Introducing Joint Local Transport Plan 4 (JLTP4)

Joint Local Transport Plan 4 (JLTP4) sets out our vision for travel and transport within the West of England to 2036. The West of England is one of the UK’s most successful, innovative and desirable places to live and work. Our success as a region means that we need to be ambitious in our plans to support the region’s growth over the next two decades.

The plan will support delivery of transport schemes set out in local transport strategies across the region, including the Bath and Bristol Transport Strategies, and those covering cycling, walking, public transport, parking and the main road network. The plan also supports the West of England Energy Strategy, along with local clean air strategies, to help us meet our carbon reduction commitments.

The schemes identified in JLTP4 are subject to appropriate feasibility and consultation work, as well as requiring permissions such as planning. The alignment and locations of schemes shown on our vision plan are indicative.

How you choose to travel impacts on the way the transport network across the West of England works. It affects the economy, air quality, physical health and accessibility to jobs, education and services.

This is an ambitious plan to keep people moving and tackle congestion, whilst supporting economic growth. It considers a wide range of options to support sustainable travel, including rail, bus, cycling, walking, mass and rapid transit and electric vehicles. Working together, we can achieve our long-term plan to ensure transport in the West of England is fit for the future.”

Cllr Tim Warren, Leader of Bath & North East Somerset Council

“No single transport initiative in isolation has the power to transform our travel choices, cut congestion, improve air quality or ease parking issues. This plan sets out a long-term vision for improving transport and tackling congestion right across the region while supporting future economic growth.”

Cllr Tim Warren, Leader of Bath & North East Somerset Council

“Bristol and the West of England is one of the UK’s most economically successful regions and transport is crucial to ensuring that success is shared by all. From a mass transit scheme to walking, improved people movement is at the heart of these plans as we work towards the world class transport network our city and region deserves.”

Marvin Rees, Mayor of Bristol

“The ambitions and success of this plan are vital to making sure our region’s transport infrastructure addresses existing and expected challenges, accommodates planned housing and employment growth, and improves connections for people and businesses across all transport types.”

Cllr Nigel Aston, Leader of North Somerset Council

“This plan sets out an ambitious prospectus to transform the sustainable travel options available to residents in South Gloucestershire and across the West of England. The identified transport projects will enable us to deliver housing and employment growth, supported by a range of transport choices that will keep the region moving while addressing the challenges of public health and wellbeing, climate change and congestion.”

Cllr Toby Savage, Leader of South Gloucestershire Council

The West of England Combined Authority (WECA) and four West of England local authorities (Bath & North East Somerset Council, Bristol City Council, North Somerset Council and South Gloucestershire Council) have prepared and approved the West of England Joint Spatial Plan. The plan, and supporting Joint Transport Study, set out the policies for how 105,500 new homes and 82,500 new jobs will be delivered in the West of England to 2036. JLTP4 builds on the recommendations in the Joint Transport Study and includes a list of schemes to address existing and future transport challenges.
Setting the scene and transport challenges

Setting the scene
The third JLTP (JLTP3) was prepared in 2011. The plan contributed towards:
- Cycling improvements (lanes and parking)
- Improvements to the Greater Bristol Bus Network
- The launch of metrobus
- Completion of the Bath and Weston-super-Mare transport packages and the A4174 South Bristol Link
Since 2011 the number of bicycle trips has more than doubled, the number of bus passenger journeys has increased by more than one third, and rail passenger journeys have increased by more than half. The targets in JLTP3 were exceeded in all these areas, along with those linked to improving road safety and reducing carbon dioxide (CO2) emissions.

