

**Agenda item 6**

**Items from the public – questions & statements**

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**JOINT MEETING –  
WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE &  
WEST OF ENGLAND JOINT COMMITTEE – 20 MARCH 2020**

**QUESTIONS & REPLIES**

The following questions were submitted by the deadline (full details of questions and the replies are set out in the following pages):

**Q1. Question from: James Mee**

Subject: Joint Local Transport Plan

**Q2. Question from: Alan Morris**

Subject: Joint Local Transport Plan

**Q3. Question from: Kim Hicks**

Subject: Joint Local Transport Plan

**Q4. Question from: Mary Collett**

Subject: Joint Local Transport Plan

**Q5. Question from: Diana Warner**

Subject: Joint Local Transport Plan

**Q6. Question from: Tony Lloyd**

Subject: Joint Local Transport Plan

**Q7. Question from: Tony Lloyd**

Subject: MetroWest

**Q8. Question from: Faye Dicker**

Subject: Joint Local Transport Plan

## QUESTION 1 - 20 March 2020

Question from: James Mee

Subject: Joint Local Transport Plan

### Question:

Question 1:

Have you heard of the concept of induced demand, whereby an increase in supply inevitably produces an increase in usage. Induced demand means that an increase in road capacity will encourage an increase in the amount of people who take up driving, and an actual decrease in public transport use, both in relative and absolute terms. All four authorities have declared climate emergencies; Some of the authorities are saying we must take urgent action to decarbonise and reach net zero by 2030. Yet you are building 10 new roads, and expanding 5 more.

**How does building more roads allow you to reach your goal of increasing public transport use, and how can the declaration of climate emergencies and action on decarbonisation be squared with building more roads?**

In terms of the JLTP4's inclusion of new road schemes and the goal of increasing public transport use attention is drawn to Section 7: Local Connectivity on p68 which states the following:

“The JLTP4 sets out objectives that seek to address poor air quality and take action against climate change yet the presence in the document of some major schemes that involve constructing new road infrastructure could be seen as contradictory to this. As such, it is important to clarify the principles for new road construction as part of a wider package of measures to improve efficient movement around the West of England and manage growth.

We know that the levels of car traffic and freight are high and that current travel habits need to change in order to accommodate the growth that will be seen across our region. We also know that this growth is needed to continue to support our economy and that even the most sustainable growth may create some car and freight trips.

We must start planning how we can move more people in more efficient ways in order to help tackle congestion and therefore meet our objective to address air quality and take action on the climate emergencies we have declared. Public transport and bikes carry more people with less demand on road space than cars carrying individual people. But in order to ensure cycling is safe and buses are not caught in congestion, we need to provide infrastructure for this, and existing road space is not enough.

Our approach for new infrastructure in the West of England is to balance the needs of the environment, our existing communities' health, inequalities and their need to travel, and the economy. This will require developers to mitigate the traffic impact from developments and will enable significant progress to be made in combatting poor air quality and addressing our climate emergencies.

This approach will also help us to manage congestion and work towards reallocating space on existing roads to more sustainable modes of transport. Road space is finite and we must

make the most efficient use of it as possible in order to improve accessibility around the West of England.

JLTP4 promotes a balanced transport network where each mode of transport plays a role in providing connectivity. That is why constructing new multimodal links forms part of our overall package of transport measures, enabling the reallocation of roadspace to more efficient travel choices wherever possible and ensuring that people are able to move around the network safely, efficiently and as sustainably as possible. If a new transport link is required, we will need to reduce exposure of people to environmental pollutants such as noise and air pollution, in order to reduce the harmful effects of additional road usage or upgrading local and strategic road networks.

**Wherever possible, we will look to reallocate road space to modes of transport that carry people more efficiently. This can be achieved by converting a lane for general traffic into a bus lane or cycle lane. This approach makes buses more reliable and cycling safer, reduces capacity for general traffic and, as a result, can make driving on the most congested corridors the least attractive option in terms of journey time. This will encourage private car users to switch to alternative modes.”**

Question 2

The Joint Spatial Plan, and the new housing developments contained therein, was rejected recently.

Furthermore, the proposed Bristol Airport Expansion was also rejected recently.

**In the light of these changes, can you explain to me why you still feel more road capacity is needed in these areas?**

**REPLY:**

In addition to the response for question 1, Section 11: Major Schemes on p130 includes the following commitment:

“All proposed transport schemes will be reviewed on an ongoing basis against the emerging evidence base for meeting our jointly stated ambition of carbon neutral emissions by 2030. This will be looked at in the context of the proposed physical infrastructure, the mode of transport using any new infrastructure, its effects on the wider transport network and environment in the West of England, future spatial planning and emerging technology. We will also continue to lobby government to give clarity on national targets for decarbonisation of transport and energy to be embedded in local transport policy and projects.”

## QUESTION 2 - 20 March 2020

Question from: Alan Morris

Subject: Joint Local Transport Plan

Question:

**I SUPPORT** *in principle* the adoption of a Joint Local Transport Plan 4 (JLTP4) by WECA Committee because ...

There are some welcome changes included in JLTP4:

- the words added to acknowledge the climate emergency.
- the words added in response to many consultation comments questioning the building of new roads when the priority is to enable modal shift away from cars, including the further changes made by North Somerset and BANES in their council papers adopting JLTP4. (South Glos has made no such changes. Bristol has made no changes, but has only one road-building scheme in its area.)

I accept that there is urgency to adopt a new JLTP because an up-to-date plan is needed to secure funding, and it would take too long to go through a significantly revised plan with associated consultation and sustainability assessment.

**BUT** I am concerned with JLTP4 because ...

### Commitment to excessive road-building

The proposed JLTP is based on a flawed Joint Spatial Plan and pre-climate-emergency thinking. Surely the proposal to go ahead with road schemes to support the proposed Strategic Development Locations (SDLs) of the withdrawn JSP abnegates the Examiners' decision to declare the Joint Spatial Plan unsound ?

JLTP4 acknowledges this and says "the JLTP4 will undergo immediate review" and "regular reviews and progress reports will ensure the JLTP4 remains relevant and decisive, flexible and agile." But the reality is that any revision to JLTP4 will take 2 to 3 years to produce, allowing for the normal process of public consultation, sustainability assessment etc.

JLTP4 continues to have a disconnect between its policies and planned schemes. The document is a mismatch between on one the hand good policies on public transport and active travel, and an acknowledgement of the climate change emergency, and on the other hand a list of schemes that is biased to road-building, and still assumes the Strategic Development Locations of the failed Joint Spatial Plan (JSP).

This is a list of schemes in the JLTP4 for approval that are entirely or mostly road-building schemes:

Bristol South West Economic Link (BSWEL) – multiple road interventions

East of Bath access improvements

M5 Junction 19

Smart Motorways: M4 J18-19 and M5 J17-21A

M5 new junction J21A

A4174 Ring Road junction improvements including Wraxall Road (Longwell Green)

Freezing Hill junction upgrade and whole route improvements

M4 Junction 18A to A4174 Ring Road

Weston-super-Mare Package 2

Banwell Bypass

South East Bristol and Whitchurch

Keynsham

Yate and Coalpit Heath, incl Winterbourne and Frampton Cotterell Bypass, Coalpit Heath and Westerleigh Bypass

Nailsea and Backwell

Thornbury, Buckover and Charfield

Churchill

A46 to M4 route improvements, Cold Ashton

M5 Junction 20 Local Highway Improvements

Some of the road-building is linked to Strategic Development Locations in the Joint Spatial Plan that has been rejected by Planning Examiners. JLTP4 on page 125 says:

*“Approximately half of total bidding, major scheme, and WECA Gainshare funding will be spent on mitigating the impact of future growth.”*

The list of schemes is unprioritised and unsequenced, so that the JLTP could be used to justify a continuing bias to road schemes in the schemes taken forward. By agreeing to JLTP4 in its current form, Bristol and the other councils may be authorising a WECA commitment to excessive road-building that cannot be challenged at a later date.

This is an issue of public confidence and WECA credibility.

#### **Question 1:**

**Given the disconnect and mixed messages in JLTP4, and the long time it will take to agree JLTP5, how will WECA and the four councils demonstrate credibly, transparently and quickly to the public that schemes will be progressed with an urgency, prioritisation, and sequencing that is appropriate for the declared climate emergency and zero carbon commitment?**

#### Duty to co-operate

JLTP4 on page 134 lists a number of schemes under the heading of Joint Transport Study required schemes, describing this as: “Transport infrastructure identified through the JTS will be required to unlock and facilitate future development alongside maximising mode shift to active and sustainable forms of travel and public transport. *Schemes will be developed through each local authority’s Local Plan process.*” [my italics]” Surely taking forward schemes solely through each local authority’s Local Plan process abnegates the “duty to co-operate”, and is therefore unsound ?

The 2018/2019 updated National Planning Policy Framework strengthens the “duty to co-operate”, and makes it more transparent. Any plans started after the withdrawn Joint Spatial Plan and the adopted JLTP4 will have to comply with these requirements.

## Question 2:

**Should the JLTP be amended to make clear that the taking forward of schemes will be the subject of a sub-regional decision process, complying with the duty to co-operate, not just a Local Plan process?**

## REPLY:

### Question 1

On p6 of the JLTP4 commitment is given to reviewing the Plan. A report on producing the next JLTP is proposed to be taken to the Joint Committee in July 2020. As outlined on p6 the review will need to include:

- Reinventing public transport through mass transit, smart ticketing and making it more user friendly, convenient, safe, direct and attractive linking key destinations to enable everyone to use it.
- Rethinking how we use our existing transport corridors including reallocating more road space to buses, pedestrians and cyclists.
- Demand management measures to influence travel choice and raise revenue to reinvest in alternatives.
- First and last mile type solutions to provide a linked-up transport network.
- Exploring new ways to run and fund our transport networks to provide unprecedented investment in cycling, walking and public transport.
- Promoting zero carbon development that does not need to be retrofitted.

In the meantime, regular reviews and progress reports will ensure the JLTP4 remains relevant and decisive.

In addition Section 11: Major Schemes on p130 includes the following commitment:

“All proposed transport schemes will be reviewed on an ongoing basis against the emerging evidence base for meeting our jointly stated ambition of carbon neutral emissions by 2030. This will be looked at in the context of the proposed physical infrastructure, the mode of transport using any new infrastructure, its effects on the wider transport network and environment in the West of England, future spatial planning and emerging technology. We will also continue to lobby government to give clarity on national targets for decarbonisation of transport and energy to be embedded in local transport policy and projects.”

## Question 2

JLTP4 has been jointly developed by the West of England Authorities and once adopted will be the agreed transport strategy and policy statement for the West of England Authorities. It is therefore also a material consideration in relation to the development of any Local Plan proposals by the individual Authorities and in the assessment of associated planning applications that arise. In doing so, the West of England Combined Authority as the Transport Authority would be involved as a consultee in assessing the Transport Assessment associated with such development, where it is significant.

Notwithstanding this, there is also a requirement on each Authority to ensure that Local Plans are developed collaboratively in respect of cross boundary issues, which would include addressing most transport issues and progressing certain transport schemes. Further enhancing this requirement is the status that neighbouring authorities have as statutory consultees in respect of Local Plan development within one authority.

### **QUESTION 3 - 20 March 2020**

**Question from: Kim Hicks**

**Subject: Joint Local Transport Plan**

**Question:**

Background to Question 1:

The JLTP4 consultation was so very poorly advertised that I, a Bristol City Council resident, found out about it as a result of a meeting regarding the JSP held by a BANES Councillor. There is no co-incidence that following local people getting together and forming the SOUTH BRISTOL WRONG ROAD group, over **a third of all the responses** to the consultation came from people in the South Bristol area. *(NB JLTP4 area covers 1.3 million people!)*

We know that the JLTP4, consulted on, does not work!

Changing the road from blue to green on the map, calling it a corridor and not a road and justifying it because the residents of the area have a 'connectivity deficit', does not cut the mustard!

**Question 1:**

**Will you acknowledge that building a new road**

- **on valuable, irreplaceable Green Belt**
- **without having and current facts or figures to justify a connectivity deficit**
- **or realistic chance of running a metrobus on it**
- **or the money to fund it**
- **that local people have told you, in your consultation, that they do not want**  
.....is a bad idea!

Background to Question 2:

Local people, in the Bristol South area, want solutions to the current traffic issue that exist already.

They can see that the JLTP4 has NOT planned on a robust, consistent and objective basis. I have witnessed councillors in all four councils appreciate that this plan is really poor in a number of areas. They also realise that, "we are where we are" and have to have a plan in place to secure funding for the good elements of the plan.

