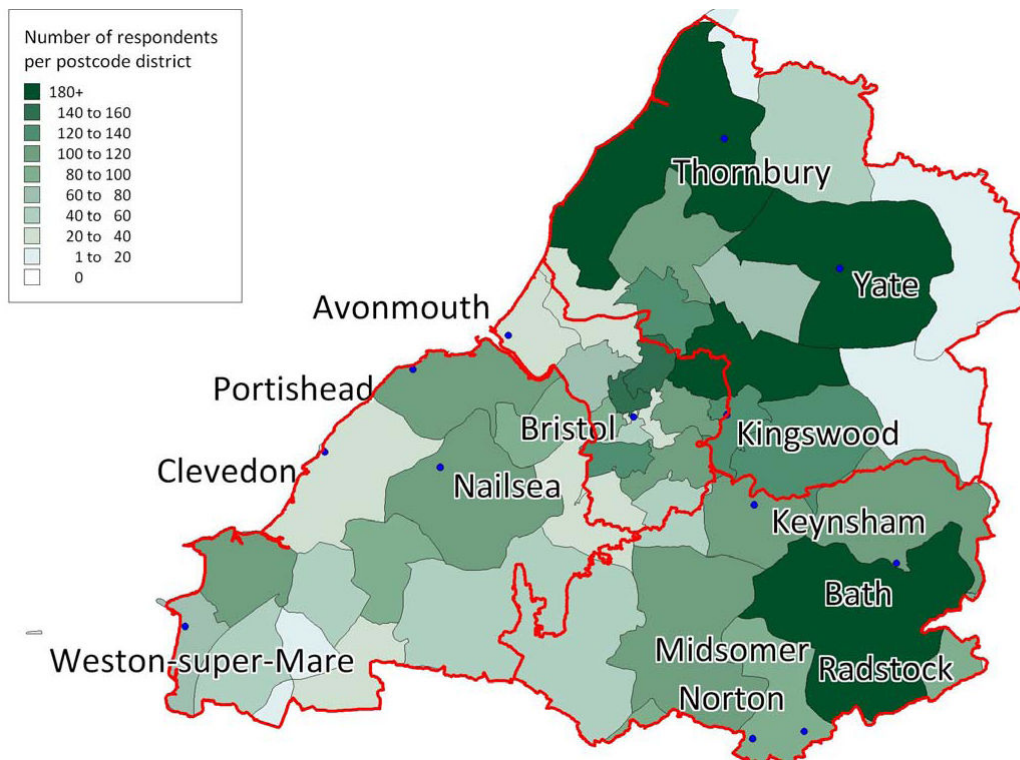


APPENDIX A ENGAGEMENT SUMMARY

During the engagement process a total of 4,472 responses were received as follows:

Paper Questionnaires	1116
Online	1842
Enumerator interviews	1427
Bespoke letters/emails	87
Total	4472

The distribution of responses received across the West of England is illustrated below.



Following engagement the JLTP3 has been revised. Key changes are:

- Focus on supporting economic growth and carbon reduction as the key goals
- Local Enterprise Partnership added to Chapter 1
- JLTP3 vision expanded with what it would like on the ground section added to Chapter 2
- Engagement results added to Chapter 3
- Mitigation measures arising from Strategic Environmental Assessment and statutory consultees strengthened
- New development and transport scheme map (Figure 6.1) and rail map (Figure 6.2) added to Chapter 6.
- Role of buses strengthened and focus for investment with more on Quality Partnership Schemes, frequencies and marketing in Chapter 6.
- Taxis and water transport sections added to Chapter 6
- Role of buses strengthened and focus for investment with more on Quality Partnership Schemes, frequencies and marketing in Chapter 6
- Chapter 7 renamed Accessibility (formerly Equality of Opportunity)
- Green Infrastructure references added to Chapter 9
- Chapter 11 on major schemes updated following Government announcements on funding
- Delivery Plan (Chapter 10) and indicators and targets (Chapter 11) reviewed in light of funding.
- Freight now a separate supplementary document with new graphics and photos and bullet point based strategies

