North Somerset Council
Local Development Framework

Core Strategy

Topic paper
Transport and communications

North
Somerset
COUNCIL

August 2007

Transport and Communications Topic Paper

This is part of a series of topic papers summarising the evidence base for the North Somerset Core Strategy document.

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- Demography, health, social inclusion and deprivation
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- Sustainable construction / design quality including heritage
- Summing up / spatial portrait

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1.   Introduction

1.1   The theme of this topic paper is how we access the facilities and services we need in order to live sustainably. This can be about movement, but it can also be about alternatives to travel, which global changes will make increasingly pressing.

1.2   Transport aspects of the Core Strategy overlap with the work underway on the Area Action Plans for Weston-super-Mare Town Centre and the Regeneration Area. Furthermore, wide-ranging improvements to transport are the subject of a separate workstream, organised through the Joint Local Transport Plan (JLTP). The intention in this paper has been to highlight areas which have the clearest implications for spatial/land use planning and especially for the Core Strategy. If, however, you think that as a result there are important issues that have been omitted then please let us know. This paper cannot consider in depth all communications-related matters, which are closely inter-linked with other spatial problems and opportunities, addressed in the papers on settlement patterns, employment and housing. Instead, it focuses on the mode of travel, assuming that the need to travel has been minimised by other policies.

2.   Existing characteristics

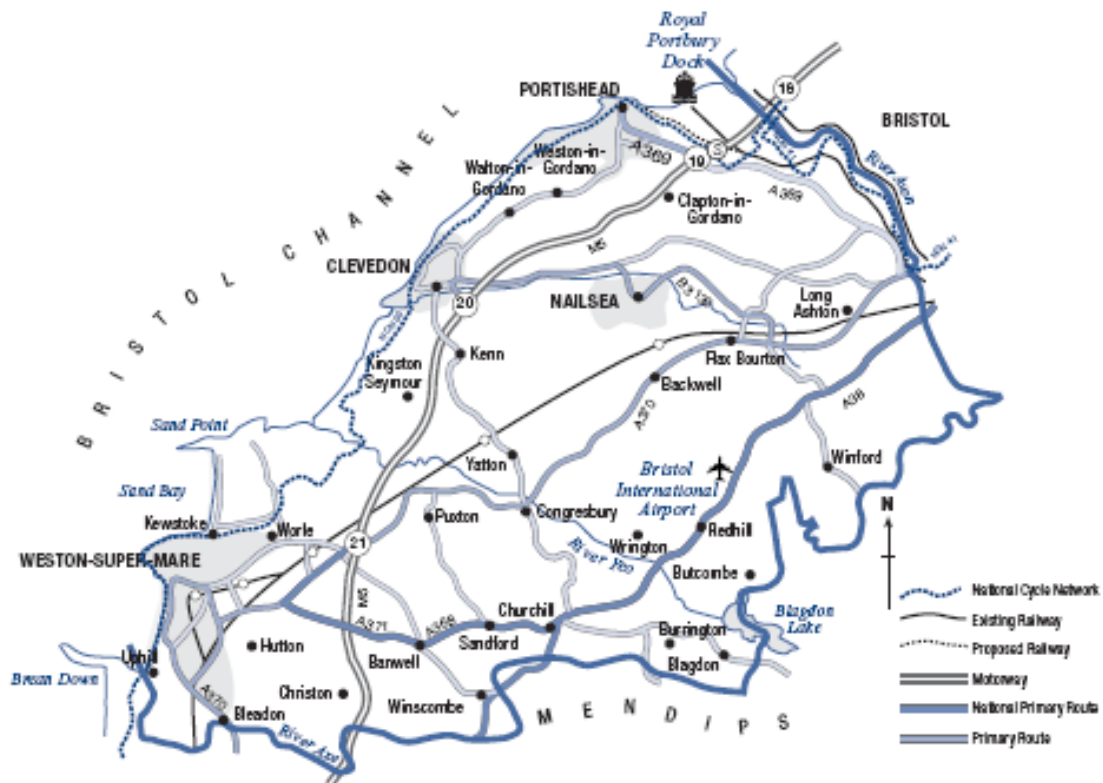2.1   Fig. 1 below illustrates the main features of the transportation network in North Somerset.