**Question 2:**

**Will you commit to removing the propose route/road/corridor from the JLTP until you have:**

- **Gathered the full fact and figures regarding the Connectivity deficit in the South Bristol area**
- **Explored all other options before even considering building a new road, let alone on Green belt**
- **Explored to see if there is a realistic chance of operating a metrobus on the route and whether it will be frequent enough and affordable to be viable**

- Can fund the building of it without it the cost falling to the residents of the area
- Consulted with the local people gaining their support

**REPLY:**

As the Case Study box on p75 of the JLTP4 points out the Joint Transport Study identified that there is poor infrastructure and public transport service facilitating orbital movements around South East Bristol and the surrounding area. The Case Study also stresses that further detailed engagement and consultation will continue with the residents of South East Bristol and Whitchurch Village to explore options that address the lack of orbital connectivity, developing plans that are suitable, deliverable and acceptable to the community. The JLTP4 remains committed to addressing the orbital connectivity issue. This response applies to both Question 1 and 2.

## QUESTION 4 - 20 March 2020

Question from: Mary Collett

Subject: Joint Local Transport Plan

### Question:

It is vitally important that the Joint Local Transport Plans are as good as they can be as we are relying on them to take us forward into the next low-carbon decade.

Mayor Marvin Rees said in his responses to questions when the plans were discussed at Bristol council last month:

“I believe it is important to bring forward developments which are NOT car dependent and also to invest in mass transit for the region which will dramatically reduce car journeys and improve air quality “ Initial modelling suggests that Bristol will have to reduce traffic by around 40% to hit the target of being carbon neutral by 2030 whilst research shows that additional, wider roads lead to more car journeys.

**How can these two aims of reducing car travel by 40% and building 10 new roads plus embarking on 5 big road-widening schemes. possibly be reconciled?**

**Why doesn't WECA prioritise public transport, cycling and walking schemes over road building?**

### REPLY:

In terms of the JLTP4's aim of reducing car travel and building new road schemes attention is drawn to Section 7: Local Connectivity on p68 which states the following:

“The JLTP4 sets out objectives that seek to address poor air quality and take action against climate change yet the presence in the document of some major schemes that involve constructing new road infrastructure could be seen as contradictory to this. As such, it is important to clarify the principles for new road construction as part of a wider package of measures to improve efficient movement around the West of England and manage growth.

We know that the levels of car traffic and freight are high and that current travel habits need to change in order to accommodate the growth that will be seen across our region. We also know that this growth is needed to continue to support our economy and that even the most sustainable growth may create some car and freight trips.

We must start planning how we can move more people in more efficient ways in order to help tackle congestion and therefore meet our objective to address air quality and take action on the climate emergencies we have declared. Public transport and bikes carry more people with less demand on road space than cars carrying individual people. But in order to ensure cycling is safe and buses are not caught in congestion, we need to provide infrastructure for this, and existing road space is not enough.

Our approach for new infrastructure in the West of England is to balance the needs of the environment, our existing communities' health, inequalities and their need to travel, and the economy. This will require developers to mitigate the traffic impact from developments and will enable significant progress to be made in combatting poor air quality and addressing our climate emergencies.

This approach will also help us to manage congestion and work towards reallocating space on existing roads to more sustainable modes of transport. Road space is finite and we must make the most efficient use of it as possible in order to improve accessibility around the West of England.

JLTP4 promotes a balanced transport network where each mode of transport plays a role in providing connectivity. That is why constructing new multimodal links forms part of our overall package of transport measures, enabling the reallocation of roadspace to more efficient travel choices wherever possible and ensuring that people are able to move around the network safely, efficiently and as sustainably as possible. If a new transport link is required, we will need to reduce exposure of people to environmental pollutants such as noise and air pollution, in order to reduce the harmful effects of additional road usage or upgrading local and strategic road networks.

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In addition, Section 11: Major Schemes on p130 includes the following commitment:

“All proposed transport schemes will be reviewed on an ongoing basis against the emerging evidence base for meeting our jointly stated ambition of carbon neutral emissions by 2030. This will be looked at in the context of the proposed physical infrastructure, the mode of transport using any new infrastructure, its effects on the wider transport network and environment in the West of England, future spatial planning and emerging technology. We will also continue to lobby government to give clarity on national targets for decarbonisation of transport and energy to be embedded in local transport policy and projects.”

## **QUESTION 5 - 20 March 2020**

**Question from: Diana Warner**

**Subject: Joint Local Transport Plan**

**Question:**

**Will you take due notice of the recent appeal court ruling that before the third Heathrow runway is built, it must be shown to be compatible with the Paris agreement that aims to limit global heating below 1.5 degrees centigrade, before considering giving the go ahead for the road building and widening projects included in the joint transport plan?**

(Dear WECA decision makers - Please make sure that you answer yes to this question. The appeal court ruling is applicable to all infrastructure projects which may increase emissions that cause global heating.

The most recent scientific projections indicate that ALL global greenhouse gas emissions must be reduced year on year by 6.5% from 2019 emissions, starting this year. This includes methane emissions released by ice melts at the poles, and CO2 emissions from wildfires. It is an extremely difficult requirement to meet, and essential.

While the WECA transport plans include useful considerations for cycling, walking and public transport, I strongly argue that there can be no further road building provision within the plans that is at all compatible with the net zero carbon targets by 2030, targets which all involved authorities are necessarily moving toward.

While the individual authorities have approved the plans, S. Glos., N. Somerset and BANES approved them before the Heathrow ruling, and Bristol shortly after when they may not have adequately taken the ruling into account.

The onset of covid 19 has taken us by surprise, although adequate international government planning since the SARS outbreak several years ago, could have prevented last minute more chaotic planning. Safer principles should now apply to global heating gas emissions. With no adequate national or global leadership, effective leadership is taking place at local government level in many places worldwide. Please WECA take up this same leadership responsibility locally.

As a retired GP, I do understand that lung damage is often incremental. So chronic lung disease caused by air pollution will be placing people at greater risk from death or damage by infection with covid 19. From past studies, we know that road building eases congestion temporarily, but in the medium and long term has the effect of encouraging people into their cars, increasing car journeys and thus increasing pollution. Electric cars are only a partial solution especially as the majority of greenhouse gas emissions of a car's life cycle, including journeys taken, occurs when the cars are being manufactured. Electric cars are only a partial solution to local air pollution as we are now finding out the significance of particles from tyre wear and tear in causing lung problems.

It is time for us all to adopt health and wellbeing policies and long term climate health policy when making planning decisions).

**REPLY:**

**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. Decarbonisation, the Paris Agreement and / or its associated objectives are referenced throughout JLTP4 and its Strategic Environmental Assessment. 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.

In addition to the response for question 1, Section 11: Major Schemes on p130 includes the following commitment:

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## **QUESTION 6 - 20 March 2020**

**Question from: Tony Lloyd**

**Subject: Joint Local Transport Plan**

### **Question:**

In the light of declarations of a climate emergency by WECA, Bristol, South Glos and B&NES, how is the continued planning and building of road schemes being justified?

### **REPLY:**

The JLTP4 fully takes on board the declaration of climate emergencies by the five local authorities. In terms of these declarations and the inclusion of new road schemes attention is drawn to Section 7: Local Connectivity on p68 which states the following:

“The JLTP4 sets out objectives that seek to address poor air quality and take action against climate change yet the presence in the document of some major schemes that involve constructing new road infrastructure could be seen as contradictory to this. As such, it is important to clarify the principles for new road construction as part of a wider package of measures to improve efficient movement around the West of England and manage growth.

We know that the levels of car traffic and freight are high and that current travel habits need to change in order to accommodate the growth that will be seen across our region. We also know that this growth is needed to continue to support our economy and that even the most sustainable growth may create some car and freight trips.

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**QUESTION 7 - 20 March 2020**

**Question from: Tony Lloyd**

**Subject: MetroWest**

**Question:**

MetroWest Phase 1: Given the Bristol Clean Air Plan and the climate crisis, and the fact that the £9m to deliver MetroWest Phase 1A has already been committed by WECA, what is now delaying the requested implementation of a half-hourly service from Temple Meads to Avonmouth, hourly to Severn Beach by the December 2020 timetable? and re: MetroWest Phase 2: Can Network Rail confirm that there is sufficient capacity at Filton Junction and Bristol Parkway to deliver MetroWest Phase 2, will the proposed Filton to Parkway service use the E-W chord, and have WECA reopened discussions with the Port of Bristol about the level crossing at St Andrew's Gate?

**REPLY:**

There are a number of dependencies that need to be fulfilled in order to increase, or introduce, new services. We are working with Network Rail and GWR to introduce enhanced MetroWest services, including Severn Beach to Bristol Temple Meads, as soon as we can. We can confirm there is sufficient capacity at Filton Junction and Bristol Parkway to deliver MetroWest Phase 2 (services to Yate and Gloucester, and for new stations at Ashley Down, North Filton and Henbury). MetroWest Phase 2 is dependent on the commissioning of the Bristol East Junction Remodelling. This project is currently in detail design and delivery phase with commissioning planned in summer 2021. There are no current plans to reopen discussions with the Port of Bristol about the level crossing at St Andrew's Gate. This is not part of our current enhancement programme. We are reviewing options for the next phase of service enhancements as part of the development of our 10 Year Plan and 25 Year Strategic Outline Business Case.

## **QUESTION 8 - 20 March 2020**

**Question from: Faye Dicker**

**Subject: Joint Local Transport Plan**

**Question:**

I would like to submit these questions on behalf of the South Bristol Wrong Road Group.

**Question 1:**

How confident are you that the JLTP4 consultation process was robust enough – when will you start listening to those who engaged in your own consultation process?

**Question 2**

The South Bristol Wrong Road Group cannot support this proposed road, route or corridor. Nor do the local councillors and MPs effected by the plans. It is a proposal clearly lacking in support. Both Bristol City Council and BANES have both declared a climate emergency. Bristol have also declared an ecological emergency. Both BCC have said they do not support any new roads in their area and neither do BANES.

So why does the ring road/corridor still remain in the JLTP4, when the two main authorities – who form part of WECA don't support it?

**REPLY:**

**Question 1**

The JLTP4 consultation process attracted over 4,200 responses. To do any meaningful and robust analysis of the qualitative feedback in the report, we needed to categorise the responses into a series of themes. This is common practice in feedback received from letters, free text in questionnaires and emails. This does not mean that any data has been missed out. Every single response was categorised into nearly 400 different themes and then considered by officers.

**Question 2**

As the Case Study box on p75 of the JLTP4 points out the Joint Transport Study identified that there is poor infrastructure and public transport service facilitating orbital movements around South East Bristol and the surrounding area. The Case Study also stresses that further detailed engagement and consultation will continue with the residents of South East Bristol and Whitchurch Village to explore options that address the lack of orbital connectivity, developing plans that are suitable, deliverable and acceptable to the community. The JLTP4 remains committed to addressing the orbital connectivity issue.

In addition Section 11: Major Schemes on p130 includes the following commitment:

“All proposed transport schemes will be reviewed on an ongoing basis against the emerging evidence base for meeting our jointly stated ambition of carbon neutral emissions by 2030.

This will be looked at in the context of the proposed physical infrastructure, the mode of transport using any new infrastructure, its effects on the wider transport network and environment in the West of England, future spatial planning and emerging technology. We will also continue to lobby government to give clarity on national targets for decarbonisation of transport and energy to be embedded in local transport policy and projects.”

