sets out a vision, strategic objectives and location of principal development, taking into account a wide range of environmental, social and economic considerations</td>
</tr>
<tr>
<td><strong>Cycling City</strong></td>
<td>Status awarded to Greater Bristol by the Department for Transport in June 2008 providing funding for a range of measures and schemes to encourage cycling</td>
</tr>
<tr>
<td><strong>DaSTS</strong></td>
<td>‘Delivering a Sustainable Transport System’, the national strategy for transport published in November 2008</td>
</tr>
<tr>
<td><strong>Decarbonising</strong></td>
<td>Reducing the emission of greenhouse gases</td>
</tr>
<tr>
<td><strong>DEFRA</strong></td>
<td>Department for the Environment, Food and Rural Affairs</td>
</tr>
<tr>
<td><strong>Delivery Plan</strong></td>
<td>The separate document setting out the schemes and measures programmed for implementation by the councils in the 3-year period 2012/13 to 2014/15. An interim one year plan will cover 2011/12</td>
</tr>
<tr>
<td><strong>Demand Management</strong></td>
<td>Measures to influence the demand from drivers for use of the road network</td>
</tr>
<tr>
<td><strong>Demand responsive services</strong></td>
<td>Services that provide transport &quot;on demand&quot; from passengers using vehicles, including buses, mini-buses and taxis, to pick up and drop off people in accordance with their needs</td>
</tr>
<tr>
<td>Term</td>
<td>Description</td>
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<tr>
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</tr>
<tr>
<td><strong>DCLG</strong></td>
<td>Department for Communities and Local Government</td>
</tr>
<tr>
<td><strong>DfT</strong></td>
<td>Department for Transport</td>
</tr>
<tr>
<td><strong>Dial-a-ride</strong></td>
<td>Door-to-door, fully accessible transport services to disabled and older people who are unable to use public transport because of mobility or communication impairments</td>
</tr>
<tr>
<td><strong>Digital Action Plan</strong></td>
<td>Plan to deliver digital infrastructure to link everyone’s home into the web and help business to flourish</td>
</tr>
<tr>
<td><strong>Digital Economy Hub</strong></td>
<td>Partnership between higher education, industry, local authorities and the community to make it easier for people to access digital infrastructure</td>
</tr>
<tr>
<td><strong>Digital Infrastructure</strong></td>
<td>Providing skills and resources and access to broadband and the web</td>
</tr>
<tr>
<td><strong>Eco-driving</strong></td>
<td>Driving in a more fuel efficient way that reduces polluting emissions, e.g. accelerating and braking less strongly</td>
</tr>
<tr>
<td><strong>Environment Agency</strong></td>
<td>Public Body responsible to the Secretary of State for Environment, Food and Rural Affairs for protecting and improving the environment, protecting communities from the risk of flooding and managing water resources</td>
</tr>
<tr>
<td><strong>Environmental Impact Assessment</strong></td>
<td>Assessment required by the European Union for ensuring that the likely effects of new development, including transport schemes, on the environment are fully understood and taken into account before the go ahead is given</td>
</tr>
<tr>
<td><strong>Environmental Report</strong></td>
<td>Report required as part of the EU Strategic Environmental Assessment process to describe the likely significant effects on the environment of implementing the JLTP3 and reasonable alternatives and to outline measures to offset any adverse effects</td>
</tr>
<tr>
<td><strong>Equalities Impact Assessment</strong></td>
<td>Legal requirement for councils to assess the impact of transport policies and schemes in relation to race, disability and gender</td>
</tr>
<tr>
<td><strong>EqIA</strong></td>
<td>Equalities Impact Assessment</td>
</tr>
<tr>
<td><strong>EU</strong></td>
<td>European Union</td>
</tr>
<tr>