Fig. 1: *North Somerset's Transportation Network*

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2.2 Economically and socially, North Somerset is heavily influenced by its relationship to the wider sub-region, particularly in relation to commuting (see Table 1). It also accommodates the region's largest airport, Bristol International, and part of a major west coast port, the Royal Portbury Dock of the Port of Bristol. Transport planning is conducted sub-regionally through the JLTP. This is the council's statutory transport policy document but is also a shared work programme, involving not only the four unitary authorities but also partners including the Highways Agency, the Government Office for the South West, the South West RDA, Business West and FirstGroup.

2.3 The JLTP's shared priorities are: tackling congestion, improving accessibility, improving road safety and improving air quality, plus quality of life, which is to be improved through the other priorities. Congestion and accessibility are the priorities to which the Core Strategy can contribute most.

Table 1: *Where North Somerset residents work (2001 Census)*

North Somerset (in own ward)	39,174	44.34%
Bristol	18,845	21.33%
North Somerset (elsewhere)	17,303	19.58%
South Gloucestershire	5,906	6.68%
Somerset	2,354	2.66%
Bath & NE Somerset	1,125	1.27%
London & South East	1,013	1.15%
Wiltshire	451	0.51%
South Wales	434	0.49%
Gloucestershire	433	0.49%
West Midlands	313	0.35%
Outside UK/Offshore	257	0.29%
Dorset, Devon and Cornwall	222	0.25%
Scotland	48	0.05%
Mid & North Wales	9	0.01%
England (not otherwise specified)	466	0.53%
Total	*88,353*	*100%*

Congestion

2.4 Tackling congestion is the JLTP's key shared priority; its causes include:

- Unattractive and expensive public transport

- Growing usage of cars relative to other forms of travel

- Land use and development changes

- Road and rail infrastructure constraints

- Availability of free workplace and retail parking

2.5 Opportunities for tackling congestion fall into three categories:

- Provide alternatives to the car

- Influence travel behaviour

- Manage demand (including selective road widening and new road infrastructure where appropriate)

Accessibility

2.6 While there is a need to reduce CO_2 emissions, manage congestion, and reduce the need to travel, especially by car, it remains necessary to ensure access for all the population to facilities and services. This may be by better arrangement of land uses rather than by increased mobility. PPS12 advises that accessibility should be a key consideration when drawing up Local Development Documents[1]. The Core Strategy offers opportunities for closer integration of allocations, densities, developer contributions and area parking standards with non-planning strategies.

2.7 Work is proceeding on accessibility modelling, which will help underpin the Sustainability Appraisal of Core Strategy options. Examples of the mapping that is now possible can be found in the JLTP[2]. The draft Regional Spatial Strategy (RSS) envisages that Local Accessibility Assessments will be used to help identify settlements with the potential to accommodate strategic development[3].

2.8 Accessibility mapping shows that North Somerset's areas of high accessibility are primarily the towns and the radial road corridors, though accessibility is as much about the distribution of facilities as it is about transport to them[4]. The JLTP emphasises improved accessibility for all residents to educational services, health services and employment.

2.9 Some substantial villages, such as Wrington and Yatton, have poor accessibility by bus as they are not on heavily trafficked radial corridors. Nailsea is also 'between corridors' but its size and its location *en route* between Clevedon and Bristol enable it to benefit from a wider range of services.

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[1] PPS12 para. B13
[2] See JLTP Figs. 3.5, 6.2-6.6
[3] RSS para. 3.4.2
[4] See JLTP Table 6.1 and Figs. 6.2-6.4

3. Key facts

Rail

3.1 Across the sub-region, use of local rail services for travel to work has increased by 110% (1981-2001)[5] but rail's share remains significantly below the national average (see Table 2). In North Somerset, it has fallen back from 1.6% (1991) to 1.5% (2001). Long-standing proposals for new and improved stations, including re-instatement of a passenger service to Portishead, have failed to materialise. The JLTP sets out the capacity constraints faced in relation to local rail services[6]. It can no longer be assumed that villages with railway stations can readily accommodate further growth. Paradoxically, while passengers have faced overcrowding, Census data show that the potential of rail corridor villages to maximise commuting by rail has not been realised. In percentage terms, villages like Backwell and Yatton are above the norm for North Somerset but not by such a margin as to characterise travel-to-work from the rail corridor villages as rail-focussed. Railhead developments such as Bristol's Temple Quay and Filton Abbey Wood have helped to boost rail use, resulting in Bristol showing the second highest growth among major cities between 1995/6 and 2004/5[7]. However, major employment growth has also occurred in locations such as Aztec West that are not rail-served.