**JOINT MEETING - WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE  
& WEST OF ENGLAND JOINT COMMITTEE - 20 MARCH 2020**

**Agenda item 6 – Items from the public**

**Statements and petitions received (full details set out in following pages):**

1. David Redgewell – Transport issues
2. Alison Allan – Joint Local Transport Plan
3. James Mee – Joint Local Transport Plan
4. Steve Melia – Joint Local Transport Plan
5. Mary Collett – Joint Local Transport Plan
6. James Collett – Joint Local Transport Plan
7. David Gray – Joint Local Transport Plan
8. Rachel Lunnon– Joint Local Transport Plan
9. Faye Dicker – Joint Local Transport Plan
10. Tony Lloyd – JSP/Joint Local Transport Plan
11. Cllr Martin Fodor – Joint Local Transport Plan
12. WITHDRAWN
13. Tony Jones – Joint Local transport Plan
14. Rosemary Collins – Joint Local Transport Plan
15. Tom Bosanquet – Joint Local Transport Plan
16. Jacqueline Jarrett - Joint Local Transport Plan
17. Jon Oates – Joint Local Transport Plan
18. Julie Wright – Joint Local Transport Plan
19. Tom Ronan - Joint Local Transport Plan
20. Linda Lapington – Joint Local Transport Plan
21. Cheryl Westbury - Joint Local Transport Plan
22. Christopher Orlik – Bus/Cycling & Walking Strategies
23. Fi Radford - Joint Local Transport Plan

24. Elizabeth Wright – Joint Local Transport Plan
25. Jill Tarlton - Joint Local Transport Plan
26. Mike Chaloner - Joint Local Transport Plan
27. Laura Sorensen - Joint Local Transport Plan
28. Susan Sidey - Joint Local Transport Plan
29. Amanda Philips - Joint Local Transport Plan
30. Sue Flint – M32
31. Kim Hicks - Joint Local Transport Plan
32. Richard Baxter – Joint Local Transport Plan
33. Jo Trotter – Joint Local Transport Plan
34. Martin Garrett - Joint Local Transport Plan
35. Caroline New - Joint Local Transport Plan
36. Andrew Philips – Joint Local Transport Plan

## **STATEMENT 1 – David Redgewell**

We welcome the Metrobus extensions to Weston-Super-Mare, Keynsham, Bath, Nailsea, Clevedon, Yate and Thornbury but there should be clearly identified bus lanes. We support the JLTP bus strategy and the study due out in the Autumn but currently, there are no bus strategy consultation forms in libraries, Bristol bus & coach station or on buses themselves which is an issue when the response deadline is the 15th March 2020.

We are concerned about the impact of the withdrawal of bus services 18 & 19 in the evening between Bath Spa bus station, Bitton, Kingswood, UWE, Bristol Parkway and Cribbs Causeway bus station the Saturday service has also been withdrawn on service 19. These bus routes are used for people going to or returning from work, education, training or leisure. The evening services are vital for care staff or those working in the retail and leisure sector. We are aware of one lady in particular working at M&S who is unable to catch the Saturday 20.20 19 bus service from Cribbs Causeway to Downend due to a late finish and has to take a major detour on the 1 bus service to the City Centre followed by a 48/48A/49 service to go home which adds considerably to her journey time. This cannot be acceptable for those having to use limited public transport in the evening on a regular basis.

The last 19 bus from Bath to Cribbs Causeway via East Bristol is now at 18.30 instead of 21.45 with a 20.20 19 bus service from Cribbs Causeway bus station instead of 22.20 to Bath Spa and 23.20 to Warmley due to the withdrawal of funding from South Gloucestershire Council and the WECA Mayoral Transport Authority who share responsibility for public transport.

The present situation has caused real hardship to people in Kingswood and Hillfields where people cannot afford to use taxi's on a regular basis especially when coming back from work in the Cribbs Causeway area or from Bristol Parkway station in the evening. We are not aware of any record of public consultation on these bus service changes or the cuts to local libraries by WECA nor has there been any discussion about the impact of these cuts on the community.

Passengers arriving by train now have no connections from Bristol Parkway station to East Bristol in the evening after 20.30 and the last onward connection from Bath Spa bus station is at 18.30. We request that Bristol City Council, BANES Council and South Gloucestershire Council ask the WECA Mayoral Transport Authority to reinstate any services which were cut as a matter of urgency and bring forward a public consultation on the WECA bus strategy to include North Somerset Council being brought in. WECA bus route 18 now has a very limited Saturday service from Bath Spa bus station to Kingswood, Hillfields, UWE and Bristol Parkway, Cribbs Causeway via Keynsham with no evening services so we ask that the Council's also reinstate this bus service.

Service 10 Southmead hospital, Patchway, Bristol Parkway station, UWE, Lyde Green and service 16 Bristol Parkway, UWE, Fishponds (Lodge Causeway including the Hillfields estate), Hanham and Longwell Green should both be reinstated with an improved frequency on the 16 to include evenings and Sunday services.

We also want to see the A4174 Hambrook bus lane reinstated due to delays to M3 Metrobus services on the A4174 ring road at peak times and allowing the 18/19 services to return to their normal route to avoid delaying passengers accessing Bristol Parkway station. The diversion is also affecting journey times on the First Y1, Y3 & Y4 services from Yate to Bristol and the Stagecoach 462 service from Mangotsfield to Bromley Heath and the City Centre as well as the service 680 Filton

to Yate via the UWE so to improve reliability, buses should be allowed to go straight across the B4058 or turn right from the A4174 as required with the help of bus priority measures including a bus gate. To reduce particulate emissions, buses should be clean fuel only where possible.

Bus lanes and priority measures are essential to make the bus as reliable as possible and must be progressed across the region so therefore all local authorities must work together with WECA to promote the bus. The Hambrook lights proposals should be discussed within the unitary authorities as part of the overall WECA bus strategy and not done in isolation.

The A4174 Hambrook TRO proposals do not achieve any traffic reduction and will just move the NO2 pollution problem further up the A4174 towards the UWE and Filton.

We are also unhappy with cuts to the 179 service from Bath bus station to Farmborough, Paulton, Midsomer Norton and Timsbury.

Although we support much of what has been achieved by WECA (including Metrobus) If these cuts in subsidy are not reversed we will have large gaps in the North Bristol/South Gloucestershire bus network which are starting to resemble a "rural bus service". In the light of the Prime Minister's comments regarding the Government's planned improvements to our national bus services, the current WECA bus strategy needs to be reviewed. We need to look at funding issues now that the government has allocated WECA an extra £736000 for bus subsidy and a £135000 subsidy for North Somerset Council which is not part of WECA.

### **The Western Gateway railway consultation**

On railways we would ask you to work with the West Country Transport Board and Western Gateway Transport Board to improve the railway service from Bristol and Bath Spa to Westbury, Salisbury, Southampton and Portsmouth Harbour (2 trains an hour with 5 carriages), on the Bristol Temple Meads, Bath Spa, Weymouth line (hourly service) via Trowbridge, Westbury Yeovil Pen Mill, Dorchester West and Weymouth for Bournemouth, half hourly Bristol Temple Meads via Bristol Parkway and Yate to Gloucester and Cheltenham Spa and half hourly Bristol Temple Meads, Worle Parkway, Bridgwater, Taunton, Exeter St Davids, Newton Abbot, Plymouth and major stations to Penzance.

The Henbury loop line (including the Severn Beach line) and the Portishead line should run to a half hourly service throughout the day all week and Sunday's especially when the new YTL arena is completed with its Filton runway associated housing and employment sites. The new Portway Park & Ride station would also benefit from a regular rail service.

We also want the 24 off lease HST's currently stored at Long Marston returned to the South West so that they can be used improve GWR services in the South West and Cross Country train services between Newcastle/Leeds/Manchester to Bristol, Exeter, Plymouth and Penzance. There is also a need for improvements to bus/rail interchanges including Bristol Temple Meads and Bristol Parkway and a new one for the YTL arena.

WECA should also protect all rail trackbeds and alignments for the Bristol airport, Bristol East to Bath, Cribbs Causeway and South Bristol Circle light rail routes, safeguarding rail land for freight sidings and reopening Barrow Road transfer depot as a rail freight terminal perhaps using the stored refuse containers for Biomass or other bulk goods.

### **Joint Local Transport Plan Rail Strategy issues**

The JLTP needs to conform with the regional transport boards to include the Western Gateway Transport Board and the South Western Transport Board and there should be a timescale for delivery of the project. We want to see a light rail scheme which includes the corridors to East Bristol and Bath, North Bristol and Bristol airport via the ring road/A38 and one on the Weston-Super-Mare railway line from Temple Meads station. The light rail strategy should work in conjunction with the Bristol Suburban Rail Strategy.

Both SWTN & Railfuture Severnside will support the expansion of Bristol Airport (3 million extra passengers) but only when the required public transport infrastructure has been put in place (in particular light rail on the A38 corridor and rail link from Temple Meads to the airport via the railway line to Weston-Super-Mare).

We are also concerned about the impact any airport expansion without improving the bus rapid transit service which requires bus priority measures along the A38 to Bristol City Centre - Temple Meads station and the bus station (as per the local transport plan). Currently, the A2 Airbus is often delayed around the Redcliffe Hill / Bedminster roundabout area at peak times so further bus priority measures are required.

We welcome the proposed scheme to provide a light rail system or mass transit system to the Airport and Greater Bristol (preferably as an overground project where possible for easy public access) and in future the bus links to Yatton and Clevedon via Yatton railway station. Our concerns with Nailsea and Backwell station are that whilst it is close to the airport, there is a need to invest in disabled access with lifts, ramps plus waiting facilities. Dealing with climate change is an important issue and people should be encouraged to travel by rail or coach to Europe and Ireland (with regular rail services to Fishguard harbour for the Rosslare ferries).

We welcome the WECA rail strategy and the reopening of the Portishead line in 2023 with stations at Pill and Portishead but want to see Ashton Gate station reopened at the same time. The Henbury line needs to be a loop due to the opening of the YTL arena and stations at Charfield, Horfield, Ashley Down, Saltford, Corsham (Wilts) and Stonehouse Bristol Road must have clearly defined opening dates and phasing.

All stations should be fully disabled accessible.

We are concerned about the ten road schemes in the JLTP especially ones going to Banwell, Churchill and Winscombe in the Cheddar Valley and Whitchurch, Keynsham, Winterbourne and Nailsea. How can these road schemes be compatible with future rail schemes or the climate change emergency in view of the fact that there are no associated housing allocations?

CONTINUED...

Buses subsidies issue with regards to additional bus service grant for weca mayoral transport authority and North Somerset council .

Coronavirus public transport network

Please find some further comments regarding subsidies services and the network it has been brought to our attention that we missed out the importance of bus service and regeneration and social exclusion

In the case of south Bristol their is a need to fund routes 36 96 Bristol city centre and then on to Brislington via st Anne's and onto 96 to Hengrove.

91 Bristol city centre to Knowle West .

92 Bristol city centre to Whitchurch.

These services are funded by Bristol City Council and will transfer to Weca Mayoral Transport Authority on the 1st April 2020 and along with reinstating 179 Bath Timsbury Midsomer Norton

18 19 evening and Saturday service Cribbs Causeway bus station to Bath Spa bus station via Bristol Parkway station Uwe Kingswood .and the Clevedon Yatton Congesbury link in North Somerset. 126 Weston Super Mare to Wells bus station via Cheddar Winscombe and Banwell evening and Sunday.

On metro bus we are looking for a new stop at Bamfleid Road in Hengrove for the M3 and permission for Falcon coach service to use metro bus infrastructure from the Airport to Bristol Bond Street with the Coach service being extended to Bristol Temple Meads station. On bus and coach lanes we want full priority Bristol bus station city centre to Yate Bristol bus station city centre to Thornbury via M32 ring road and A38.

Bristol City Council to Bristol Airport along the A38.

The Falcon coach route needs upgrading along the A38 to Churchill and East Brent. On fares we support capping fares .

Please note with the coronavirus the bus and coach industry will require revenue support for services to maintain routes and money for deep cleaning. Of buses stations and interchanges and toilets Railway stations trains and special deep cleaning in train care centres .

In both bus and train cleaning hand rails seats wheelchair spaces and on buses and station tickets machines. First bus services will operate a Saturday service from next week.

Bus strategy Depots

Depot there is a need for a bus depot in the Yate Cribbs Causeway for operation needed by first group including a park and ride site .

Funding to

We would support congestion charging and work place parking in Great Bristol and Bath city region for bus services coach services bus rail stations and infrastructure including ferry services light rail system and heavy rail network.

On governance we wish to see Weca become a full Transportation Authority with full transport functions and powers like Greater Manchester and the West Midlands with North Somerset becoming a member. Update from South West Transport Network and Railfare Severnside .with Bristol Disability Forum and South Gloucestershire Den on coronavirus virus and public safety issues

CONTINUED...

There is an urgent need to write to the Secretary of State for Transport to award the franchise or manager direct award Railway contract as soon as possible as the first group plc contracts runs out on the last day of March

In view of the progress made by Mark Hopwood and Matthew Golton on the Great Western Railway system ie new trains electric railway s line improved local trains station improvements transport interchange Bus rail integration .working with Weca Mayoral Transport Authority and North Somerset Council on metro west railway network for passengers business and the community that we asked the Secretary of State to sign the contract please can we ask the MPs to push this case urgently .

We must not let to coronavirus stop important railway infrastructure investment in the south west.