<td><strong>Euro 4</strong></td>
<td>European Union standard for exhaust emissions from new vehicles. Introduced for cars and light commercial vehicles in 2005 and 2006. A separate 'Euro IV' standard for lorries and buses was introduced in 2005</td>
</tr>
<tr>
<td><strong>Euro 5</strong></td>
<td>Tighter European Union standards than Euro 4 to further restrict emissions from cars and light commercial vehicles. Applied as of September 2009 for new models of cars and in January 2011 for all new cars. A separate 'Euro V’ standard for lorries and buses was introduced in 2008</td>
</tr>
<tr>
<td><strong>Freedom Travelpass</strong></td>
<td>Ticket that you can buy from bus drivers, train conductors and at stations giving unlimited travel on most bus and all train services within the West of England for a day, week or month. The cost varies according to the time of day and the zone within which you travel</td>
</tr>
<tr>
<td><strong>Freight consolidation</strong></td>
<td>Facilities whereby deliveries to city centre premises, especially from lorries, can be transhipped or ‘consolidated’ for subsequent delivery in an appropriate vehicle with a high level of load utilisation</td>
</tr>
<tr>
<td><strong>GBBN</strong></td>
<td>Greater Bristol Bus Network major scheme</td>
</tr>
<tr>
<td><strong>GOSW</strong></td>
<td>Government Office for the South West</td>
</tr>
<tr>
<td><strong>GBSTS</strong></td>
<td>Greater Bristol Strategic Transport Study</td>
</tr>
<tr>
<td><strong>Great Western Main Line</strong></td>
<td>Network Rail’s strategic line between London Paddington and the West of England and embracing other rail services that serve the area</td>
</tr>
<tr>
<td><strong>GDP</strong></td>
<td>Gross Domestic Product: in relation to the West of England the basic measure of overall economic output, the market value of all final goods and services made within the area in a year</td>
</tr>
<tr>
<td><strong>Green Bus Fund</strong></td>
<td>A Department for Transport fund which supports bus companies and local authorities to help them buy new low carbon buses. Its main purpose is to support and hasten the introduction of hundreds of low carbon buses.</td>
</tr>
<tr>
<td><strong>Green infrastructure</strong></td>
<td>Strategically planned and delivered networks of high quality green spaces and other environmental features including parks, open spaces, playing fields, woodlands, allotments and private gardens.</td>
</tr>
<tr>
<td><strong>Group hire</strong></td>
<td>Accessible minibuses provided by community-based voluntary organisations for hire by community groups for social, shopping and similar trips</td>
</tr>
<tr>
<td><strong>Guide to Railway Investment Projects (GRIP)</strong></td>
<td>Network Rail approach to managing investment schemes aimed at minimising and mitigating risks with delivering railway projects through different stages from inception to completion</td>
</tr>
<tr>
<td><strong>Habitats Regulations Assessment</strong></td>
<td>Legal requirement to assess the impact of the JLTP3 on existing and proposed sites of European conservation importance</td>
</tr>
<tr>
<td><strong>Health Impact Assessment</strong></td>
<td>Legal requirement to assess the impact of the JLTP3 on health and well-being, whether physical and/or mental health. Part of the SEA</td>
</tr>
<tr>
<td><strong>HGV</strong></td>
<td>Heavy Goods Vehicles</td>
</tr>
<tr>
<td><strong>HIA</strong></td>
<td>Health Impact Assessment</td>
</tr>
<tr>
<td><strong>Highways Agency</strong></td>
<td>An Executive Agency of the Department for Transport responsible for operating, maintaining and improving the strategic road network of motorways and trunk roads in England</td>
</tr>
<tr>
<td><strong>HRA</strong></td>
<td>Habitats Regulations Assessment</td>
</tr>
<tr>
<td><strong>ICT</strong></td>
<td>Information communication technology</td>
</tr>
</tbody>
</table>
### Indices of Deprivation