Table 2: *Travel to work by train (2001 Census)*

Ward	Working people	Travel by train*	Train %
Yatton	4,626	212	4.6%
Nailsea East	3,724	108	2.9%
WsM Central	2,382	63	2.6%
Backwell	2,573	68	2.6%
WsM West	3,652	90	2.5%
WsM Clarence and Uphill	3,720	77	2.1%
WsM East	4,544	87	1.9%
Hutton and Locking	2,604	47	1.8%
Kewstoke	1,777	32	1.8%
WsM South Worle	4,268	72	1.7%
Congresbury	1,660	27	1.6%
WsM North Worle	5,208	76	1.5%
WsM Milton and Old Worle	4,092	59	1.4%
Nailsea North and West	4,649	60	1.3%
Winford	1,399	18	1.3%
Banwell and Winscombe	4,044	42	1%
Clevedon Central	1,459	15	1%
Gordano	1,299	13	1%
Easton-in-Gordano	1,293	12	0.9%
Blagdon and Churchill	1,956	18	0.9%

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[5] JLTP para. 3.2.15
[6] Para. 3.2.15
[7] White Paper *Delivering A Sustainable Railway* (2007) Fig. 5.2

WsM South	3,769	34	0.9%
Wraxall and Long Ashton	3,166	26	0.8%
Clevedon North	1,127	9	0.8%
Portishead Coast	1,265	9	0.7%
Clevedon West	1,706	12	0.7%
Clevedon East	1,691	9	0.5%
Clevedon Walton	1,191	6	0.5%
Portishead East	1,826	9	0.5%
Clevedon Yeo	1,838	9	0.5%
Wrington	1,479	6	0.4%
Pill	1,720	6	0.3%
Clevedon South	1,801	6	0.3%
Portishead Redcliffe Bay	1,440	3	0.2%
Portishead South and North Weston	1,529	3	0.2%
Portishead West	1,632	3	0.2%
Portishead Central	693	0	0%
Bath and North East Somerset	80,262	1,953	2.4%
North Somerset	88,724	1,346	1.5%
Bristol	177,050	1,513	0.9%
South Gloucestershire	127,754	826	0.6%
South West	2,286,108	21,171	0.9%
England	22,441,498	950,023	4.2%

*   where train is used for the major part of the journey

Due to rounding (confidentiality) issues, figures for wards do not sum to authority-wide figures

Parking

3.2   A dispersed settlement pattern leads to considerable reliance on the private car, which in turn creates a demand for parking, at both ends of the journey.   There is relatively little hard information on parking, though current survey work will improve our knowledge of number and turnover of spaces. The number of NSC off-street car parking spaces in each area has been estimated as follows (sites yet to be surveyed will increase figures for Portishead and WsM slightly).   Privately operated car parks, including supermarket car parks, and on-street parking add significantly to some of these figures.

Table 3: *NSC car parking spaces*

Backwell	241	Churchill	100	Dundry	?	Portishead	1334
Banwell	47	Cleeve	20	Kewstoke	132	WsM*	8948
Blagdon	31	Clevedon	817	Nailsea	749	Winscombe	87
Burrington	20	Congresbury	18	Pill	15	**Total**	**12559**

*   including 6500 on the beach

3.3   Because it is not known exactly how the existing parking resource is used, there is as yet only limited evidence to underpin future parking standards. Nevertheless, the Core Strategy is an opportunity either to set out these standards itself or to define the spatial concepts that should shape them. The JLTP's Table 5.4 sets out a hierarchy for action on parking, reflecting innate differences in accessibility. The Core Strategy therefore could provide more detail about how this hierarchy applies to individual settlements or centres. Parking standards also include cycle parking, an essential part of facilitating increased cycling.