Challenges
Despite these successes, we are faced with ongoing and new challenges. Many of these are not unique to the West of England, and we have little or no control over some of them. The main challenges can be summarised as:
- Travel demand is growing, and there is an increased need to improve walking, cycling and public transport
- For some people the private car is the only realistic mode of travel
- Parts of the road and rail networks are under strain
- There are high levels of inequality in the West of England, and many different accessibility needs
- Transport continues to impact on safety, security, air quality, public health and public realm
- There is a need to manage emerging technology and innovation
- Transport funding has been constrained over recent years, and funding levels have not been high enough to address the scale of growth in the region

High-level summary of transport challenges

- Transport is the largest contributor to greenhouse gas and CO2 emissions
- Over 300 premature deaths a year linked to NO2
- £6bn shortfall in transport funding
- 1 in 11 commutes by public transport
- £300m annual cost of congestion

25% increase in projected trips by 2036
Ageing population: 1 in 5 over 65 years old
2 of 3 commutes by car
1 in 11 commutes by public transport
Vision, objectives and outcomes

The long-term aspiration for transport in the West of England is set out in the vision:

‘Connecting people and places for a vibrant and inclusive West of England’

To deliver the transport vision, JLTP4 contains five objectives.

Support sustainable and inclusive economic growth
- Improved efficiency and reliability on local, national and international transport networks
- Delivery of new houses and jobs, identified through the Joint Spatial Plan, is supported
- Access opportunities to employment growth areas is provided for all
- Transport assets are maintained and managed, and demonstrate value for money
- The high-quality transport network generates inward investment
- Congestion and demand on the network is better managed through technological advances

Enable equality and improve accessibility
- Connectivity is increased and transformed, enabling seamless "door-to-door" movements of people and goods
- Access for those with both visible and hidden disabilities is improved
- Access to services for residents in rural or remote areas is improved
- Better information to aid travel decisions is provided
- Low carbon transport and opportunities for reducing the need to travel are maximised
- New public transport systems, smarter ticketing and faster payment options are enabled

Address poor air quality and take action against climate change
- NOx, particulates and carbon emissions are reduced
- Air quality in the Air Quality Management Areas (AQMAs) is improved
- Air quality remains better than national standards outside the AQMAs
- The transport network is resilient and adaptable
- Technological advances to improve air quality and monitoring are embraced

Contribute to better health, wellbeing, safety and security
- There is an increase in the number of healthy, low carbon walking and cycling trips
- There is a continued reduction in the number of road casualties on the transport network
- Road safety for transport users is improved, particularly for those most at risk
- Personal safety on the transport network is improved, and there is less crime and fear of crime

Create better places
- Journey experience is enhanced through an integrated and connected transport network
- The impact of the transport network on the built, natural and historic environment is minimised
- Streetscape, public spaces and urban environments are enhanced
- The transport network supports neighbourhood renewal and the regeneration of deprived areas
**Embracing technology**

Technological advances could provide new travel options at all levels, particularly for the young, elderly, people with mobility challenges and those living in rural areas. These advances could also offer new ways of transporting goods to and around the region in a more efficient way.

A lot of these technology advances are likely to occur just beyond the lifetime of JLTP4. However, many schemes are long-term and so the potential impacts of technological advances will need to be considered in planning. This proactive approach will mean we are prepared for where we want to be, rather than adapting to the changes once they have occurred.

We are working closely with others to build new partnerships to ensure we are at the forefront of developments. We have set up a JLTP4 Advisory Group to provide technical and professional advice. It has representatives from over 20 transport groups, including both transport experts and emerging technology specialists.

We are seeing rapid developments in technology that could mean you have new, sustainable ways to travel, as well as more information that will enable you to make seamless, integrated journeys.

**Improving connections across the West of England – our strategy**

We will provide a well-connected sustainable transport network that offers greater, realistic travel choice and makes walking, cycling and public transport the preferred way to travel. Trips into and within the West of England will be seamless, faster, cheaper, cleaner and safer.

Our strategy for improving connectivity in the West of England is:

- **Walking and cycling are the preferred choice for shorter trips and to access public transport**
- **The use of road space is more effectively managed by technology**
- **Technology developments to reduce the need to travel and enable seamless journeys through improved ticketing and information on transport choices**
- **Well-connected public transport, focussed around mass and rapid transit, supported by a comprehensive walking, cycling, local bus and rail network**
- **Use of mechanisms to reduce dependency on private car use in urban areas, thereby improving air quality, public realm and supporting sustainable network improvements**
- **Park & Ride sites on radial routes to intercept private cars entering the main urban centres**
- **Highway capacity can be reallocated to sustainable and active modes of transport, where appropriate**
- **Change the way we access travel information, influencing the choices people make**
- **Remove the need to travel, in some instances, with improved availability of wireless technology (including 5G) and the ability to access more services remotely**
- **Enable better planning of future transport networks, with 'open' data available to innovators, software developers, transport planners and transport providers**
- **Increase availability of cleaner fuel and technology, resulting in more hybrid and electric vehicles**
- **Provide us with more travel options e.g. driverless vehicles**