Index created by the Department for Communities and Local Government for measuring deprivation in local areas based on income; employment; health and disability; education, skills and training; barriers to housing and services; living environment; and crime.

### Integrated Transport

Transport schemes other than those involving maintenance of roads, footways, bridges and other highway infrastructure. Schemes costing over £5 million are defined as ‘major sch’.

### ITS

Intelligent Transport System which uses satellite location, mobile telephone and wireless network technologies to manage the road network and provide information for travellers.

### JLTP

Joint Local Transport Plan

### Joint Scrutiny

Joint Scrutiny Committee, made up of 3 councillors from each of the 4 councils, responsible for the overview and scrutiny of the actions of the West of England Partnership in relation to transport and its other functions.

### Joint Transport Forum

Forum organised at regular intervals by the West of England Partnership on behalf of the four councils to give stakeholders the opportunity to comment on strategic transport issues.

### JTEC

Joint Transport Executive Committee

### JTAMP

Joint Transport Asset Management Plan

### KSI

Killed or Seriously Injured

### LAA

Local Area Agreement

### LDF

Local Development Frameworks

### LEP

Local Enterprise Partnership

### LGV

Lights Goods Vehicle such as a van. Also used for Large Goods Vehicle, commonly known as HGVs or Heavy Goods Vehicles

### Lifelong learning

Initiatives focused on widening participation in adult learning and raising standards and quality in adult and community education

### Local Access Forums

Statutory bodies established by the councils to provide advice on the improvement of public access to land for open-air recreation and enjoyment of the area

### Local Area Agreement

Set out the priorities for a council area agreed between the former Government, the individual council, Local Strategic Partnership, and other key partners