Walking and cycling

3.4   The picture revealed by cycling data is mixed (see Table 4). As a whole, the former Avon area has above average levels of walking and cycling to work but there is still much scope for increasing travel by these means. Non-land use initiatives such as Travel Plans aim to do this. JLTP monitoring shows that within North Somerset, there was a 19.5% increase in the number of cycling trips between 2003/04 and 2006/07 and the JLTP aims for a 30% increase in cycling across the former Avon area between 2006/07 and 2010/11[8]. Within North Somerset specifically, walking/cycling to work rates are the 5th lowest in the region[9] but this reflects its generally rural nature. Figures for parts of Weston and Clevedon are much higher. As much of North Somerset is very flat the low rates of cycle use in the rural area may reflect actual or perceived problems with road safety, or more likely an absence of locally accessible jobs. There are also problems of route continuity, e.g. the lack of crossing points of the Congresbury Yeo below Congresbury.

Table 4: *Travel to work by bicycle (2001 Census)*

Ward	Working people	Travel by bicycle*	Bicycle %
WsM South	3,769	232	6.2%
WsM East	4,544	191	4.2%
Clevedon South	1,801	74	4.1%
Clevedon West	1,706	64	3.8%
Pill	1,720	63	3.7%
WsM Central	2,382	84	3.5%
Clevedon Yeo	1,838	61	3.3%
Clevedon Central	1,459	47	3.2%
WsM Clarence and Uphill	3,720	118	3.2%
Clevedon East	1,691	53	3.1%
Wraxall and Long Ashton	3,166	92	2.9%
WsM South Worle	4,268	124	2.9%

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[8] JLTP Supporting Documents: Cycling Supporting Statement, section 8
[9] NS Community Strategy 2004-2025

Wrington	1,479	39	2.6%
Easton-in-Gordano	1,293	33	2.6%
WsM Milton and Old Worle	4,092	102	2.5%
Hutton and Locking	2,604	62	2.4%
Portishead Central	693	16	2.3%
Nailsea North and West	4,649	107	2.3%
WsM West	3,652	83	2.3%
Kewstoke	1,777	40	2.3%
Yatton	4,626	100	2.2%
Nailsea East	3,724	77	2.1%
Backwell	2,573	53	2.1%
Portishead East	1,826	36	2.0%
WsM North Worle	5,208	93	1.8%
Congresbury	1,660	29	1.7%
Portishead Coast	1,265	21	1.7%
Banwell and Winscombe	4,044	64	1.6%
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Portishead West	1,632	10	0.6%
Winford	1,399	6	0.4%
Bristol	177,050	8,106	4.6%
South Gloucestershire	127,754	3,782	3.0%
North Somerset	88,724	2,260	2.5%
Bath and North East Somerset	80,262	1,949	2.4%
South West	2,286,108	76,430	3.3%
England	22,441,498	634,588	2.8%

*   where bicycle is used for the major part of the journey

Due to rounding (confidentiality) issues, figures for wards do not sum to authority-wide figures

Roads

3.5   Car ownership in North Somerset (81.8% of households) is above the England and Wales average (73.2%) and 69.3% of the working population travel to work by car, again above average (61.5%). Around 95% of the adult population of North Somerset live within 5 miles of a motorway junction[10]. It is the increase in car use rather than ownership that is the major issue, though accommodating high car ownership in high density developments can also be problematic.

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[10] NS Community Strategy 2004-2025; Annual Monitoring Report 2005

3.6   Traffic on North Somerset's roads increased by 27% between 1994 and 2004, compared to 20% in the South West and 18% in England over the same period[11]. Congestion is experienced on the roads into and out of the North Somerset towns and on parts of the inter-urban road network[12]. Half of motorway traffic in the peak periods is local, adding to congestion at motorway junctions[13]. There are also localised problems where through traffic affects villages. Work for the JLTP congestion target showed that even with a fully implemented JLTP, traffic levels will still grow by 7% by 2011. Population will increase by 20-30% by 2026, as a result of the draft RSS housing requirement (which may be further increased), while employment growth is also forecast at Weston, Bristol International Airport and elsewhere. Traffic levels will therefore continue to increase even if significant modal shift is achieved. The best outcome achievable therefore is to minimise the rate of increase.

