

Supplementary document

Agenda item 13

Adoption of Joint Local Transport Plan – addendum

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Addendum to the Joint Local Transport Plan 4, 20 March 2020

Proposed changes to the final version of the Joint Local Transport Plan 4 (JLTP4) following its publication on 13 March 2020 are set out below.

In respect of minor amendments relating to the Paris Agreement:

Amendment 1: The first minor amendment is to add a new paragraph on page 6 of the document into the opening section detailing 'Climate Change and the Challenge Ahead', this would be titled:

JLTP4 and the Paris Agreement

And read:

In line with and taking account of the Paris Agreement the JLTP4 is fully committed to reducing carbon. The JLTP4 has a significantly positive role to play in meeting the UK's international obligations through providing a well-connected and sustainable transport network which accelerates the shift towards low carbon trips, supporting sustainable development and the take up of Ultra Low Emission Vehicles to decarbonise transport. In many respects with the commitment to be carbon neutral by 2030 the JLTP4 goes beyond the Paris Agreement. Looking ahead the next JLTP as outlined above will serve to strengthen this role. As described in the following section Central Government will be expected to play its role.

Amendment 2: The second minor amendment relates to the JLTP's Strategic Environmental Assessment (the SEA). This is covered in **Section 13: Environmental, equalities and health impact assessments of the JLTP4**. A new paragraph would be added to the introduction section on page 147. This would read:

The SEA takes into account the requirements of the Paris Agreement through including climatic factors as one of the environmental baseline topic areas. Alongside this are the two SEA objectives to 'Reduce transport related carbon emissions in line with national targets' (SEA03) and 'Adapt transport network to effects of climate change and minimise the vulnerability of transport network to flood risk' (SEA04). For SEA03 the SEA noted that numerous policies within the JLTP4 will have a minor or potential major positive effect whilst for SEA04 strategic and major transport infrastructure schemes will have to be designed to take into account the effects of climate change in line with national policy and best practice design.

In respect of minor amendments that were considered as part of the West of England Authorities governance processes:

Amendment 3: The third minor amendment relates to the **South East Bristol Low Carbon Orbital Corridor case study**. The following wording on p75 of the document would be deleted:

An orbital corridor to the South East of Bristol, which could connect the A4 to the A37 and further into South Bristol forms part of the JTS.

Amendment 4: The fourth minor amendment relates to Section 8: Local Connectivity

The current paragraph on page p87 of the document which reads:

We will work with key housing developers, employers, education providers and leisure sites from an early stage of planning to ensure that funding for walking and cycling infrastructure is considered from the outset. This will ensure that new developments prioritise walking and cycling.

Will be amended to:

We will work with key housing developers, employers, education providers and leisure sites from an early stage of planning to ensure that funding for walking and cycling infrastructure forms part of the design from the outset. This will ensure that new developments prioritise walking and cycling.