

**REPORT TO: JOINT COMMITTEE**

**DATE: 18 JANUARY 2019**

**REPORT TITLE: JOINT LOCAL TRANSPORT PLAN**

**DIRECTOR: DAVID CARTER, DIRECTOR OF INFRASTRUCTURE**

**AUTHOR: JAMES WHITE**

### **Purpose of Report**

- 1.1 To ask Members to endorse the updated draft Joint Local Transport Plan 4 (JLTP4) for public consultation in February 2019.

### **Background / Issues for Consideration**

- 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 new JLTP builds on the two previous Plans, 2006 to 2011 and 2011 to 2026 and the Joint Transport Study, October 2017. It will cover the period from 2019 to 2036 to be in line with the Joint Spatial Plan.
- 2.2 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 draft JLTP4.
- 2.3 The draft JLTP4 was endorsed for public consultation at the Joint Committee meeting on 30 November 2018. Following amendments requested after Joint Committee the draft JLTP4 has been updated. This updated version needs to be approved by the West of England Joint Committee at its meeting on 18 January 2019 and the North Somerset Executive Committee on 5 February 2019. Consultation which was due to start on 7 January 2019 will now start on 6 February 2019. The consultation will run until 20 March 2019.

### **What's in the draft JLTP4**

- 3.1 The full updated draft JLTP4 2019 - 2036 can be found in Appendix One. A useful summary document is being produced. Overall the draft JLTP4's vision for transport is:

*'Connecting people and places for a vibrant and inclusive West of England'*

#### *Challenges*

- 3.2 The draft JLTP4 recognises and seeks to address the following challenges:
  - Travel demand is growing, and there is an increased need to improve walking, cycling and public transport
  - For some people the private car is the only realistic mode of travel
  - Parts of the road and rail networks are under strain
  - There are high levels of inequality in the West of England, and many different accessibility needs
  - Transport continues to impact on safety, security, air quality, public health and public realm

- There is a need to manage emerging technology and innovation
- Transport funding has been constrained over recent years, and funding levels have not been high enough to address the scale of growth in the region

### *Objectives*

3.3 To meet the challenges the draft JLTP4 has five objectives based on the aspirations of the West of England authorities and previous plans and policies including the current JLTP4. They are:

- Support sustainable economic growth
- Enable equality and improve accessibility
- Address poor air quality and take action against climate change
- Contribute to better health, wellbeing, safety and security
- Create better places

### *Connectivity approach*

3.4 The draft JLTP4 aims to provide a well-connected sustainable transport network that offers greater, realistic travel choice and makes walking, cycling and public transport the preferred way to travel. Trips into and within the West of England will be seamless, faster, cheaper, cleaner and safer. The draft plan is structured around improving connectivity at four levels. Many of the policies and interventions are relevant at more than one level. The four levels of connectivity are:

- Beyond the West of England – strategic road and rail, port and airport
- Within the West of England – between the urban areas, longer than 10km
- Local – up to 10km
- Neighbourhood – journeys within local communities

### *Major Schemes*

3.5 Major transport improvements and schemes for the short, medium and long term have been identified to address the current and future transport challenges. This includes making sure the increased number of trips from planned housing and employment growth can be accommodated on the network.

3.6 Much of the major schemes programme is based around the West of England's Joint Transport Study, October 2017 which identified a programme of transport packages that will transform the travel choices available. In the JLTP4 schemes are grouped around those that are:

- Transformational – including a mass transit network linking Bristol and Bath, the East and North Fringes, the Airport and within Bath.
- Mitigating Joint Spatial Plan growth – including corridor scheme packages for South East Bristol and Whitchurch, Keynsham, Yate and Coalpit Heath, Nailsea and Backwell, Banwell and Churchill, Thornbury and Buckover and Charfield, Bristol Urban Area and Weston-super-Mare. Packages include schemes for MetroBus and local bus routes, bus routes, Park & Ride, new highway links and junction improvements, enhanced and new railway stations and cycling and walking links
- Early investment schemes – including MetroWest, M49 Avonmouth Junction, Hengrove and Lockleaze Transport Packages.
- Schemes under development – studies funded by WECA including A38 corridor improvements, M5 Junction 19, east of Bath link, regional electric vehicle charging network, rail service and capacity improvements and new stations, interurban cycle routes, Weston-super-Mare cycling and walking network, Bath Cycle Network and City

Centre Package, MetroBus extension to Clevedon, Nailsea, Cribbs Patchway New Neighbourhood and Severnside and Park & Ride package for Bath.

- Other long term opportunities including strategic rail and road freight package, A46 to M4 route improvements and the Greater Bath Bus Network Package.