Regarding south western railway Mark Hopwood the new MD is making massive progress and changes in service delivery cleaning standards catering

services running the long distance inter city Express to Exeter st David Yeovil stations Westbury Wiltshire Trowbridge Bradford on Avon Bath oldfield park keynsham Bristol temple meads.

There is also a need to make progress on a management contract or franchise on south western railway. The RMT strike is appear to be settled this is urgently required as well First group is Not in any way a failing Transport company in south west England.

The Williams review will allow more regional [control.to](#) the south west transport board and western gateway transport board plus weca mayoral transport Authority North Somerset council joining.

Other important railway issues are the planning permission for the new entrance at Bristol temple meads to the university site

The Henbury loop and services to Filton north for the arena to Avonmouth and Bristol parkway station and Bristol temple meads.

There is a need urgent to stop the government cutting up with the Roscoe the hst unit which are needed for cross country db trains from Scotland the Midlands to the south west via Bristol parkway and Bristol temple meads to taunton Exeter Plymouth and penzance and Southampton and Bournemouth.

We also need hst unit for first great western railway region services .from south Wales to Exeter st David which only need PRIM TSi .modifications

We need to focus to make sure railway replacement services are now rsvar complaint in the south west and over Easter week with the closure of the Bristol parkway Patchway Severn tunnel junction Newport for metro bus works.

Update railway statement from south west transport network and railfare Severnside

DAVID REDGEWELL (South West Transport Network)

## **STATEMENT 2 – Alison Allan**

This statement relates to the Joint Executive Committee's Joint Local Transport Plan 4 (JLTP4) and has been submitted on behalf of XR Bristol Political Circle.

We are delighted by the plan's consideration of pedestrians, cyclists and public transport network users.

As you will be aware, the plans for the 3rd runway at Heathrow were thrown out last week. The reason for this historical Court of Appeal judgement was that the expansion plans were deemed to be unlawful. They were found not to take into account the UK's commitment to the Paris Accord, which obligates the government to reduce carbon emissions to virtually zero by 2050. The Heathrow judgement highlights that all major infrastructure plans need to be drawn up in accordance with the UK's legally binding national legislation to tackle climate change.

We are aware that the JLTP4 is being reviewed by all of the constituent councils of the Joint Executive Committee, with an aim to "rubber-stamp" the plan in March. XR Bristol understands that the JLTP4 has been drawn up using guidance that was laid down prior to the Paris Agreement and as such, the plan breaches the UK's laws on climate change.

We respectfully request that the Joint Executive Committee's constituent county councils reject the JLTP4 and request that the plans are reworked such that they are inline with the Paris Accord. We also request that the public be given a stake in the decision making proceed by means of a well run, legally binding (rather than advisory) citizens assembly (CA). We understand that funds are available for setting up a CA and feel that this is the perfect opportunity to implement one. As demonstrated by several UK councils who have set up CA's, there is public demand for radical action to tackle the climate and ecological emergency. Allowing a CA to review an updated JLTP and provide a legally binding decision would provide a powerful and doubtless progressive mandate for the Joint Committee to move forwards with.

XR believe that the plans, in their current form are unlawful. We want to notify you that, should the Joint Committee approve the plans, we reserve the right to commence a Judicial Review on the same grounds as the Heathrow review and we are confident that the ruling will be in our favour.

for Extinction Rebellion Bristol Political Circle

### **STATEMENT 3 – James Mee**

I read WECA's Joint Local Transport Plan 4 with deep ambivalence. There are some promising and some extremely concerning proposals. The most concerning is your road building proposals.

If you are going to build things, please build increased public transport infrastructure, not roads.

It is a truth universally acknowledged, that the more available capacity on the roads, the more cars will be on the roads.

More road capacity means more people are encouraged to take up driving , less public transport use, more biodiversity and green belt loss, more air pollution, more noise pollution for residents, and ultimately more runaway climate change.

In Bristol, The Environmental Sustainability Board have recently produced a very progressive document - the One City Climate Strategy. Your document, by contrast, begins with some forward-thinking words about the Climate Emergency we are in the midst of. However, your road building plans are deeply retrograde and regressive, and threaten to sabotage the One City Climate Strategy.

The Climate Emergency will soon begin to produce more intense and more frequent shocks to our way of life than Coronavirus is currently causing.

More road capacity will exacerbate Climate impacts, damage communities and destroy the countryside. For this reason, I demand, along with Extinction Rebellion, that you cease building any new roads that increase overall capacity, or face a sustained campaign from Extinction Rebellion Bristol, united with other local Extinction rebellion groups in the four authorities. We intend to mount a legal challenge, using the precedent set by the judicial ruling which blocked Heathrow's third runway in the light of the failure to take account of the emissions targets outlined in the 2015 Paris Agreement. Our campaign will not be limited to seeking a judicial review: Emboldened by the recent rejection of the proposed Bristol Airport Expansion, and by the Heathrow ruling, we are prepared to do everything in our power to stop these roads being built.

## STATEMENT 4 – Steve Melia

### Statement on Road Building in the Joint Local Transport Plan

I would like to draw to the attention of councillors [this petition](#), which I launched on 38 Degrees a couple of weeks ago and has collected over 1,200 signatures:

*Scrap the road building and widening plans in the Joint Local Transport Plan. In a climate emergency any available funds must be used to improve public transport, walking and cycling.*

There is a contradiction at the heart of the current Joint Local Transport Plan. It begins with a clear statement about the climate emergencies declared by WECA and its constituent authorities, but then goes on to outline plans to build ten new roads and widen five more.

Page 68 of the JLTP acknowledges that building lots of roads in a climate emergency “could be seen as contradictory” but in trying to justify its approach it compounds that contradiction. On the one hand, it states an aim to “reduce capacity for general traffic” but also states that “existing road space is not enough”.

When considering your approach to the plan please consider:

1. Increasing road capacity increases traffic (and therefore carbon emissions). That principle was first established by SACTRA in 1994 and has never been seriously challenged since then.<sup>1</sup> Indeed a large number of studies in the UK and internationally have confirmed that finding.<sup>2</sup>
2. The opposite is also true: reducing road capacity reduces traffic volumes. This is known in the literature as “disappearing traffic” or “traffic evaporation”. That principle was first established by Cairns *et al.* in 1998 and has never been disproved since then.<sup>3</sup>
3. WECA and all its constituent authorities have declared a climate emergency with a target to reach carbon neutrality by 2030.
4. The government’s plans to reduce carbon through electrifying vehicles are proceeding too slowly to achieve those aims (the current consultation is considering 2035 or 2032 to phase out fossil fuels for *new* cars – the vehicle fleet will take much longer to decarbonise). Local authorities can do very little to accelerate the pace of electrification.
5. Bristol City Council commissioned the Energy Saving Trust to calculate the changes that would be needed to meet its decarbonisation targets. Amongst those findings was a requirement – contained in the One City Climate Strategy<sup>4</sup> – to cut total vehicle mileage by 40%. Similar reductions would be needed by the other authorities.
6. The largest part of carbon emissions from road traffic comes from journeys of between 10 and 25 miles<sup>5</sup> – journeys which mostly start or finish in an urban area but also pass outside it. So decarbonisation cannot be achieved by restraining traffic within cities whilst expanding it elsewhere.
7. Expanding public transport, on its own, does very little to change carbon emissions.<sup>6</sup> A plan which expands public transport and also expands road capacity will not achieve a “balance”, as the JLTP claims. It will expand the total volume of traffic – and carbon emissions.
8. New roads, particularly where they are built through undeveloped land, sever wildlife habitats and reduce biodiversity.<sup>7</sup> Attempts to “mitigate” the environmental damage they cause have largely proved ineffective.<sup>8</sup>
9. Suburban and interurban road building accelerates the sprawl of city regions, which causes further increases in carbon emissions.<sup>9</sup>

In seeking to achieve their carbon targets for transport the authorities (and the UK as a whole) have two choices:

- a) To “reallocate road space”, reducing the capacity for general traffic and increasing it for buses and cycling, and/or:
- b) Reduce traffic directly e.g. through road pricing

The JLTP4 raises both possibilities without taking a firm decision. Any increases in road capacity would undermine scenario a), and if b) is chosen the additional road capacity would become unnecessary. Who would need those new roads if traffic levels were cut by 40%? They would be a waste of public money.

This choice is a key test of whether WECA and its constituent bodies are taking their public declarations on the climate emergency seriously or not. Councillors in North Somerset have already expressed their opposition to most of the road schemes within their area. They noted that the JLTP4 states that a review of the plan will commence immediately on adoption. If WECA decides to proceed on that basis it must pass a **resolution that work on all road schemes must cease pending the review and the adoption of the JLTP5.**

Dr Steve Melia  
Senior Lecturer in Transport and Planning  
University of the West of England

And speaker at the UK Climate Assembly<sup>10</sup>

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<sup>1</sup> SACTRA, (1994) Trunk Roads and the Generation of Traffic. Report number: 11. London: Department of Transport Standing Advisory Committee on Trunk Roads Assessment.

<sup>2</sup> Litman, T. (2017) Generated Traffic and Induced Travel. Victoria Transport Policy Institute.

<sup>3</sup> Cairns, S. and Goodwin, P. (1998) Traffic Impact of Highway Capacity Reductions: Assessment of the Evidence. London: Landor publishing.

<sup>4</sup> Bristol City Council (2020) One City Climate Strategy. Page 29. [Online:] [www.bristolonecity.com/wp-content/uploads/2020/02/one-city-climate-strategy.pdf](http://www.bristolonecity.com/wp-content/uploads/2020/02/one-city-climate-strategy.pdf)

<sup>5</sup> DfT (2008) Carbon Pathway Analysis, Page 64 [Online:] <https://webarchive.nationalarchives.gov.uk/http://www.dft.gov.uk/pgr/sustainable/analysis.pdf>

<sup>6</sup> Melia, S. (2015) Urban Transport Without the Hot Air. UIT Cambridge. Chapter 5

<sup>7</sup> Underhill, J.E. and Angold, P.G. (1999) Effects of roads on wildlife in an intensively modified landscape. Environmental Reviews. 8 (1), pp. 21-39.

<sup>8</sup> Ward, A.I., Dendy, J. and Cowan, D.P. (2015) Mitigating impacts of roads on wildlife: an agenda for the conservation of priority European protected species in Great Britain. European Journal of Wildlife Research. 61 (2), pp. 199-211.

<sup>9</sup> Sloman, L., Hopkinson, L. and Taylor, I., (2017) The Impact of Road Projects in England [online]. [www.cpre.org.uk](http://www.cpre.org.uk): Campaign to Protect Rural England. [Accessed May 2017].

<sup>10</sup> Presentation available on the Parliamentary Youtube Channel: <https://youtu.be/IPMemfIhuwo>

## **STATEMENT 5 – Mary Collett**

The Joint Local Transport Plan for the West of England contains plans for 10 new roads and 5 big road-widening schemes.

These new roads and the widening plans will damage the countryside, increase traffic, increase pollution and increase carbon emissions.

We cannot afford this 'business as usual' mentality to prevail.

Initial modelling suggests that Bristol will have to reduce traffic by around 40% to hit the target of being carbon neutral by 2030. But widening roads and building more roads just encourages more people to drive!

Building new roads is incompatible with keeping our climate to a 1.5 degree rise.

Bristol City Council needs to live up to its climate emergency declaration.

Your decisions are likely to face legal challenges if you do not consider these road building plans with regards to the Paris Climate agreement and the requirements of limiting global warming to a 1.5 degree increase - as shown in the recent legal challenge to Heathrow expansion plans.

We need ALL the investment and emphasis to be on clean public transport, walking and cycling.

There is still time for WECA to change its plans.

Please remember your declaration of a climate emergency.

Do not support this Joint Transport Plan until it re-allocates the money due to be spent on road building and road widening to be spent instead on improved public transport, cycling and walking.

## **STATEMENT 6 – James Collett**

There seems to have been a significant lack of clarity about the proposed road building ambitions hidden away in the JTLP 4 document. Page 128 shows a map of proposed new unnecessary road building in this area. This appears to be totally at odds with the headline plans for more sustainable and active transport in the original document and in the results of the most recent consultations.

If WECA is truly serious about reducing the area's total GHG emissions, then it would be far better if this significant funding allocated to road building should be diverted to investment into public transport investments. However well intentioned, building more roads will just encourage more car use with the attendant carbon emissions for decades to come.

# Shorter Commutes Please

A necessary criterion

David Gray BSc, CEng, MIET 15/3/20

## Abstract

The intensity of employment in Bristol underlies several problems in West of England area. Commuting cars cause a) Bristol's air pollution, b) a substantial part of the sub-region's carbon emissions and 3) seduce your authorities into unnecessary road projects. In future, electric vehicle battery charging for the sub region's long commutes would make electricity power failures more likely.