### Local Development Frameworks

Replace former local plans and set out a vision, priorities, policies and programmes for future development in each council area. Made up a ‘Core Strategy’ supplemented by ‘Development Plan Documents’
<p>| <strong>Local Enterprise Partnership</strong> | Partnership of business and the four councils in the West of England formed in 2010 to promote local economic growth. The Government sees such partnerships working with universities and further education colleges to tackle issues such as planning and housing, local transport and infrastructure priorities, employment and enterprise and the transition to the low carbon economy. |
| <strong>Local Strategic Partnerships</strong> | A partnership for each council area that brings together different parts of the public sector as well as the private, business, community and voluntary sectors so that different initiatives and services support each other and work together. |
| <strong>Local Sustainable Transport Fund</strong> | Challenge fund launched by the Department for Transport in 2010 open to bids from local transport authorities for packages of measures that support economic growth and reduce carbon in communities as well as delivering cleaner environments, improved safety and increased levels of physical activity. |
| <strong>Low carbon choices</strong> | Forms of transport that emit only low amounts of greenhouse gases. |
| <strong>Low Emission Zone</strong> | Area where access is limited to vehicle meeting minimum emissions standards. |
| <strong>LPG</strong> | Liquefied Petroleum Gas. |
| <strong>LSP</strong> | Local Strategic Partnership, a group of agencies or organisations in each council area from business, the public sector, community, voluntary sector, higher and further education. |
| <strong>Maintenance</strong> | Keeping the condition of roads, footways, cycle ways and other transport infrastructure up to agreed standards. |
| <strong>Major Schemes</strong> | Transport schemes costing more than £5m. |
| <strong>Memorandum of Understanding</strong> | Document (MoU) between two or more parties setting out an agreed approach to issues of common concern. An MoU has been agreed between the councils and the Highways Agency; a second with Network Rail, First Great Western and other operators; and a third with the health sector. |
| <strong>Multi Area Agreement</strong> | A public agreement between the former Government and the four councils, working together with local agencies to boost economic growth and tackle deprivation and financial inequalities. |
| <strong>Multi-operator travelcard</strong> | An integrated ticketing system that is valid for travel on buses and train services run by different operators. |
| <strong>Multiple deprivation</strong> | Areas experiencing a range of economic, social and housing problems. |
| <strong>National Coastal Path</strong> | Path being promoted by Natural England under the Maritime and Coast Access Act 2009 to allow people the right to walk around the whole of the coast of England including part of the Severn Estuary. |</p>
<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Cycle Network</td>
<td>Network of walking and cycling routes across West of England and the rest of the UK initiated by Sustrans and comprising a mixture of quiet lanes, on-road routes and traffic-free paths.</td>
</tr>
<tr>
<td>National Play Strategy</td>
<td>Published in December 2008 by the thenDepartment for Children, Schools and Families, the strategy sets out the Government’s plans to improve and develop play facilities for children.</td>
</tr>
<tr>
<td>Network management</td>
<td>Role of the councils as local highway authorities for managing the road network to ensure the optimum flow of traffic.</td>
</tr>
<tr>
<td>Network resilience</td>
<td>Ability of the transport network to withstand the effects of abnormal traffic demands, adverse weather, accidents, security alerts and other risks.</td>
</tr>
<tr>
<td>Next Generation Digital Infrastructure</td>
<td>Implementing super fast broadband across the country.</td>
</tr>
<tr>
<td>Noise mapping</td>
<td>Maps prepared by DEFRA providing an overview of ambient noise levels in large urban areas and major transport sources in England intended to inform the production of noise action plans.</td>
</tr>
<tr>
<td>Non-principal roads</td>
<td>Class ‘B’ and ‘C’ roads.</td>
</tr>
<tr>
<td>North and East Fringe of Bristol</td>
<td>Parts of South Gloucestershire adjoining the Bristol urban area.</td>
</tr>
<tr>
<td>Peak oil</td>
<td>The point in time when the maximum rate of global petroleum extraction is reached, after which the rate of production declines.</td>
</tr>
<tr>
<td>Personalised Travel Planning</td>
<td>Techniques in which information is provided to individuals and households to enable them to choose a different pattern of travel behaviour, bringing benefits to them as well as reducing car use and/or increasing the use of more sustainable transport modes.</td>
</tr>
<tr>
<td>Plugged-In Places</td>
<td>Department for Transport fund aimed at encouraging the establishment of electric vehicle recharging infrastructure.</td>
</tr>
<tr>
<td>Positive activities</td>
<td>Activities for young people described in the national strategy ‘Aiming High for Young People’ (Department for Children, Schools and Families, 2007) including sport, cultural and recreational activities such as clubs, youth groups, classes.</td>
</tr>
<tr>
<td>Powered two wheeler</td>
<td>Motorcycles, mopeds and scooters.</td>
</tr>
<tr>
<td>Primary Care Trusts</td>