4.   Gaps in evidence

4.1   While the Core Strategy will look ahead to 2026, the JLTP deals in detail with the period to 2011, in less detail to 2016 and only generally to 2026. There is therefore currently a lack of evidence to prioritise major transport infrastructure requirements for the later part of the Core Strategy period. The JLTP only offers detailed proposals up to 2011; the major schemes for 2011-2016 require further development work to identify a preferred option. For example, the proposed WsM-BIA-South Bristol link is an alternative to a Nailsea/Tickenham bypass and therefore both need to be evaluated, as recognised in the Greater Bristol Strategic Transport Study. Either way, the preferred option would be a multi-million pound scheme requiring convincing justification to obtain government funding. Interaction with possible land use strategies raises issues that are difficult to resolve until there is firmer guidance on the scale of housing development that North Somerset has to accommodate.

4.2   North Somerset has an expanding population, predicted to rise by 6,184 or 3.0% to 2011 and by 17% to 2026[14]. The additional 26,000 dwellings planned by 2026 also allow for additional population growth through in-migration. Detailed planning for the transport needs arising from this growth will depend on what the finalised RSS has to say. This will also need to include more detailed assessment of potential funding sources.

4.3   Passenger throughput at Bristol International Airport is expected to increase from 5.2 million passengers in 2005 to 12.5 million by 2030[15].

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[11] Annual Monitoring Report 2005
[12] JLTP Fig. 3.2
[13] JLTP Box 3.2
[14] London Research Centre based on Office of National Statistics 2005 mid-year estimates
[15] Bristol International Airport Master Plan 2006 to 2030 (November 2006)

The Airport Master Plan sets out indicative proposals for the period 2016 to 2030 but much detail remains to be resolved and there are commercial uncertainties inherent in planning for the airport's long term future.

4.4 In relation to the Port, the draft RSS seeks an Estate or Port Management Plan to facilitate efficient and sustainable growth and demonstrate how conflicts between existing and future uses in the port or on adjacent land can be managed[16]. There are no current proposals to develop such a plan.

5. Future trends

5.1 Global considerations are likely to have increasingly significant impacts on transport planning in North Somerset. Climate change is already reflected in policy at all levels. Nationally, transport is estimated to account for over 20% and locally 36%[17] of CO_2 emissions. An allied theme is 'Peak Oil'. This refers to the projected increase in oil prices resulting from increasing demand as developing countries adopt an industrialised lifestyle, combined with an absence of significant discoveries of additional economically recoverable reserves. The term describes the point at which world oil production peaks, or more precisely to the point at which 50% of all recoverable reserves have been extracted. The calculation is determined by a combination of geological knowledge and extraction technology/economics and there is no consensus on when this point might occur. Some estimates suggest that it has already been passed.

5.2 Both climate change and peak oil point to a need to reduce transport's dependence on fossil fuels. The simplest way to do this is to reduce the need to travel. In some circumstances, telecommunications can substitute for travel, though their use can also give rise to additional travel for leisure and/or social purposes. There may be an issue of how and where video-conferencing facilities could be made available locally. The availability of goods and services over the Internet has implications for the future of shopping, implying less reliance on retail shops and more on distribution centres. Out-sourcing of back office functions, call centres, ICT, etc. also has implications for the financial and professional services sector. There may be increased emphasis on working from home. Investment in telecommunications infra-structure is vital to economic well-being and contributes to social inclusion through widening access to information. There are guidelines in relation to mast siting that address specific concerns about impacts on health.