Within Bristol most commuters walk, cycle or use public transport because they live sufficiently close to lots of jobs. Most cars that commute into Bristol come from outside.

The recommendation to review the JLTP immediately is excellent. However, objectives that stand up to examination by Government inspectors and are common to the JLTP and your authorities' forthcoming local plans must be agreed at the start. Those objectives/targets must include the reduction of commuting distances.

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## My CV

The bits of my CV that are relevant to this statement are:

- Retired chartered electrical engineer
- Concern about the effect of air pollution on my family, who live in south Bristol, led me to respond to the JSP consultations and participate in its examination hearings to highlight the adverse effect of the JSP's policies on air pollution in the city. My main information sources for this were census data and Defra's air quality monitoring stations in Bristol and Bath

## Intensity of employment

In the middle of Bristol the number of jobs is twelve times the number of the area's resident workers. In the other West of England unitaries' main employment centres the equivalent figures are five times for Bristol's northern fringe (South Gloucestershire) and Bath (B&NES) and in Weston (North Somerset) it is two times.

## Commuting Modes of travel

The good news is that more than half of those who live and work in Bristol commute on foot, by cycle or on the bus. The bad news is that over 30,000 commuting cars converge on Central and Lawrence Hill wards, more than half of them coming from outside the city.

Commuting on foot is high in the middle of the West of England's towns and cities as can be seen from the Datashine web site, which uses census data (Figure 1).

<https://datashine.org.uk/#table=QS701EW&col=QS701EW0011&ramp=RdYIGn&layers=BTTT&zoom=11&lon=-2.5300&lat=51.4237>).

The Datashine web site also show (Figure 2) that cycling to work is most popular roughly in a band around the main walk to work area.

Commuting by bus is most popular roughly in a band at beyond the cycling band (Figure 3).

Car commuting is greatest outside the bus commuting band where it is not economic to provide timely bus services (Figure 4).

If sustainable commuting travel is to be promoted, this pattern of bands of commuting travel modes seen in the census data highlights the importance of proximity to employment, which should provide a criterion for objectives in local plans including the JLTP.

## Commuting car mileage

Census data shows that more than half of those who commute to work in Bristol by car come from outside of the city. Calculations based on census data shows the outsiders' combined daily car commuting mileage is three times greater than that of the city's resident commuters, partly because those outsiders have to travel further than Bristol's resident car commuters and partly due to high levels of sustainable commuting with in Bristol.

Although commuting by car is the direct cause of this high commuting mileage, the underlying cause is the intensity of employment in the middle of Bristol because it is that intensity of employment which draws in the car commuters.

## Legal Air Pollution is not good enough

In Bristol, air pollution is highest in the middle of town. It peaks during the morning rush hour and subsides over the weekend revealing the primary cause to be commuting traffic. Consequently, as with commuting mileage described above, the underlying cause of this air pollution is the intensity of employment in Bristol and half of it is caused by those who commute to work in the middle of Bristol from outside the City Council's area.

As the proportion of electric vehicles rises, pollution from exhaust fumes will fall. Air pollution from brake dust and road wear will remain and will depend on levels of congestion.

Bristol and Bath are both seeking to bring air pollution within legal limits but the report commissioned by Bristol City Council "Health Impacts of Air Pollution in Bristol" shows that achieving legal limits is still not good enough. It presents the fraction of deaths attributable to air pollution in each of the city's wards. The lowest fraction is in Hartcliffe & Withywood which is just inside the city boundary wall away from employment and the main commuting routes. Pollution levels there are relatively low because it's remote from AQMA and yet the fraction of deaths attributable to air pollution is over 6%. I find that unacceptable.

DEFRA publishes Estimated Background Air Pollution Maps for all local authority areas to assist the authority's air pollution policy formulation. "Health Impacts of Air Pollution in Bristol" was based on DEFRA's 2013 map. Figure 5 shows a collage of DEFRA's 2017 maps for the four West of England unitary authorities with a colour scale from green to red representing low to high average air pollution in OS grid 1km squares. In preparation for participation in the JSP hearings I used the data to calculate the number of deaths

attributable to air pollution in the West of England area based on the method used in “Health Impacts of Air Pollution in Bristol”. The calculation estimated that there are 500 such deaths.

## Carbon Emissions

Currently, the total car mileage of commuter traffic is a reasonable proxy for a minimum estimate of that traffic’s carbon emissions. It is only a minimum estimate because commuter route congestion slows fossil fuelled traffic, increasing the carbon emissions.

The underlying cause of the high level of these carbon emissions is also the intensity of employment in the middle of Bristol.

As the proportion electric vehicles increases the local emission of carbon attributable to commuter traffic will decline. However emissions from the remaining fossil fuelled power stations will rise to meet the demand from electric vehicle chargers. This increasing electricity demand will delay the dates at which those fossil fuel power stations can be taken out of service. To hasten the demise of these power stations, plans should seek to reduce commuting distances.

## Electricity supply

As an electrical engineer I am aware of concerns that efforts to increase the capacity of electricity supply infrastructure across the UK may not be able to keep up with the anticipated massive increase in demand arising from the take up of electric vehicles. Also the demand from those electric vehicles could considerably extend our reliance fossil fuel power stations.

The electricity demand from an electric vehicle’s charger is governed by the vehicles daily mileage. Consequently, planning authorities across the UK need to understand that their plans and decisions that influence daily vehicle mileage in their area will also influence the likelihood and severity of potential electricity supply shortfalls across the UK and any extended reliance on fossil fuels.

## The JLTP

The opening text in the JLTP talks about the climate emergency. The thing about emergencies is that actions are required that might otherwise not be needed, in particular you should plan to minimise any credible adverse effects and, for this reason, local plans, including the JLTP, should aim to reduce commuter car mileage in the West of England.

Reducing the need to travel has featured in government planning guidance over many decades but it is missing from the key principles in the Local Industrial Strategy on which the JLTP appears to be based. Consequently the formulation of the JLTP has been misled into the inclusion of unnecessary road projects.

The IPCC report on limiting global warming to 1.5° stresses the need for radical action.

The problem that I perceive with the JLTP is that it describes no radical action. It has been formulated as if there were no emergency.

## Community spirit

Most residents of the west of England do not have the freedom to choose to work close to where they live.

Commuting time eats into the time that workers can contribute to their families and their communities. Those whose commute is more than 45 minutes are losing the equivalent of one working day per week to commuting. Such commuting times are common for Bristol's in-commuters. Consequently families and communities across the West of England area are weakened by this time lost by so many of their residents.

## Exchange of employment and housing provision

In my responses to the JSP consultations and its Examination, I proposed that homes should be built where the JSP suggested employment provision in the middle of Bristol (e.g. the light brown area in Figure 1) and the displaced employment provision should be relocated where net out-commuting is currently high (e.g. the green areas in figure 4). This would increase sustainable commuting modes to the middle of Bristol and where the displaced employment provision is relocated.

This exchange of planned housing and employment provision would relieve the strain on local roads, radically reducing the need for new roads.

My calculations based on Bristol's Brown field register and the strategic sites proposed in the JSP indicated that a very substantial number of new homes could be accommodated in the areas vacated by the displaced employment provision.

## Criteria for local Plans

The JSPT was developed in conjunction with the JSP, which was adjudged unsound primarily because of an unclear articulation of criteria. That judgement raises questions about the soundness of the criteria on which the JLTP is based. The four unitaries now need to start afresh by agreeing criteria that will stand up to Examination of the JSPT and of their individual local plans.

Criteria are needed that specifically lead to reduced commuting distances in the West of England Area.

## Summary

Past patterns of development have led to an intensity of employment in the middle of Bristol that draws in car commuters, mainly from towns and villages outside Bristol that have insufficient employment for their residents. This commuting has the following adverse effects in the West of England Area:

- The time spent commuting weakens the communities in the area's towns and villages
- Based on DEFRA's data and methods, I estimate that, each year, 500 deaths are attributable to the air pollution that is mainly caused by commuting cars.
- Over most of the area air pollution is dangerously high despite being within the legal limit. Consequently it is unclear the uptake of electric cars will reduce air pollution safe throughout the area.
- Three quarters of the carbon emissions from car commuting to work in Bristol comes from those who commute from outside the city

- The likely future uptake of electric vehicles together with perpetuation of the area's current commuting distances would jeopardise electricity supply and extend the use of fossil fuelled power stations.

Local Plans, including the JLTP, can substantially reduce these adverse effects by actively seeking to reduce commuting distances

However, all three could be massively improved by swapping planned employment development where employment density is already high with planned residential development close to urban areas where employment density is low. This would reduce pressure on existing roads and would make longer term road building unnecessary.