<td>NHS organisations that work with the councils and other agencies to provide a range of community health services, fund GPs and medical prescriptions and commission hospital and mental health services.</td>
</tr>
<tr>
<td>Principal roads</td>
<td>Class ‘A’ roads.</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
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</tr>
<tr>
<td>Priority Vehicle Lanes</td>
<td>Traffic lanes reserved at specified times for buses, taxis and other authorised vehicles</td>
</tr>
<tr>
<td>Programme Entry</td>
<td>Status given by the Department for Transport to major scheme bids once an initial business case has been approved</td>
</tr>
<tr>
<td>Project Board</td>
<td>Made up of senior officers who steer the direction of individual major schemes, authorise strategic decisions and refer, where necessary, key decisions to the Joint Transport Executive Committee</td>
</tr>
<tr>
<td>Project Initiation Document</td>
<td>Document that describes the purpose, objectives and arrangements for carrying out transport projects</td>
</tr>
<tr>
<td>Public Realm</td>
<td>Highways, footways and public spaces</td>
</tr>
<tr>
<td>Public Realm and Movement Strategy</td>
<td>A series of measures to address traffic movement within and around Bath city centre, establish a network of enhanced public spaces, remove clutter and provide attractive street furniture and signs</td>
</tr>
<tr>
<td>Public Rights of Way network</td>
<td>Public footpaths, public bridleways, restricted byways and byways open to all traffic as recorded on each council’s definitive map and statement</td>
</tr>
<tr>
<td>Quality Partnership Schemes</td>
<td>Partnership between councils and bus operators under the Transport Acts 2000 and 2008 that can cover minimum frequencies, timings, vehicle standards, investment in infrastructure, service performance and maximum fares</td>
</tr>
<tr>
<td>Rapid Transit</td>
<td>High capacity, frequent and fast mode of public transport segregated as far as possible from general traffic</td>
</tr>
<tr>
<td>Real time information</td>
<td>Use of satellite technology to provide passengers with up-to-the-minute information about bus services via their computer, mobile phone or screens on bus shelters or elsewhere</td>
</tr>
<tr>
<td>RIEP</td>
<td>South West Regional Improvement and Efficiency Partnership helps councils and their partners to deliver better services, set through Local Area Agreements</td>
</tr>
<tr>
<td>Road hierarchy review</td>
<td>Examination of the classification of roads (‘A’, ‘B’ or ‘C’) to see if revisions are needed in the light of changes in land use or traffic</td>
</tr>
<tr>
<td>Route Utilisation Strategy</td>
<td>Strategy agreed by Network Rail in March 2010 that sets out a vision for the Great Western rail network up to and beyond 2019 balancing capacity, passenger and freight demand, operational performance and cost</td>
</tr>
<tr>
<td>ROWIP</td>
<td>Rights of Way Improvement Plans Countryside and Rights of Way Act 2000</td>
</tr>
<tr>
<td>RUS</td>
<td>Great Western Route Utilisation Strategy</td>
</tr>
<tr>
<td>SEA</td>
<td>Strategic Environmental Assessment</td>
</tr>
<tr>
<td><strong>Secured Stations Accreditation</strong></td>
<td>Scheme run by the DfT and the British Transport Police designed to improve and standardise good security practices at stations. To become an accredited Secure Station, each station operator needs to work with the local British Transport Police Crime Reduction Officer to ensure that their station meets the national standards on design and management to cut down crime</td>
</tr>
<tr>
<td><strong>Senior Responsible Owner</strong></td>
<td>Lead officer who chairs a major scheme Project Board and ensures the project progresses in line with the Project Plan</td>
</tr>
<tr>
<td><strong>Single Conversation</strong></td>
<td>Discussions between the councils, Homes and Communities Agency, South West Regional Development Agency and other regional agencies in 2009 and early 2010 on the infrastructure needed to support the development of mixed and sustainable communities and growth in jobs, housing, population and competitiveness</td>
</tr>
<tr>
<td><strong>Skills and Competitiveness Board</strong></td>
<td>Employer-led under the umbrella of the West of England Partnership which aims to represent and promote the views and interests of the area on skills, employment and competitiveness</td>
</tr>
<tr>
<td><strong>Smart and Integrated Ticketing Strategy</strong></td>
<td>National strategy published by the Department for Transport in December 2009</td>
</tr>
<tr>
<td><strong>Smartcard</strong></td>
<td>In relation to public transport a card on which the entitlement to travel, the ‘ticket’, is stored electronically on a microchip rather than on paper or cardboard</td>
</tr>
<tr>
<td><strong>Smarter Choices</strong></td>
<td>Techniques for influencing people’s travel behaviour towards more sustainable options such as encouraging school, workplace and individualised travel planning</td>
</tr>
<tr>
<td><strong>Social car schemes</strong></td>
<td>Voluntary sector schemes involving drivers using their own cars to take needy people to medical and other essential appointments</td>
</tr>
<tr>
<td><strong>Social enterprises</strong></td>
<td>Businesses which operate for a social purpose, distinct from other businesses in that the majority of their profits is used to further social and/or environmental goals and distinct from more traditional charities or voluntary organisations in that they generate the majority, if not all, of their income through trading goods or services rather than donations</td>