The WoE Joint Scrutiny Committee provided the following comments:

- Freshford station is missing from Figure 6.2 Rail Map, to be added
- Radstock to Frome line is missing from Figure 6.2 Rail Map. The route is protected in the Bath and North East Somerset Council Local Plan but not exclusively for railway purposes and is therefore not included on the rail map.
- Problems associated with parking around railway stations. This issue will be covered in the Parking Supplementary document
- Greater clarity with regard to the disability comments arising from JLTP3 engagement. The main issue is access to transport

B&NES LSP, Overview & Scrutiny Committees, Member workshops and Parish Cluster Meetings provided the following comments:

- Change travel behaviour through education – personalised travel information included in CH6: Support Economic Growth (P69).
- Importance of rural transport – central to Accessibility Strategy (Ch7). Further detail to be provided in supplementary documents.
- Security at public transport interchanges and bus stops – strategy for Crime and Fear of Crime added including reference to Bath Nightwatch (P99).

- Role of community transport - strategy included in Chapter 7 on Accessibility with detail included in the Public Transport Supplementary Document
- More investment in cycling – Central to proposed Ch10 Delivery Plan with detail provided in supplementary documents. The DfT have recently announced the Local Sustainable Transport Fund providing an opportunity to provide more funding for cycling measures.
- Increasing bus capacity - focus for investment with more on Quality Partnership Schemes, frequencies and marketing in Chapter 6
- Greater investment in rail and rolling stock – MOU between the West of England local authorities, Network Rail, First Great Western, CrossCountry and South West Trains promotes effective co-ordination
- Co-ordination needed between Core Strategy and JLTP3 – Chapter 2 Vision, Goals and Challenges identifies the links (p20).
- Peak oil – section included in Ch 6 Support Economic Growth (p72)
- Shared space – Ch9 Quality of Life and the Natural Environment includes street design to create a sense of place.
- Bristol Airport surface access – Surface Access Strategy included in Chapter 7 on Accessibility.
- Measures to control HGV's – links to freight transshipment centre, city centre HGV's controls and air quality management included in Chapter 8: Contributing to Better Safety, Health and Security.
- Joint working with neighbouring authorities - cross boundary issues and need for joint working with Wiltshire and Somerset recognised in Chapter 2 on Vision, Goals and Challenges
- A36-A4 Link Road – further studies required to assess impact. No commitment to implement during JLTP3, but listed in Box11a Plans and Aspirations for other Significant Transport Schemes (P132)
- A4 Salford Bypass – further studies required to assess costs and benefits. No commitment to implement during JLTP3, but listed in Box 11a Plans and Aspirations for other Significant Transport Schemes (P132).
- Smart travelcard - included in measures to increase the attractiveness of public transport Ch 6 Support Economic Growth (P57)

Other representations raising particular issues not covered above:

- Bath Transportation Package – proposals supported by FOBRA together with greater parking restraint in Bath.
- Bath Transportation Package – Valley Parishes Alliance question effectiveness of BRT and Park and Ride in meeting JLTP3 objectives.
- Need for comprehensive Masterplan for Bath (FOBRA) – too much detail for JLTP3, but information can be drawn together from individual projects.
- Support for congestion charging in Bath (FOBRA) – case for congestion charging so far unconvincing due to lack of alternative routes around charging zone.
- More commitment to cutting CO₂ emissions (Transition Bath) – Ch5: Reducing Carbon Emissions (P43) sets out how the local transport

sector will contribute to the national target to reduce carbon emissions based on current evidence.

- Satellite P&R schemes (Radstock Action Group and Somer Valley Partnership) - Good practice guidelines emphasise the need for edge of urban sites for P&R facilities to be effective.