Figure 1 – Commuting on foot

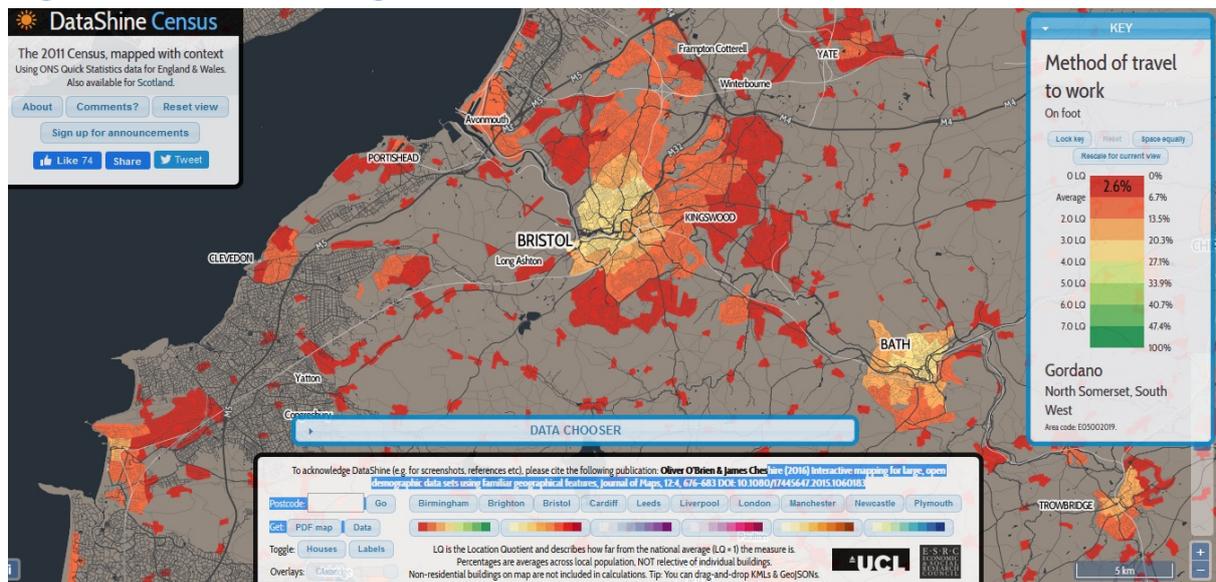


Figure 2 – Commuting by bicycle

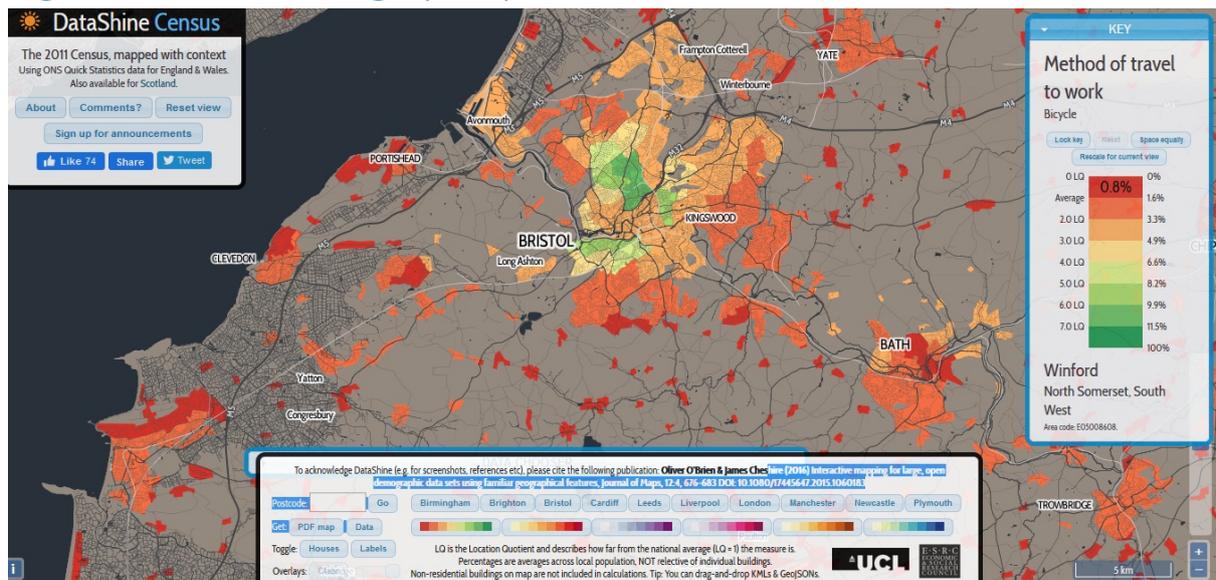


Figure 3 – Commuting by bus

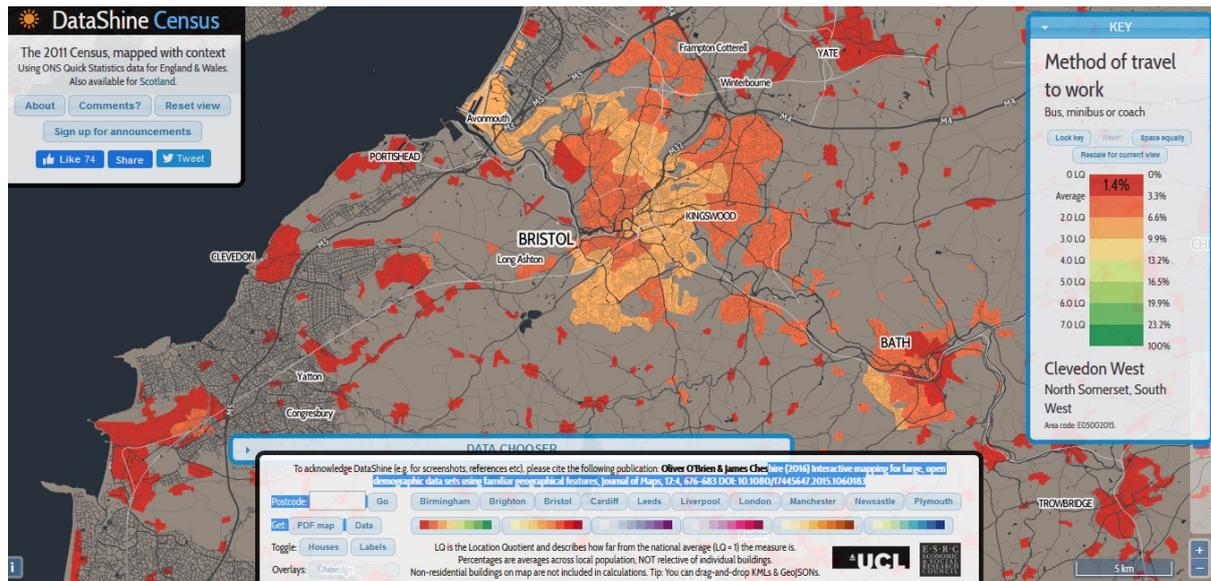
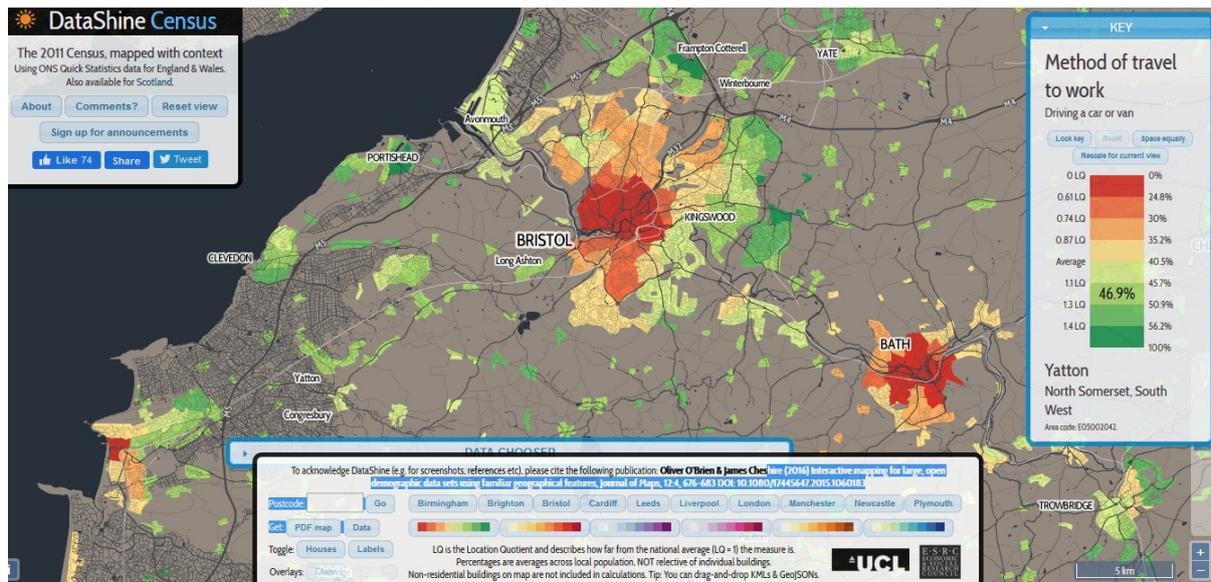


Figure 4 – Commuting by car





## **STATEMENT 8 - Rachel Lunnon**

This is a time of ecological and climate emergency. The JLTP4 acknowledges this and aims to have transport be carbon neutral by 2030. As a resident of Bristol I welcome this aim.

It is imperative that we therefore do not increase road capacity in the WECA area, as it is clear from the past 50 years of road building that if we increase the road carrying capacity then we will simply increase traffic, particularly private motor vehicles.

Section 11 of the JLTP4 contains a number of new roads, improved roads, new road junctions and improved road junctions at great cost. Due to the way that road improvements cause traffic to increase, this road building is at odds with the JLTP4 aim for carbon neutrality by 2030. The plan also contains some new sections of smart motorway, again at great cost. Unless this smart motorway will in some way reduce reduce the use of private cars it will not help us towards the goal of carbon neutrality, and by increasing the capacity of the roads is likely to have the opposite effect.

JLTP4 contains initiatives to reduce private car use and improve public transport, walking and cycling across the region. Please implement these measures while removing all road improvements and building which will increase the capacity of the network.

## STATEMENT 9 – Faye Dicker

I'm Faye, I'm a resident in Whitchurch Village, BANES. I'm a mother to two young girls, who I cycle to school every day in my cargo bike. I'm also the founder of the South Bristol Wrong Road Group.

South Bristol Wrong Road group was formed in November 2018, when my local Councillor, Paul May – called a public meeting in Whitchurch Village. It was that evening that hundreds of us learnt about the plans to build 2500 houses in Whitchurch Village, then build a ring road through greenbelt and next to the local primary school.

The South Bristol Wrong Road Group had a seat at the JSP hearings and were delighted with the inspectors report. We are also delighted that BANES have opted out of the JSP.

Yet still the ring road remains on the table. There were over 1600 objections in the JLPT4 to the ring road. Why engage in a consultation if you're not going to listen to the results? We were consulted on specific lines on maps and now we're being told they were indicative. This is misleading, to say the least.

Building roads generates traffic. And simply renaming them 'corridors' isn't an answer either.

Climate emergency is a reality. NOW. BANES and Bristol have declared a climate emergency. Bristol has also declared an ecological emergency.

With these declarations in mind, how can you build a Ring Road? It would destroy miles of greenbelt, stop me cycle my children to school and divide a community.

The requirement to cooperate with development does not apply to roads. The road proposed is for Bristol yet 80% is in Banes. You have the power to stop the JLTP4 and focus on the JLTP5.

The objectives of the JLTP4 are:

- Take action against climate change and address poor air quality <sup>[[L]]</sup><sub>[[SEP]]</sub>
- Support sustainable and inclusive economic growth <sup>[[L]]</sup><sub>[[SEP]]</sub>
- Enable equality and improve accessibility <sup>[[L]]</sup><sub>[[SEP]]</sub>
- Contribute to better health, wellbeing, safety and security <sup>[[L]]</sup><sub>[[SEP]]</sub>
- Create better places <sup>[[L]]</sup><sub>[[SEP]]</sub>

And yet none of this is applied to Whitchurch Village and South East Bristol.

Please remove the ring road from the JLTP4 **completely**. There is no business case that can support this out dated proposal. There is simply no justification for it AT ALL. And now we hear the words 'connectivity deficit' and 'corridor', yet no facts to underpin things.

We are just custodians of this beautiful planet. Lets make the right decisions for hundreds of years to come.

# Friends of Suburban Bristol Railways (FOSBR)

Statement to WECA Committee  
Friday 20 March 2020



## 1. Joint Spatial Plan/JLTP4

MetroBus journeys that should take 35 minutes are taking an hour and 35 minutes. This reinforces FoSBR's view that no single mode of transport can solve our transport problems. We need an integrated system, with cycling, walking, buses and rail all playing their part.

FoSBR suggests that sustainability criteria for Strategic Development Locations (SDLs) should include present and potential rail station access and not depend solely on MetroBus provision. Rail services don't get held up by roadworks and as we have seen MetroBus performance has been unacceptable in terms of journey times.

FoSBR continue to recommend that the JSP, JLTP4, and the ongoing WECA rail study should include our updated FoSBR Plan for Rail. This proposes additional stations at Coalpit Heath, Long Ashton/Flax Bourton, Chittening for Severnside, Corsham and Uphill/Locking.

FoSBR suggests the remodelling of Westerleigh Junction. As well as proposed new services to Birmingham, this would enable the delivery of the Thornbury Line, perhaps initially as a Park and Ride from Tytherington Quarry.

In the mean time we continue to press for the reinstatement of the footbridge at Pilning to allow use of both platforms and a meaningful service here. This station has huge potential to serve the growing industry in the area and the inland-surfing destination at Easter Compton.

In the light of declarations of a climate emergency by WECA, Bristol, South Glos and B&NES, how can the continued planning and building of road schemes be justified?

## 2. Services truncated at Filton Abbey Wood

FoSBR requests that WECA put strong pressure on the DfT and the rail operators to resume daytime stopping services from Weston super Mare across the city to Bristol Parkway at the earliest possible date and no later than the December 2020 timetable change.

FoSBR also questions whether the four-tracking of Filton Bank missed an opportunity to remodel Filton Junction and thus bring about the full benefits of the extra two lines. Currently only services on the two main (fast) lines can access Bristol Parkway and the north. We urge WECA to investigate if there is sufficient capacity at Filton Junction and Bristol Parkway to deliver MetroWest Phase 2

### **3. MetroWest Phase 1**

We are pleased to see that the DCO application for the Portishead line has been formally accepted by the Planning Inspectorate and trust that WECA will continue to give this scheme unwavering support. We note that there are still no plans for a station at Ashton Gate, despite the expansion of the Ashton Gate stadium and other development plans in the area. We ask WECA to at least ensure passive provision is made for this.

FoSBR continues to urge WECA to urgently conclude negotiations and implement MetroWest Phase 1A, initially half-hourly from Temple Meads to Avonmouth and hourly to Severn Beach.

Is there an intention to deliver this by the December 2020 timetable?

We also urge WECA to initiate discussions on the reinstatement of double-tracking on the Severn Beach Line to support this and a higher frequency of service thereafter.

We trust that the Portway Parkway project is still progressing towards an opening date in December 2020, and seek confirmation that this is achievable.

Finally, the delivery of MetroWest Phase 1A would be a positive contributor to air quality and the Bristol's Clean Air Plan.

