

REPORT TO: WEST OF ENGLAND JOINT COMMITTEE
DATE: 20th MARCH 2020
REPORT TITLE: ADOPTION OF JOINT LOCAL TRANSPORT PLAN
DIRECTOR: DAVID CARTER, DIRECTOR OF INFRASTRUCTURE
AUTHOR: JASON HUMM, HEAD OF TRANSPORT

Purpose of update

- 1.1 To update the joint committee regarding the process followed in the development of the final draft JLTP for adoption.
- 1.2 To approve the final wording of the proposed document.

Recommendations

That the Joint Committee adopts the final version of the Joint Local Transport Plan (JLTP4).

That delegation is given to the WECA Director of Infrastructure and WECA Director of Investment and Corporate Services, to identify the resources required, through re-prioritisation of Investment Funding, to sufficiently progress the JLTP5 process. The anticipated breakdown of spend to be reported to the June WECA committee, prior to which all spend will be agreed by the WECA Chief Executive in consultation with constituent authority Chief Executives.

Background

- 2.1 The JLTP4 is a statutory requirement of the West of England Combined Authority (WECA). It sets out the vision for transport investment in the West of England and the policy framework within which the West of England authorities will work. The proposed JLTP builds on the two previous Plans, 2006 to 2011 and 2011 to 2026 and the Joint Transport Study, October 2017. Members have requested that the timelines for development of the next version of the plan (JLTP5) are considered following adoption of JLTP4 (see 2.5 & 2.6).
- 2.2 Following the consultation on the draft document in early 2019, the JLTP has been undergoing amendments to include the feedback from the consultation; to develop monitoring targets; and to ensure that it reflects the changing policy landscapes since the original document was consulted upon in January 2019.
- 2.3 The JLTP Core Project Team led by WECA and made up of officers from all the local authorities, including North Somerset Council, have produced the current draft JLTP4. Throughout the process of finalising the JLTP, considerable input has been received from the officer working group, Directors, Chief Executives and Transport Board.

2.4 Key areas amended from the original consultation version are:

- Climate change
- Scale of the challenge
- Reallocation of road space
- Bristol Airport
- Major schemes
- Targets

2.5 The final draft document addresses the current transport challenges, however it is recognised that emerging national guidance, legislation and targets related, in particular, to climate change issues and decarbonisation, will require development and understanding at a national level before being incorporated into plans and policies at a Regional and Local Level. In addition, it is recognised that 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.

2.6 Based on the above, members expressed a desire to streamline a timeline for JLTP5 to reflect the need to bring forward an updated transport plan. The proposed delegation to WECA Director of Infrastructure and WECA Director of Investment and Corporate Services to identify the resources required to sufficiently progress the JLTP5 process, is therefore integral to meeting this request. The development of JLTP5 would run in parallel with the transport evidence base being commissioned for the spatial planning approach. A future report will be brought to June committee detailing the proposed timeline and resources identified for JLTP5.

2.7 The JLTP has been through considerable internal governance, with consideration of the draft document for publication at Transport Board on 15th January 2020, Mayors and Leaders on 17th January and CEO's on the 23rd January.

2.8 The draft document for publication has been through the governance process for each of the West of England Authorities, which has provided further feedback on the draft JLTP.

2.9 The West of England Authorities' governance processes generated one change that could be classed as 'not minor'. The requested amendment relates to Highways England's proposals for the consideration of Smart Motorways within the region.

2.10 The proposed amendment was to remove the previous support for Highways England's approach for Smart Motorways and replace this with a statement indicating that Highways England are undertaking of a review of the safety of Smart Motorways, and that whilst we wait for an outcome of this review, the West of England does not support the promotion and construction of new Smart Motorways in the region. It is accepted however that this is a matter for Central Government to decide.

2.11 The current final draft (included in appendix 1) therefore includes minor amendments within the document following the West of England Authorities' governance processes and the amendment to the Smart Motorway's references detailed above.

2.12 The recent North Somerset Council decision related to the planning application from Bristol Airport, for proposed future expansion, is noted in relation to the current proposals and the wording within the draft JLTP. The wording and strategic transport approach related to the airport is considered to be consistent with the current operations at the airport and the existing planning consent.

Consultation details

3.1 The JLTP has previously been consulted on in early 2019 and received over half a million views on social media and 4,200 consultation responses.

