

Joint Local Transport Plan (JLTP) for the Greater Bristol Sub-Region

Topic

Sustainable Urban Transport Plan

Summary

The greater Bristol Sub-Region has developed a five-year Local Transport Plan thanks to the collaboration between four councils. They established a Joint Local Transport Plan Team on behalf of the four councils. The action plan came to be after a broad consultation and participation process.

Case Study

Introduction

The Joint Local Transport Plan for the Greater Bristol Sub-Region

- Sets out a transport vision and objectives;
- Identifies problems and opportunities;
- Puts forward a long term strategy to 2026;
- Defines a five year programme of schemes and measures for 2006-2011;
- Sets targets and performance indicators.
- Transport infrastructure to meet strong sub-regional economic growth but also address social inclusion;
- Strategy to tackle congestion and improve accessibility, air quality and road safety;

Basic facts

For the development of this Joint Plan it has been necessary to:

- Developed comprehensive surveys and data collection to identify problems and opportunities.
- Each of four councils provides data for its own area; these are synthesised by the JLTP Team.
- Greater Bristol Strategic Transport Study, sponsored by Government, Councils and others, has looked at longer term trends; range of other local models.
- Research has included data from national population Census, traffic/ bus and rail passenger/ pedestrian/ cyclist etc counts.

Objectives and related targets defined through public consultation and discussion with the four Councils' Executive (elected) Members responsible for Transport:

- Accessibility to health, employment and education is a major objective;
- Negative impacts of transport are covered by targets to reduce road accident casualties and congestion and improve air quality;
- Target to improve air quality in defined Air Quality Management Areas;
- Targets to increase bus patronage, public satisfaction with bus services, bus punctuality, reduced peak hour traffic to urban centres;
- No specific targets for improvement of the urban environment but this is a major objective

Users and stakeholders

The JLTP was prepared by the sub-region's four councils in partnership: Councils of Bath & North East Somerset, Bristol, North Somerset, South Gloucestershire

This was done through extensive public consultation involving expert stakeholders as well as the general public; 'roadshows' and public meetings were held as well as one-to-one meetings with interested groups and organisations.

Implementation set-up

The plan was produced by the JLTP Team on behalf of the four councils; the JLTP Team drew on specialist advice from council staff and from consultants;

In formulating the action plan the following factors were considered:

- Need to achieve maximum value for money and make best use of existing infrastructure;
- Spending priorities identified through citizen participation;
- Best practice from elsewhere in UK and EU;
- Links with other programmes, e.g. housing and business development, regeneration;
- Phasing of schemes over 5-year period to balance resources and avoid conflicting disruption to the transport network;
- Co-ordination of schemes between different funding blocks to achieve efficient delivery;
- Balance of large and small scale schemes to ensure most efficient use of staff; and
- Ensuring investment can be supported by revenue programmes.

The funding is provided mainly from Government, supported by private sector and Council resources. Delivery of the plan is carried out by the four Councils with coordination through the JLTP Team.

Citizen participation embraced groups representing gender equity and equality; plan strategies and programmes were examined to ensure social inclusion issues were properly covered;

JLTP sets out specific targets to ensure equity and fair transport (accessibility) and a range of action plans are proposed.

The JLTP is five-year plan starting in April 2006, success will be monitored. To monitor the plan, the criteria and targets are partly set by the Government and partly by the four Councils. There are 23 separate indicators covering highway maintenance, safety, bus services, accessibility, cycling, traffic flows and congestion, journeys to school, air quality, rail services, park and ride, community transport, and information.

Future prospects and conclusions

The first flagship project will be the Greater Bristol Bus Network that focuses on the development of 10 'showcase' bus corridors with bus lanes and other bus priorities; fleet of new buses; improved ticketing; better interchanges; real time and other information; enhanced driver training and customer care; linked improvements for walking, cycling and road safety.

The second will be the Package for Bath, a World Heritage Site, and consisting of showcase bus routes; bus-based rapid transit; park and ride sites; travel information systems; city centre pedestrian enhancements; better shop deliveries; traffic management.

These two schemes are proposed for the period to 2011, subject to Government agreeing the funding.

Links

http://www.westofengland.org/site/JointLocalTransportPlan_2867.asp

Author contact details

Barbara Davies, Lead Officer

Telephone: +0044 (0)117 903 6707

barbara_davies@bristol-city.gov.uk

City or region

Greater Bristol Sub-Region

Country

UK

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This case study was collected in the framework of the Pilot project (2005-2007)