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[16] RSS para. 5.4.9
[17] West of England: JLTP Box 3C

6. Issues for Core Strategy

Planning for growth

6.1 The regional approach to transport is set out in section 5 of the draft RSS. It identifies proper planning of transport, and strategic and local investment in services and facilities as assisting the achievement of the spatial strategy[18]. The management of travel and transport to serve the region's people and economy will require selective improvements to the road and rail networks with a focus on improving the reliability and resilience of connections[19]. Key policies for North Somerset are:

- **TR1**: demand management and public transport in the Strategically Significant Cities and Towns (SSCTs), which include Bristol and Weston-super-Mare

- **TR2**: managing the M4 and M5 to ensure they maintain their function as strategic inter-regional links

- **TR5**: investment in the rail network, including upgrading Worle station and the Weston Loop

- **TR8**: support for Bristol Port

- **TR9**: support for growth at the region's airports, notably Bristol International Airport

- **TR12**: regional road freight routes

6.2 The JLTP identifies development pressures as a major opportunity for change and concludes that it will be important that the spatial distribution of new developments is such that it maximises accessibility and minimises journey lengths[20]. This will include the detailed design work for the urban extensions proposed south-west of Bristol and at Weston-super-Mare. These will need to be well-related to the existing urban areas. In population terms, each of the extensions is equivalent to another Clevedon, so the travel implications will be significant. Although planning policy for North Somerset continues to emphasise the importance of reducing the homes/jobs imbalance, it also seeks to improve transport infrastructure to accommodate growth, two considerations which can be difficult to reconcile.

> **Issue 1:** How should future growth be planned to reduce the need to travel and especially to

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[18] RSS para. 5.1.1
[19] RSS para. 5.1.3
[20] JLTP para. 3.6.6

> ensure that transport infrastructure is used prudently, reflecting the cost of its provision?

Funding

6.3   It is an established principle that developers should make a fair and reasonable contribution towards the cost of those infrastructure improvements which their proposals make necessary. Because the West of England is identified as a growth area, such improvements could be substantial. A recent study[21] estimated the cost of 29 transport schemes across the former Avon area at a minimum of £1.476 billion, one-third of the total identified cost for all social infrastructure of £4.51 billion. Only social rented housing would cost more.

6.4   Projections of the Regional Funding Allocation to 2026 are that the scale of growth locally may attract between 20% and 30% of the total for transport, £336 to £504 million. Against the conservatively estimated costs of £1.476 billion, there is therefore a gap in the range £1,140 to £972 million. Other public sector funding could make some contribution to narrowing the gap but much reliance will need to be placed on developer contributions.

6.5   If contributions were to remain at historic levels there would be a significant shortfall. In recent decades, infrastructure in North Somerset has not kept pace with housing growth, which is another way of saying that developers have been using up spare capacity where it exists. In future, a different approach may be needed, working back from the vision and requiring all developers to contribute towards its funding. This is because the opportunities to reap benefits from past expenditure are now largely exhausted. Developers will therefore need to take ownership of the transport vision and work to make it happen as an integral part of their schemes.

> **Issue 2:** How should future growth contribute to delivering the transport vision for North Somerset?

Safeguarding

6.6   Besides seeking developer contributions to enable infrastructure and other services to be provided, the planning system specifically safeguards land directly for transport schemes. In the current local plan, land is reserved for rail, road and cycleway projects. The Core Strategy will not necessarily identify all such schemes directly but will have a role in relating development to associated transport

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[21] *The Costs and Funding of Infrastructure in the West of England – A Stage One Study* (2006) Roger Tym & Partners

requirements. Major transport schemes are therefore likely to be identified at least diagrammatically.

6.7   As funding is unlikely to be able to provide a comprehensive new road infrastructure to match the projected level of population growth, investment needs to be prioritised. In terms of maintaining connectivity, priority is likely to be given to major routes and localised bottlenecks. Increased traffic on other roads will reduce the perceived quality of life for some North Somerset residents as population grows, though traffic management measures may mitigate the impacts.

6.8   In strategic terms, the need is to protect the functioning of the M5 as a national route for long-distance travel. However, this does not justify adding to congestion on local links such as the A370 and A38. Excess traffic already detracts from the character of the towns and villages along such routes.