3.2 The proposed document for adoption reflects the feedback from the public as part of the original consultation process and also proposed changes from officers and members in light of the changing political and environmental factors, such as the declared climate change emergency and inspector feedback related to the previous spatial planning approach.

3.3 The level of changes proposed are not considered substantive enough to trigger the need for a further consultation on the document.

3.4 A factual 'JLTP consultation feedback report' detailing the feedback from the public has been published and is available from <https://s3-eu-west-1.amazonaws.com/travelwest/wp-content/uploads/2020/01/JLTP4-consultation-report.pdf>.

Other options considered

4.1 Not adopting the draft JLTP would mean that the approved transport policy document for the region remains as the current JLTP (JLTP3). JLTP3 does not adequately reflect the changes that have been seen across the region over the last 12 to 24 months. Relying on JLTP3 as the current transport strategy document would put the region at a disadvantage in relation to our ability to influence current and future spatial (and local) development and also at a disadvantage in relation to strategic case submissions for any future funding bids to Central Government.

4.2 Not adopting the draft JLTP would still leave JLTP3 as the adopted transport strategy for the region for the foreseeable future. Choosing not to adopt the JLTP in effect has no bearing on the ability to advance the development of JLTP5.

Risk Management/Assessment

5.1 The lack of a more up to date version of the JLTP creates risk in relation to the region's ability to influence transport provision related to any new developments across the region and creates a weaker strategic narrative and strategic case in relation to any future funding opportunities through Central Government.

Public Sector Equality Duties

6.1 The public sector equality duty created under the Equality Act 2010 means that public authorities must have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimization and other conduct prohibited by the Act.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.

6.2 The Act explains that having due regard for advancing equality involves:

- Removing or minimizing disadvantages suffered by people due to their protected characteristics.
- Taking steps to meet the needs of people from protected groups where these are different from the needs of other people.
- Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.

6.3 The general equality duty therefore requires organisations to consider how they could positively contribute to the advancement of equality and good relations. It requires equality considerations to be reflected in the design of policies and the delivery of services, including policies, and for these issues to be kept under review.

6.4 An Equality Impact Assessment and a Health Impact Assessment was previously undertaken as a requirement of the Environment Report for the draft JLTP4.

Climate change implications

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- 7.1 The JLTP is the key document in relation to managing our transport network now and in the future, and for managing trips across our region. A specific frontispiece detailing climate change challenges has been included in the document following member feedback and the targets for managing traffic growth and modal shift underpin the document.
- 7.2 Managing car dependency and shifting people from the car to more sustainable modes such as public transport, cycling and walking is expected to represent a significant contribution to the region's climate initiatives.
- 7.3 The shift away from private vehicles to more sustainable modes will have direct significant positive impacts on air quality as public transport generates significantly less particulate matter or NOx per passenger journey than private vehicle travel and modes such as cycling and walking have no emissions.
- 7.4 The active travel element associated with any modal shift to public transport (where typically active travel becomes part of the total journey) and an increase in cycling and walking trips supports local and national health agendas.
- 7.5 It is however recognised that further work is required to understand how transport interventions will further support decarbonisation initiatives and is likely to be needed as both national climate policy is brought forward by Central Government and as the region's spatial planning approach is developed.

Finance Implications

- 8.1 There are no immediate financial implications related to the report or the adoption of the proposed draft JLTP. However, without an extant plan in place the ability to bid for additional resource and capital funding to deliver our Transport Programme would be impacted.
- 8.2 It should be noted that no budget or staff resource has been identified to progress the future development of JLTP5. The delegation to the WECA Director of Infrastructure and WECA Director of Investment and Corporate Services to identify the resources required, through re-prioritisation of Investment Funding, to sufficiently progress the JLTP5 process will address this issue. Proposals relating to the timescales and resources identified will be brought as a future item to June committee.

Malcolm Coe, Director of Investment and Corporate Services

Legal Implications

- 9.1 Producing a Joint Local Transport Plan is a statutory requirement of the West of England Combined Authority.

Shahzia Daya, Director of Legal

Human Resources Implications

- 10.1 There are none directly related to this report however any further work to refine, review and develop a future document or version will require additional staff resources to support the project.

Appendices

Appendix 1 – Joint Local Transport Plan

West of England Combined Authority Contact:

Any person seeking background information relating to this item should seek the assistance of the contact officer for the meeting who is Ian Hird / Tim Milgate on 0117 332 1486; or by writing to West of England Combined Authority, 3 Rivergate, Temple Quay, Bristol BS1 6EW; email:

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