**Achievement of JLTP vision, objectives and outcomes**

- **Walking and cycling**
- **Use of mechanisms to reduce dependency on private car use in urban areas**
- **Improving air quality, public realm and supporting sustainable network improvements**
- **Park & Ride sites on radial routes to intercept private cars entering the main urban centres**
- **Highway capacity can be reallocated to sustainable and active modes of transport, where appropriate**
- **The use of road space is more effectively managed by technology**

We recognise that many journeys combine at least two modes of travel, so this plan is focussed on improving connections at different levels.
Improving connections

JLTP4 is structured around improving connectivity at four levels. Many of the policies and interventions are relevant at more than one level.

Beyond the West of England
Journeys into and out of the West of England, including to other areas in the South West, South Wales, along with national and international trips. The focus is primarily on:
- Improving efficiency and reliability of the strategic road and rail networks
- Supporting the role of coaches for residents and visitors
- Supporting the role of the port and airport for both passengers and freight
- Managing the impact of the Severn Bridge tolls removal
- Managing the impact of regular and infrequent events on the transport network

Within the West of England
Journeys wholly within the West of England, but longer than approximately 10km, including those between main urban areas. There is recognition that long trips start with a local trip. The focus is on:
- Developing high quality and reliable rapid and mass transit, and supporting and enhancing existing public transport (including the development of a new Bus Strategy)
- Using technology to keep traffic moving, reduce environmental impact and improve the availability and accessibility of accurate travel information and ticketing
- Providing Park & Ride and sharing schemes to minimise the impact of single occupancy vehicles, and recognise the needs of motorcycles and mopeds users
- Providing for trips where public transport is not an option
- Using, as appropriate, measures to influence and better manage the demand of private car use
- Effectively managing the Major Road Network and Key Route Network
- Effectively accommodating development sites and associated trips, and supporting delivery of Enterprise Zones
- Enabling deliveries to be made more efficiently, such as supporting the development of freight consolidation centres and providing for distribution by less polluting modes

Local
Journeys of up to approximately 10km, including all journeys wholly within one urban area and those between neighbouring rural areas, and rural and urban areas. The focus is primarily on:
- Providing attractive and safe walking and cycling networks, and initiatives to support the uptake of active travel
- Delivering road safety training to equip people with the knowledge and skills to travel in a safe and sustainable way
- Supporting those without a private car, who need to travel, to access the services they require
- Promoting and supporting remote access to services and reducing the need to travel
- Improving air quality by supporting work on Clean Air Zones and zero and low emission vehicles

Neighbourhood
Journeys within local communities, both urban and rural. The focus is primarily on:
- Working with residents and communities to identify barriers to accessibility, including crossings and speed reduction
- Improving actual and perceived safety and security by designing for and imposing appropriate speed limits, improving driver behaviour and providing training for different road users
- Improving the quality of streets, public spaces and providing clear signage
- Integrating walking, cycling and public transport into new developments
- Supporting and maintaining public rights of way

Journeys beyond the West of England could range from visiting friends and family across the country to holidays abroad. Examples of local journeys could include daily errands and visiting your nearest town for shopping.
West of England transport vision

Creating better places

- Public realm and sustainable transport improvements

Schemes across the West of England to:

- Restrict the most polluting vehicles from areas of poor air quality and promote and expand the use of electric vehicles
- Reduce the impact of freight vehicles on unsuitable roads
- Encourage better travel choices
- Influence and better manage the demand of private car use, as appropriate
- Improve connectivity to rural communities
- Improve road safety for all users

These schemes have the potential to achieve big impacts in encouraging people to walk and cycle, enhance connectivity, improve air quality and improve road safety.