### **4. MetroWest Phase 2**

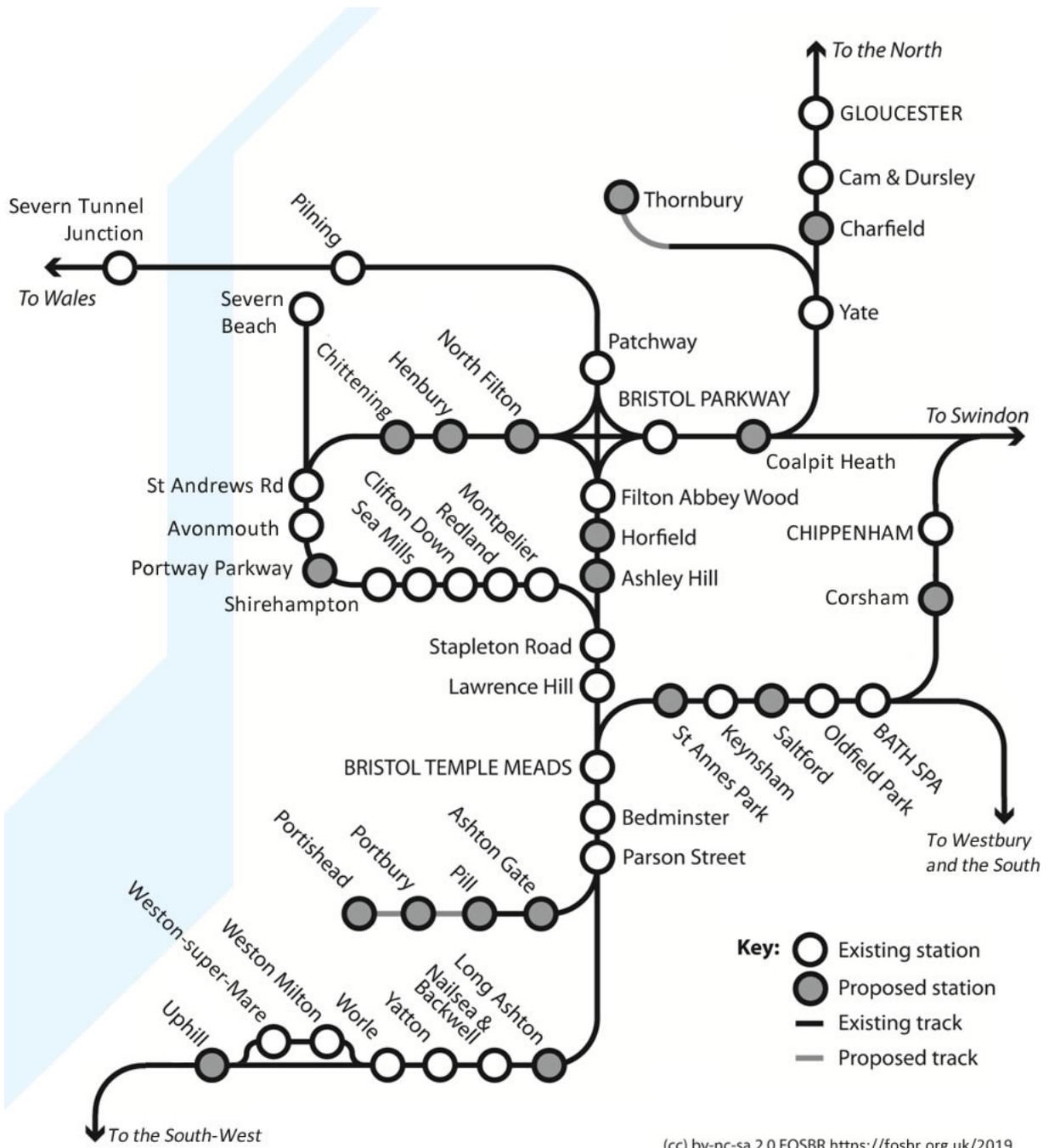
Now that the Arena has been granted planning permission by Bristol, it falls to SGCC to deliver the planning criteria in terms of transport. FoSBR urges WECA to ensure frequent rail services are specified.

JLTP4 now includes YTL's proposed Henbury to Bristol Parkway service. Will this use the east-west chord across the Filton Diamond?

We think the construction of the Arena adds urgency to resolving the problem of road access at St Andrew's Gate, as the Henbury Loop seems like an obvious onward route for trains originating at Bristol Parkway. Are WECA holding talks with Bristol Port Company to resolve the problem of this level crossing, which is a significant obstacle to improving rail services in North-West Bristol? We believe government should provide funding towards improving access to the port, in view of its national importance.

In the meantime, we continue to seek assurance that Henbury station is future-proofed for through running onto the Henbury Loop.

Tony Lloyd, Friends of Suburban Bristol Railways <https://fosbr.org.uk>



## STATEMENT 11 – Cllr Martin Fodor

### Adoption of Joint Transport Plan

I'm writing to challenge the mistake of adopting the JLTP4 as presented as the guiding framework for the next investment period. This indefinite decision will be counter to the declaration of a climate emergency, and implies that a document already agreed to be out of date will be the basis for projects. I'm all for work to start on the JLTP5 and of course expect that to be substantially different due to the declared policies of active travel, public transport, and response to the climate emergency.

What has already emerged is that not all constituent authorities want to continue 'business as usual' and for that I applaud them. There's also the very real possibility that the authority is now knowingly open to legal challenge for failing to act in keeping with the adopted Paris Agreement targets.

The frustrating thing is what you say in your summary report:  
"the region's spatial planning approach will undergo further development over the next 24 to 36 months and will need to be **closely informed** by the current and next version of the JLTP"

What logic dictates that a document already out of date and agreed to be amended by at least some of the constituent parties should **closely inform the spatial strategy**? Surely a viable spatial strategy, when ready, will then inform the decisions to be made over transport investment? Access is there to serve development, not vice versa!

Since having this document is a statutory requirement, and is needed to unlock funds available for transport projects, surely **a more viable and intelligent approach will be to adopt the consensus parts of the document - ie all the active travel and public transport sections**, eg support for MetroWest rail improvements - and **set aside the massive roadbuilding plans until acceptable development plans are in place and the movement strategy is revised**. If you don't do this then you are clearly knowingly locking the region into more congestion, traffic growth, air pollution, health problems, and poor access for the modes you claim to prioritise. There is well established, and extensive evidence that road building and enlargement - for which this document prompts a large scale programme as if we're still somehow in the 60s and 70s - generates traffic growth. You know this will be the result. If your money builds the problems you acknowledge you have to tackle then you are surely open to further legal challenge, aside from condemning countless people to lethal levels of air pollution, time wasted in congestion, and accidents etc.

I therefore **call on WECA to make only a partial adoption of the JLTP4 - the consensus parts with the explicit active travel and sustainable transport policies we say we need more of - so the investment it unlocks helps lessen the problems of the region and the climate, not grow them.**

Cllr Martin Fodor,  
Redland ward Green Party councillor  
Bristol

### **STATEMENT 13 – Tony Jones**

Public Forum statement for WECA meeting 20 March in relation to agenda item 13 – adoption of JLTP 4

The purpose of this statement is to ask the West of England Combined Authority (WECA) members not to adopt the Joint Local Transport Plan (JLTP 4) in its current form.

I believe that the JLTP 4 needs to be re-considered in the light of the recent High Court ruling on the proposal for a third runway at Heathrow Airport. This ruling made clear the responsibility placed on authorities to ensure that proposals must be compliant with the legally binding provisions of the Paris climate change agreement.

As it stands, the JLTP has proposals, eg new road building, which will inevitably make private car travel easier and more attractive. Such proposals are in direct contradiction to the need for a substantial modal shift away from private car use and towards public transport, walking and cycling. This modal shift is essential if we are to see the rapid reductions in carbon emissions that we need from the transport sector.

Therefore, prior to approval of the JLTP, I would ask that WECA undertake a process of compliance checking to ensure that the JLTP is compliant with the provisions of the Paris climate change agreement.

Thank you  
Tony Jones

**STATEMENT 14 – Rosemary Collins**

I oppose the plans in Joint Local Transport Plan 4 to build new roads and expand existing ones. WECA has declared a climate emergency. We urgently need to invest in renewable transport in order to cut greenhouse gas emissions. I ask you to commit to building no new roads.

Yours faithfully,

Rosemary Collins

**STATEMENT 15 – Tom Bosanquet**

I oppose the Joint Local Transport Plan proposals to build 10 new roads and expand 5 more.

Increasing road space should be inconceivable given the current climate emergency.

**STATEMENT 16 – Jacqueline Jarrett**

As a local resident and concerned citizen I beg the WECA to commit to no new road infrastructure in line with the climate emergency declaration. I understand there is a vote on Friday.

Thank you for your support

Yours Faithfully

Jacqueline Jarrett

## **STATEMENT 17 – Jon Oates**

I understand that despite the challenging worldwide circumstances, the West of England Combined Authority (WECA) are still planning to meet today and vote on the Joint Local Transport Plan 4.

All four authorities composing the WECA have passed a Climate and Ecological Emergency. In light of this, I would urge the members not to approve the building of new roads. The Conservative Government seeking to build new roads should not be a green light for regional authorities to make the same catastrophic mistake. Humanity is on the cusp of changing how it lives, interacts and conceives of its role on Earth. A vote for road building at this time will rapidly come to be seen as the result of a lack of clear and wide vision of the planetary crisis that we all face.

As an occupant of the region, the nation and the world - I would ask the members to place their weight behind public rather than private transport.

Yours Sincerely,

Jonathan Oates

## **STATEMENT 18 – Julie Wright**

To Whom It May Concern- and it REALLY should!

As you prepare for your meeting tomorrow to decide on the way forward for our local area, please remember the following:

You, the WECA and your four member councils have all declared a climate emergency and committed to the promises to reduce carbon and other toxic emissions into the atmosphere.

Expanding the road network by building 10 new major highways and increasing the capacity of 5 others will certainly increase the deadly levels of air pollution and push us further towards climate breakdown.

We need clean, affordable, public transport that serves the need of our communities.

We need radical action to tackle the crisis we face.

Now, more than ever, in these testing times, we need the voices of our elected bodies to speak for us in demanding a better future.

Thank you  
Julie Wright

**STATEMENT 19 – Tom Ronan**

Joint Local Transport Plan 4- Road expansion proposal

To Whom It May Concern-

At your meeting tomorrow to decide on the way forward for our local area, please remember the following:

You, the WECA and your four member councils have all declared a climate emergency and committed to the promises to reduce carbon and other toxic emissions into the atmosphere.

Expanding the road network by building 10 new major highways and increasing the capacity of 5 others will certainly increase the deadly levels of air pollution and push us further towards climate breakdown.

We need clean, affordable, public transport that serves the need of our communities.

We need radical action to tackle the climate crisis we face.

Now, more than ever, in these testing times, we need the voices of our elected bodies to speak for us in demanding a better future.

Thank you  
Tom Ronan

## **STATEMENT 20 – Linda Lapington**

To Whom It May Concern- and it REALLY should!

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Expanding the road network by building 10 new major highways and increasing the capacity of 5 others will certainly increase the deadly levels of air pollution and push us further towards climate breakdown.

We need clean, affordable, public transport that serves the need of our communities.

We need radical action to tackle the crisis we face.

Now, more than ever, in these testing times, we need the voices of our elected bodies to speak for us in demanding a better future.

Thank you

## **STATEMENT 21 – Cheryl Westbury**

Joint Local Transport Plan 4- Road expansion proposal

To Whom It May Concern

As you prepare for your meeting tomorrow to decide on the way forward for our local area, please remember the following:

You, the WECA and your four member councils have all declared a climate emergency and committed to the promises to reduce carbon and other toxic emissions into the atmosphere.

Expanding the road network by building 10 new major highways and increasing the capacity of 5 others will certainly increase the deadly levels of air pollution and push us further towards climate breakdown.

We need clean, affordable, public transport that serves the need of our communities, that is radical and tackles the crisis we face, not short term business as usual fixes that only exacerbate the problems longer term.

Now, more than ever, in these testing times, we need the voices of our elected bodies to speak for us in demanding a better future.

Thank you

**STATEMENT 22 – Christopher Orlick**

Both the bus strategy and cycling and walking strategy are welcome but do not go far enough.

We all know that congestion is a big problem and is set to rise as Bristol expands. Cars coming down the M32 in the morning have nowhere to go in the centre. It should be de-trunked and turned into a car park and bus and cycle road only.

Christopher Orlick

## STATEMENT 23 – Fi Radford

Dear WECA Councillors,

You are all charged with the heavy responsibility of taking important decisions with very long term implications on behalf of us all during this time of great change and uncertainty. In fact, I would go so far as to say, that we are standing at a pivotal moment in our national and global history, when the old certainties regarding growth no longer apply and new ways of thinking are required, which will undoubtedly feel uncomfortable to begin with. I am asking you to apply this kind of thinking when you consider the Joint Local Transport Plan 4.

There is much in this plan to be commended in an era of Climate Crisis. The proposals to do with improved cycling, public transport and walking are good, but I fear that the considerable emphasis on road building and widening no longer belongs in twenty first century planning. Everyone knows that more roads mean more cars, and cars, even electric ones, have a high cost in terms of the carbon and lithium involved in their production not to mention the pollution from brakes and tyres when on the road.