### *Environmental Report*

3.7 An Environmental Report has been prepared for the draft JLTP4, providing an assessment of “the likely significant effects on the environment”. The Environmental Report includes a Strategic Environmental Assessment (SEA), Habitats Regulations Assessment, Equalities Impact Assessment and Health Impact Assessment. The Environmental Report is being consulted upon at the same time as the draft version of the JLTP4.

3.8 The SEA seeks to identify measures that can be integrated into the JLTP4 to ensure that likely adverse environmental impacts of the plan are minimised and mitigated. Twelve SEA objectives were identified for JLTP4 for potentially significant effects and mitigation. Issues raised by the SEA include:

- Despite the strong commitment to shift journeys into cleaner and more sustainable transport modes, there is uncertainty regarding planned actions, programme and funding of some of the interventions.
- Uncertainty whether improvements to the public transport system from the major schemes would be sufficient to counteract traffic growth and associated adverse environmental effects.
- Advanced technologies are currently in early development stages

3.9 Overall The mitigations included in the Environmental Report, and the feedback obtained during the consultation period, will be considered and used to inform the final version of the JLTP4.

### *New Technology*

3.10 Technological advances could provide new travel options at each of the four connectivity levels outlined in section 3.4, particularly for the young, elderly, people with mobility challenges and those living in rural areas. These advances could also offer new ways of transporting goods to and around the region in a more efficient way. The potential impact of technological advances will need to be considered in planning. This proactive approach will mean the JLTP4 is prepared for where we want to be, rather than adapting to the changes once they have occurred.

### *Funding*

3.11 The draft JLTP4 is ambitious, requiring a record level of funding. To implement all the schemes could cost up to £10bn over twenty years. This is significantly more than has been received during any previous twenty-year period. The level of funds required may need to include substantial funding raised from local sources. It may also need to consider tapping into new sources of funding, including a local business rate supplement, and congestion or workplace parking charges. Any revenue generated from such charges would be used to pay for transport improvements

3.12 *JLTP4 Timescales*

Key dates	Milestones

<b>30 November 2018</b>	West of England Joint Committee endorsed JLTP4 consultation draft
<b>18 January 2019</b>	Final approval of consultation document by West of England Joint Committee
<b>6 February to 20 March 2019</b>	Consultation on draft JLTP4
<b>April to August 2019</b>	JLTP4 revised following consultation, approval by local authorities
<b>Summer / Autumn 2019</b>	West of England Joint Committee endorse final JLTP4

## Consultation

- 4.1 Public consultation will commence on 6 February 2019 and run for six weeks. Timescales are shown in 3.12 above. A strong communications campaign will be provided to make the JLTP4 consultation clearly distinguishable from other transport consultations over the autumn/winter of 2018/19. Extensive use will be made of social media including an online budget simulator asking people to make choices about schemes and funding. The Summary Document will include a questionnaire and will be widely circulated. A major stakeholder event will be held in the second week of February 2019 to both launch the draft JLTP4 and directly engage people.

## Other Options Considered

- 5.1 The Joint Local Transport Plan is a statutory document and a requirement of devolution.

## Risk Management/Assessment

- 6.1 There are no direct implications arising from this report.

## Public Sector Equality Duties

- 7.1 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.
- 7.2 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.
- 7.3 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

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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.

- 7.4 An Equality Impact Assessment and a Health Impact Assessment has been undertaken as part of Environment Report for the new JLTP4.

### **Finance Implications, including economic impact assessment where appropriate**

- 8.1 There are no direct implications arising from this report.

### **Legal Implications**

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

Advice given by: Shahzia Daya, Director of Legal

### **Land/Property Implications**

- 10.1 None arising from this report. Land/property implications arising from individual major transport schemes will be managed through their respective design processes.

### **Human Resources Implications**

- 11.1 The Joint Local Transport Plan is a joint project with resources from all four local authorities and WECA, supported by external consultants providing technical expertise.

### **RECOMMENDATION:**

- \* **The Committee is asked to endorse the updated Joint Local Transport Plan 4 for consultation in February 2019.**
- \* **The Committee is asked to delegate any further minor changes to the consultation documents to the WECA Director of Infrastructure in consultation with the relevant Directors of the constituent authorities.**

### **Appendices**

Appendix One          Draft Joint Local Transport Plan 4

### **Background papers:**

West of England Strategic Environmental Assessment Joint Local Transport Plan 4, WSP, November 2018

### **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 Way, Bristol BS1 6ER; email: [democratic.services@westofengland-ca.gov.uk](mailto:democratic.services@westofengland-ca.gov.uk)