Public transport

- Metrobus
- Bus corridor upgrades
- Mass transit
- Improved rail stations
- New rail stations
- Rail improvements

Improved connectivity and new travel options help make public transport more attractive than cars and increase accessibility across the West of England.

Some schemes can be implemented in the short-term for relatively low cost, e.g. improved bus facilities. Mass transit would be a long-term scheme and have a high cost, which we will need to find funding to deliver.

Highway upgrades

- Improved junction
- New junction
- Improved road
- New road
- Smart motorway

Car journey times could become more reliable and road space could be reallocated to public transport, walking and cycling, where appropriate.

These are generally high cost, long-term schemes. There could be negative environmental impacts associated with construction.

Park & Ride sites

- Expanded Park & Ride site
- New Park & Ride site

Intercepting car trips on main corridors into central urban areas can reduce the negative impacts associated with single occupancy vehicles.

Appropriate sites will need to be found and acquiring land for this purpose could be difficult. This will impact on the time and cost of delivery.

Walking and cycling

- Cycle routes

Air quality and health can be improved by encouraging people to leave their cars at home. However, active travel will not cater for all journeys.

Walking and cycling schemes are cheaper and quicker to implement, compared to highway upgrades.

Alignments and locations are for illustrative purposes and subject to feasibility studies and consultation.
Major transport improvements and schemes have been identified to address current and future transport challenges. This includes making sure the increased number of trips from planned housing and employment growth can be accommodated on the network.

JLTP4 focuses on a number of major transformational schemes, pulled together into a major scheme programme that forms our current delivery priorities. The programme has a strong focus on encouraging active and sustainable transport, making it the preferred choice for more people.

The major schemes programme includes short, medium and long-term schemes. These will need to be developed and delivered in partnership with local and national transport operators and providers, user groups, the community and voluntary sector and neighbouring authorities. The need for and scope of each scheme will be kept under review throughout the lifetime of the plan.

A key part of the programme is to develop a mass transit network of high quality routes in locations where travel demand will be highest. These routes will operate in Bristol and Bath urban areas and on the four busiest corridors in the region. These link Bristol Airport, the north and east fringes of Bristol, the A4 Bath corridor, and Bristol city centre. These schemes will take at least 10 years to deliver.

The programme also includes cycling and walking packages, public realm improvements, new and expanded Park & Ride sites, cycle routes between town centres, and rail service improvements, including new stations. Some of these schemes can be built in the shorter term. Some road schemes are included in the major schemes programme, to:
- Provide new or improved connections to strategic development locations
- Provide more reliable journeys for drivers, passengers and freight
- Enable road space to be reallocated to public transport and active travel, where appropriate
- Remove through traffic, air quality issues and other environmental problems from some town centres or local areas

This plan is ambitious, requiring a record level of funding. To implement all the schemes could cost up to £10bn over twenty years. This is significantly more than has been received during any previous twenty-year period. The level of funds required may need to include substantial funding raised from local sources. We may also need to consider tapping into new sources of funding, including a local business rate increase, or congestion or workplace parking charges. Revenue generated from such charges would be used to pay for transport improvements.

We need your views on the types of transport schemes we should be prioritising in the West of England. We also want your views on how we could raise the extra money needed to deliver the improvements.

How you can get involved

We need your views to help develop the final JLTP4 that will be published later in 2019. By telling us what you think of our plan, the transport measures you think are important and what funding options you prefer, we can shape the final plan so it reflects people’s priorities.

This is the Summary Document. The full version of JLTP4 provides more details on our proposed policies and action and is available on the consultation webpage – www.travelwest.info/JLTP

Our questionnaire and priority simulator tool are also available on our website. The simulator tool enables you to prioritise transport measures for the West of England by allocating points. You can gain more points if you select funding options that could be used to pay for the improvements. As it is not possible to allocate points on a hard copy questionnaire, please complete the questionnaire and simulator on the website, if you are able.

You do not need to complete both the online and paper versions as the responses will be considered in the same way.

The online questionnaire and simulator tool can also be found at www.travelwest.info/JLTP

Consultation on JLTP4 is due to close on 20 March 2019.

If you have any further questions, please email JLTP.consultation@westofengland-ca.gov.uk