6.9   A number of schemes are closely related to the urban extensions and will need to be taken into account in the detailed planning of these areas. Such schemes include:

- **South Bristol Link Road** (the Red Route), potentially including an extension up to the Bristol boundary south of the A38

- **A38-A370 Link Road** (the Orange Route)

- **Bus Rapid Transit** – BIA/Ashton Vale/Emersons Green

- **Weston Package Phase 1**, and schemes arising out of it, such as bus-based park-and-ride

6.10 The Core Strategy is the first opportunity to look in detail beyond the 2016 horizon of the JLTP. Possible schemes coming to fruition at that time could include:

- **Second Avon Crossing**, including related issues of public transport access to Portishead and indirectly affecting the south-west Bristol urban extension

- **Weston Package Phase 2**, including resolution of constraints at M5 Junction 21 and at Banwell, potentially involving a new role for Wolvershill Road

6.11 As well as these major schemes, there will be a continuing need to safeguard land for smaller schemes such as cycleways, rail improvements and station car parking. Some of these may be highlighted in the Core Strategy, though it may fall to other documents to define precise areas of land.

Issue 3: Which transport schemes should the Core Strategy identify for safeguarding?

Airport and Port

6.12 Over the Core Strategy period, Bristol International Airport will be bringing forward plans to deliver the level of growth supported by the Air Transport White Paper[22]. In land use terms, the principal planning issue raised is surface access, both in terms of minimising car use and in terms of accommodating the residual need for car parking. An Area Action Plan remains the preferred means of dealing with these issues in the longer term, though in the short term much could be resolved through the planning application route. An application is anticipated imminently that will seek to provide for growth up to 9 million passengers per annum. However, there could be a role for the Core Strategy in outlining the longer-term aspirations, especially in terms of relationships with the south-west Bristol urban extension. The draft RSS seeks improved access to the airport consistent with the overall transport strategies for the urban areas[23].

6.13 At the port, a comprehensive approach is needed that recognises the cross-boundary nature of the site and its relationship to the estuary. The draft RSS asks Local Development Documents to demonstrate how the projected growth of general and container freight at Bristol can be supported, especially where it can be related to rail access, in order to provide for more sustainable distribution[24].

Issue 4: How should the Core Strategy seek to integrate developments at the airport and port with the wider needs of North Somerset?

7. Conclusions

7.1 The Core Strategy will need to resolve where development takes place and how it is connected, having regard to the likely availability of resources. It will need to highlight where new transport infrastructure needs to be located and ensure that more detailed planning allows for it to come forward. It also needs to be realistically ambitious about the timing of these schemes and be able to capture value from development to make them happen.

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[22] *The Future of Air Transport* (2003), DfT
[23] RSS Policy TR9
[24] RSS Policy TR8

Appendix – Summary of the Evidence Base

A1.   Among the matters which the council must keep under review[25] are the communications, transport system and traffic of the area (which PPS12[26] advises should include accessibility by public transport), along with any other considerations which may be expected to affect those matters. PPS12 also advises that local policies should be founded on a thorough understanding of the needs of the area and the opportunities and constraints which operate within that area.

A2.   Relevant work is largely contained or referred to in the JLTP and its accompanying documents[27]. Reg. 15 requires Local Development Documents to have had regard to the LTP and related policies and to the objectives of preventing major accidents and limiting the consequences of such accidents[28]. Chapter 3 of the LTP, identifying problems and opportunities, is particularly relevant. Box 3A in that chapter summarises the evidence base used in its production, which is then expanded upon in the remainder of the chapter. The North Somerset Annual Monitoring Reports 2005 and 2006 include data on the transport policies of the North Somerset Replacement Local Plan. The WAAP Transport Review[29] looks specifically at Weston-super-Mare.

A3.   Bristol International Airport has published a Master Plan[30], which sets out its aspirations for growth and includes supporting evidence. Other evidence is available in accompanying technical studies. The council commissioned a review[31] and additional studies on climate change[32] and wider economic impacts[33] to inform its response to the Master Plan. An economic assessment of the Port was produced for the South West Regional Development Agency in 2004[34].

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[25] Planning and Compulsory Purchase Act 2004 s.13
[26] PPS12 para. 4.8
[27] Final Joint Local Transport Plan 2006/07-2010/11 (July 2006);
Final Joint Local Transport Plan 2006/07-2010/11 – Supporting Documents (July 2006);
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[28] The Town and Country Planning (Local Development) (England) Regulations 2004, reg. 15(1)
[29] Ove Arup & Partners (2005)
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