Air pollution in general has to be a major consideration. In fact a recent report has shown a significant connection between it and Covid 19 deaths. [https://www.theguardian.com/environment/2020/mar/17/air-pollution-likely-to-increase-coronavirus-death-rate-warn-experts?CMP=share\\_btn\\_fb&fbclid=IwAR0yE8BWaqMnM1sNmJdKyILHgblEkHNMU5Yo8pVg--rib5TC63LF5cPdF-U](https://www.theguardian.com/environment/2020/mar/17/air-pollution-likely-to-increase-coronavirus-death-rate-warn-experts?CMP=share_btn_fb&fbclid=IwAR0yE8BWaqMnM1sNmJdKyILHgblEkHNMU5Yo8pVg--rib5TC63LF5cPdF-U)

The fact that much of the road building is outside major towns and cities is not really relevant as the ensuing carbon both from road building and increased car usage contributes to the overall total of carbon emissions, which this country has committed to reduce radically if we are to meet our target of net zero emissions by 2050, as recommended by the Paris Agreement. Serious sacrifices need to be made if we are to come anywhere near this goal and the Government's own Committee on Climate Change warns we are in danger of falling far short of this, 'Planning for climate change adaptation is a statutory obligation ... we have been unable to give high scores for managing risk to any of the sectors we have assessed in this report. We are now seeing the substantial impacts of a global temperature rise of just 1°C. The Paris Agreement targets a threshold of well below 2°C, ideally 1.5°C, but current global plans give only a 50% chance of meeting 3°C.' <https://www.theccc.org.uk/wp-content/uploads/2019/07/2019-Progress-Report-Summary.pdf>

Inevitably these new roads will cause harm to the countryside, an invaluable resource for leisure and food production, which we can ill afford to place under concrete and tarmac. There will be many objections from local residents to the loss of their peace and clean air as well as to the loss of sites of particular beauty and scientific interest.

I wonder whether you have considered the recent Heathrow ruling when drawing up this plan? It will have a considerable bearing on all future infrastructure planning, as this must now comply with the above mentioned Paris agreement and Net Zero by 2050 Carbon Emission target. Your plans could turn out to be illegal, if the High Court upholds the Heathrow decision.

For all these reasons, I am asking you to reconsider the part of the JLTP4 that applies to road building and widening. Increasingly we are having to look to local leaders for the kind of protection that should be afforded us by the national administration. Can we count on WECA to provide the kind of new thinking and leadership we need and the vision to imagine the state of our world in 2036 when these roads might be built?

Yours sincerely and hopefully,

Fi Radford

**STATEMENT 24 – Elizabeth Wright**

To Whom It May Concern- and it REALLY should!

As you prepare for your meeting tomorrow to decide on the way forward for our local area, please remember the following:

You, the WECA and your four member councils have all declared a climate emergency and committed to the promises to reduce carbon and other toxic emissions into the atmosphere.

Expanding the road network by building 10 new major highways and increasing the capacity of 5 others will certainly increase the deadly levels of air pollution and push us further towards climate breakdown.

We need clean, affordable, public transport that serves the need of our communities.

We need radical action to tackle the crisis we face.

Now, more than ever, in these testing times, we need the voices of our elected bodies to speak for us in demanding a better future.

Thank you,

Kindest regards,  
Beth Wright

**STATEMENT 25 – Jill Tarlton**

Dear WECA,

Please may I urge you to reject the WECA Joint Local Transport Plan, we need to keep in line with the Climate Emergency Declaration.

New roads would increase numbers of drivers, carbon emissions and impact on wildlife habitats, the latter would not help with the recently declared Ecological Emergency.

Research has shown that Bristol City Council must reduce traffic by about 40% to hit their targets. And electrification is happening much too slowly.

It would be better to use any available funds to improve public transport instead, and encourage cycling and walking.

Best wishes from

Jill Tarlton.

STATEMENT 26 – Mike Chaloner

I am opposed to the plan to build 10 new roads and expand 5 others.

All 4 councils have declared a Climate Emergency.

It is clearly acting in exactly the opposite sense to plan to build 10 major roads and upgrade 5 more.

The current Coronavirus event has shown you a massive reduction in road traffic. As more people come to terms with the looming Climate Catastrophe there will be more long term reductions in road use.

Now is NOT THE TIME to expand roads. Now is the time to spend that cash on moving to a greener economy, to improving public transport, to REDUCING road traffic. Spend the money on improving air quality, in improving the lives of people, not pollution

PEOPLE NOT POLLUTION

Yours etc

Mike Chaloner

**STATEMENT 27 – Laura Sorensen**

Dear Council Members

For the love of God please please please put your energies, expertise and intelligence into discussing improvements to public transport and car-sharing schemes and NOT into building or upgrading roads. Can you not see what is happening in the world?

We are all reacting appropriately to Coronavirus but have not been reacting appropriately to the huge dangers of global warming and species extinction for years!! The latter is more likely to kill more of us than Covid-19; you must know this, the figures and stats are already out there about how many die from air pollution in a year, how many lung diseases are created by unclean air.

Look around you please!! Can you not see the answers in Nature? If you are unable to do the right thing now there is no hope for humanity on this planet.

No more roads. They only lead to more pollution. I would happily forgo my car for the bus and train if they were affordable, reliable and more frequent. No more fossil fuels.

I'm begging you to take advantage of this opportunity and not let it slide away. Please please do the right thing, not the wrong thing. For Humanity's sake. For the sake of all animal species. For the sake of future generations.

What is the point of accepting the Climate and Ecological Emergency if you then do things that go against it.

If you do the wrong thing, we will all sue you. We are more together now than we have ever been - even though we are self isolating. For every action there is an equal and opposite reaction. Take care please.

Best Regards  
Laura Sorensen

**STATEMENT 28 – Susan Sidey**

Dear WECA,

We continue to be in a climate and ecological emergency. In addition, the ongoing Coronavirus epidemic is showing that business as usual no longer exists. Please take this moment to pause and reassess the transport plans. More road building is not the answer, rather much more investment public transport and cycling infrastructure is needed.

Please be bold and forward-thinking.

Yours sincerely,

Susan Sidey

## **STATEMENT 29 – Amanda Philips**

Dear WECA members,

I am writing to urge you please to have the courage of your convictions when you and your four member councils bravely declared a climate emergency. The plan to build many more roads and expand others is not what we need at this time as it will perpetuate the use of petrol and diesel vehicles and the damage they bring. Please instead plan for and invest in more and cleaner public transport.

Your faithfully,

Amanda Phillips

**STATEMENT 30 – Sue Flint**

I live close to the M32 which brings huge amounts of traffic into the city which then has nowhere to go without causing chaos, which it does, and slows down all the buses.

Clearly the M32 needs to be closed and reverted to a single carriageway half of it could then become a linear Park and Ride serviced by a dedicated bus.

There should also be a pick up point for that service at or near the Eastville roundabout to help local commuters.

Please be rational!

Sue Flint

Statement 31 - Kim Hicks The South Bristol Orbital Road, funded by the HIF Bid, was planned to support the houses in the SDL in Whitchurch Village.

The JSP and HIF have failed.

The woefully poor consultation report is the subject of an ongoing complaint.

The Vision, Aims and Objectives were not applied to Bristol South.

OVER A THIRD of ALL the comments from the Bristol South area were not reflected in the JLTP4 revision.

Most councillors agree that there are several elements of the JLTP4 that are NOT robust, consistent and planned on an objective basis.

BUT the councillors also know that the JLTP4 MUST be adopted to secure the funding for the better elements of the plan.

Please ensure that if adopted, it is made crystal clear that this is an 'Interim plan' and that schemes like the South Bristol Orbital Road, will be subject to immediate review involving the communities.

We are all currently in worrying times, with the coronavirus.

Please let's all work together for the benefit of everyone's future.

**STATEMENT 32 – Richard Baxter**

To Chair of the West of England Combined Authority

**Objection to Joint Local Transport Plan 4**

JLTP4 states “It is our aim is to ensure transport is carbon neutral by 2030. This is the opportunity for all of us, from individuals to organisations, to take responsibility for and action on reducing transport carbon emissions.” This is crucial as transport in the WECA area is responsible for 32% of carbon dioxide (CO2) emissions in the West of England, compared to 26% nationally. I generally approve of the plans to improve our bus and rail provision in the area which must focus on making mass transport a far more attractive mode of transport along with cycling and walking. This surely is the way ahead for the health of our environment and the residents living and visiting the area.

I wholly object to WECA’s plan to build 10 more new roads and ‘improve’ 5 others which is totally incompatible with the UK’s legislation to become carbon neutral by 2050 and the commitment to the 2015 Paris Agreement which is now seen to be legally binding following the recent decision that makes the building of a 3<sup>rd</sup> runway at Heathrow illegal.

We know there are substantial health risks with our current road system which contribute to an estimated 300 premature deaths from nitrogen oxide and results in millions of pounds of costs due to traffic congestion. Building new roads is not the answer. Direct the money allocated for these road projects into rail, bus, cycling and walking. Free transport for WECA residents would be the way to go.

The proposed improved road to Bristol Airport is likely to be a sheer waste of money now that the application to expand the airport has been rejected by North Somerset Council along with the likely contraction of the aviation industry due to the Coronavirus crisis.

I urge WECA to remove the road building element from JLPT4 and proceed to apply for central government funds to plan for a better future where our modes of transport are sustainable and healthy for the local people and environment. This is the new normal WECA should be aspiring to.

Richard Baxter  
(Bristol Resident)

**STATEMENT 33 – Jo Trotter**

I object to the expansion of existing roads and the building of new roads. WECA and its four member councils have all declared a climate emergency and therefore need to commit to no new road infrastructure. We need affordable public transport that serves the needs of our communities and radical action to tackle the crises we face - not new road infrastructure that will add thousands of cars and lorries to our roads, raising our deadly levels of air pollution and pushing us closer to climate breakdown.

Best wishes,  
Joanna Trotter (Bristol resident)

Statement to WECA on behalf of Transport for Greater Bristol.

We all need to learn a lesson from the present health emergency and act before it is too late to deal with the climate crisis, and promote modal shift.

Please revise JLTP 4

Whilst it opens with wonderful ambitions on walking, cycling and public transport, the emphasis on the development of roads as detailed, and the suggestion of an Underground are both highly and demonstrably carbon generating.

At the same time, part of the rationale for an Underground is to not interfere with the surface traffic. But there won't be much car traffic in urban areas in 15 years, so no need for more roads, or an Underground. Do what modern cities do and opt for much cheaper surface trams. Trams are more accessible and promote social justice in a way that an Underground cannot.

Do not devote resources to car traffic but promote alternatives: rail, bus and tram.

For the sake of our future, please heed the calls of young people, amend JLTP4.

Statement 34 - Martin Garrett on behalf of TfGB.

**STATEMENT 35 – Caroline New**

Dear metro mayor and WECA council,

As a grandmother concerned both about Bristol's high level of air pollution and about climate breakdown, I am writing to ask you not to approve the JLTP4 in its current form. Despite the inclusion of your frontispiece on climate change and the measures to encourage cycling and improve public transport, research suggests that widening and improving roads encourages more car use. Your prediction that it will reduce it is not evidence based. It really doesn't make sense to pass the JTLTP4 while knowing it is inconsistent with the Climate Emergency commitments of WECA and its constituent councils. Better to stay with the previous plan and a placeholder and design a genuinely decarbonising JTLTP5 - which, I am assured by transport experts, this is not. Road building itself involves increased carbon emissions, severs wildlife habitats. Far better to keep the existing roads and make them **less** attractive to vehicular traffic by using part of them for cycle lanes. Your plan reads as if you are trying to have business as usual, to encourage economic growth and keep everyone confident - and at the same time go carbon neutral by 2030. Impossible. Let's learn from the epidemic - regulatory changes will need to occur which we don't like but we have to go along with, and this is the only way to stop the dangerous increase in emissions.

Best wishes,  
Caroline New

**STATEMENT 36 – Andrew Philips**

I understand you are shortly to consider the joint local transport plan. Can I urge you to drop plans for road infrastructure - we know that new roads simply encourage people to use their cars. Instead, invest the money in much improved public transport and in EV charging points. For example, from home in Wells to my work in Newton St Loe, on the west of Bath, is virtually impossible by public transport. A journey of 16 miles takes around 2 hours by public transport and requires two buses, and going in to the centre of Bath, adding to congestion there.

Do the right thing for our communities and our climate.

Thank you.

Andrew Phillips

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