</tr>
<tr>
<td><strong>South West Councils</strong></td>
<td>Former organisation of councils in the South West that provided a voice on major issues, influencing Government policy, encouraging partnership working and promoting good practice</td>
</tr>
<tr>
<td><strong>SRO</strong></td>
<td>Senior Responsible Owner</td>
</tr>
<tr>
<td><strong>Strategic Environmental Assessment</strong></td>
<td>European legal requirement to assess the impact of the JLTP3 on the environment and including human health</td>
</tr>
<tr>
<td>Streetscape</td>
<td>Design and layout of streets</td>
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</tr>
<tr>
<td><strong>Sustainable Community Strategies</strong></td>
<td>Strategy drawn up by each Local Strategic Partnerships setting out a vision for the future of each council area and priorities for action</td>
</tr>
<tr>
<td><strong>Sustainable Methods of Travel to School Surveys</strong></td>
<td>Surveys undertaken by the four councils under the general duty placed on local authorities by the Education and Inspections Act 2006 to promote the use of sustainable travel and transport.</td>
</tr>
<tr>
<td>Sustainable urban drainage</td>
<td>System that replicates natural systems to collect, store and clean surface water run-off before release to a watercourse</td>
</tr>
<tr>
<td><strong>SWRDA</strong></td>
<td>South West Regional Development Agency</td>
</tr>
<tr>
<td><strong>Tax Increment Finance</strong></td>
<td>System that would give local authorities new powers to borrow against future growth in income from local business rates to fund transport and other infrastructure projects</td>
</tr>
<tr>
<td><strong>Taxi Marshals</strong></td>
<td>Council officers who vet potential passengers at busy taxi ranks in Bristol, ensuring orderly and fair queues during the evening and seeking to reduce anti-social behaviour</td>
</tr>
<tr>
<td><strong>Transport and Works Act</strong></td>
<td>1992 Act which gives powers for councils and others to construct and operate railways, tramways and similar transport schemes including compulsory powers to buy land and close or alter roads and footpaths</td>
</tr>
<tr>
<td><strong>Transport Innovation Fund</strong></td>
<td>Fund introduced by the Government in 2005 for strategic transport schemes aimed at tackling congestion through demand management and better public transport</td>
</tr>
<tr>
<td><strong>Transport Plan Commission</strong></td>
<td>Body representing a range of public, private and voluntary sector organisations advising the councils on transport issues and commenting on the JLTP3</td>
</tr>
<tr>
<td><strong>Transport user priorities</strong></td>
<td>Recommended priority to be given to different users in the design of new transport infrastructure according to the local circumstances</td>
</tr>
<tr>
<td><strong>Travel awareness</strong></td>
<td>People recognising the potential for using alternative modes of transport to the car for particular journeys</td>
</tr>
<tr>
<td><strong>Travel plans</strong></td>
<td>Plans made by employers, schools and others to promote use of sustainable transport rather than individual car journeys</td>
</tr>
<tr>
<td><strong>Travel+</strong></td>
<td>Brand being used by the councils to promote transport projects</td>
</tr>
<tr>
<td><strong>Traveline</strong></td>
<td>Partnership of transport operators and local authorities formed to provide impartial and comprehensive information about public transport by telephone and the internet</td>
</tr>
<tr>
<td><strong>UK Low Carbon Transition Plan</strong></td>
<td>National strategy for reducing greenhouse emissions published in July 2009</td>
</tr>
<tr>
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</tr>
<tr>
<td><strong>Unclassified roads</strong></td>
<td>Roads that are not classed a ‘A’, ‘B’ or ‘C’</td>
</tr>
<tr>
<td><strong>UTMC</strong></td>
<td>Urban Traffic Management and Control</td>
</tr>
<tr>
<td><strong>Variable Message Signs</strong></td>
<td>Electronic or dynamic signs, also referred to as matrix signs, providing road users with information for example about accidents, congestion, roadworks, speed limits and car park space availability</td>
</tr>
<tr>
<td><strong>Voluntary Partnership Agreements</strong></td>
<td>Non-statutory scheme between councils and bus operators under the Transport Acts 2000 and 2008 that can cover frequency of services, levels of fare increases, vehicle standards and investment in infrastructure.</td>
</tr>
<tr>
<td><strong>Vulnerable road users</strong></td>
<td>Pedestrians, cyclists, children, young people, motorcyclists</td>
</tr>
<tr>
<td><strong>West of England Partnership Board</strong></td>
<td>Board providing the Partnership with strategic direction and made up of the Leaders and two other councillors from the four West of England councils together with seven Social, Economic and Environmental Partners and Observers from specific strategic organisations</td>
</tr>
<tr>
<td><strong>Workplace Parking Levy</strong></td>
<td>Scheme whereby councils can charge drivers for use of car parks at office and commercial premises of specified types and in specified locations to secure income to fund transport infrastructure or services</td>
</tr>
<tr>
<td><strong>World Heritage Site</strong></td>
<td>Status awarded (‘inscribed’) to Bath City by UNESCO in 1987 in recognition of its global significance in terms of its history, architecture, town planning and landscape setting</td>
</tr>
</tbody>
</table>