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12 January 2011

To: All Members of the Council
Chief Executive and other appropriate officers
Press and Public

Dear Member

Council Meeting: Thursday, 20th January, 2011

You are invited to attend a meeting of the **Council**, to be held on **Thursday, 20th January, 2011 at 6.30 pm** in the **Council Chamber - Guildhall, Bath.**

The agenda is set out overleaf.

Sandwiches and fruit and tea/coffee/cold drinks will be available for Councillors from 5pm in the Aix-en-Provence Room (next to the Banqueting Room) on Floor 1.

Yours sincerely

Tom Dunne
Democratic Services Manager (Council and Member Services)
for Chief Executive

Please note the following arrangements for pre-group meetings:

Conservative	Brunswick Room, Ground Floor
Liberal Democrat	Kaposvar Room, Floor 1
Labour	Small Meeting Room, Floor 2
Independent	Performance and Improvement Team Office, Floor 1

NOTES:

- 1. Inspection of Papers:** Any person wishing to inspect minutes, reports, or a list of the background papers relating to any item on this Agenda should contact Tom Dunne who is available by telephoning Bath 394360 or by calling at the Guildhall, Bath (during normal office hours).
- 2. Details of Decisions taken at this meeting can** be found in the minutes which will be circulated with the agenda for the next meeting. In the meantime details can be obtained by contacting as above. Papers are available for inspection as follows:-

Public Access points - Guildhall - Bath, Riverside - Keynsham, Hollies - Midsomer Norton, and Bath Central, Keynsham and Midsomer Norton public libraries.

For Councillors and officers papers may be inspected via Political Group Research Assistants and Group Rooms/Members' Libraries

- 3. Spokespersons:** The Political Group Spokespersons for the Council are the Group Leaders who are Councillors Francine Haerberling (Conservative Group), Paul Crossley (Liberal Democrat Group), John Bull (Labour Group) and Chris Cray (Independent Group).
- 4. Attendance Register:** Members should sign the Register which will be circulated at the meeting.
- 5. Public Speaking at Meetings**

The Council has a scheme to encourage the public to make their views known at meetings. They may make a statement relevant to what the meeting has power to do. They may also present a petition or a deputation on behalf of a group. They may also ask a question to which a written answer will be given. If an answer cannot be prepared in time for the meeting it will normally be sent out within five working days afterwards. **Advance notice of all public submissions is required not less than two full working days before the meeting. This means that for meetings held on Thursdays notice must be received in Democratic Services by 5.00pm the previous Monday.** Further details of the scheme can be obtained by contacting Tom Dunne as above.

- 6. THE APPENDED SUPPORTING DOCUMENTS ARE IDENTIFIED BY AGENDA ITEM NUMBER.**
- 7. Emergency Evacuation Procedure**

When the continuous alarm sounds, you must evacuate the building by one of the designated exits and proceed to the named assembly point. The designated exits are sign-posted.

Arrangements are in place for the safe evacuation of disabled people

- 8. Presentation of reports** Officers of the Council will not normally introduce their reports unless requested by the meeting to do so. Officers may need to advise the meeting of new information arising since the agenda was sent out.

COUNCIL MEETING: THURSDAY, 20TH JANUARY, 2011 AT 6.30 PM IN THE COUNCIL CHAMBER - GUILDHALL, BATH

AGENDA

1. EMERGENCY EVACUATION PROCEDURE

The Chairman will draw attention to the emergency evacuation procedure as set out under Note 7.

2. APOLOGIES FOR ABSENCE

3. DECLARATIONS OF INTEREST

At this point in the meeting declarations of interest are received from Members in any of the agenda items under consideration at the meeting. Members are asked to complete the green interest forms circulated to groups in their pre-meetings (which will be announced at the Council Meeting) to indicate:

(a) The agenda item number in which they have an interest to declare.

(b) The nature of their interest.

(c) Whether their interest is **personal and prejudicial** *or* **personal**.

Any Member who needs to clarify any matters relating to the declaration of interests is recommended to seek advice from the Solicitor to the Council and Monitoring Officer before the meeting to expedite dealing with the item during the meeting.

4. ANNOUNCEMENTS FROM THE CHAIRMAN OF THE COUNCIL OR FROM THE CHIEF EXECUTIVE

These are matters of information for Members of the Council. No decisions will be required arising from the announcements.

5. TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIRMAN

If there is any urgent business arising since the formal agenda was published, the Chairman will announce this and give reasons why she has agreed to consider it at this meeting. In making her decision, the Chairman will, where practicable, have consulted with the Leaders of the Political Groups. Any documentation on urgent business will be circulated at the meeting, if not made available previously.

Note: Agendas for Council meetings are structured so as to identify those matters on which the Council may make a decision and those where its powers are limited to comment or recommendation to the Cabinet or other bodies.

The order of agenda business is prescribed in the Council's Constitution. The Chairman or the meeting may vary this.

PUBLIC QUESTIONS, STATEMENTS, PETITIONS AND DEPUTATIONS

Explanation: A member of the public who has given prior notice may make his/her views known at a Council meeting by making a statement, presenting a petition or a deputation on behalf of a group or asking a question (see agenda note 5 above).

6. QUESTIONS, STATEMENTS, PETITIONS AND DEPUTATIONS FROM THE PUBLIC

The Democratic Services Manager will announce any submissions received under the arrangements set out in note 5 above. The Council will be invited to decide what action it wishes to take, if any, on the matters raised in these submissions. As the questions received and the answers given will be circulated in written form there is no requirement for them to be read out at the meeting. The questions and answers will be published with the draft minutes.

POLICY AND BUDGET FRAMEWORK AND CABINET ITEMS FOR COUNCIL DECISION

Explanation: the Policy and Budget Framework comprises a list of Plans and Strategies which, under the Council's Constitution, are to be decided by the Council itself. For some of these Plans and Strategies the law prescribes that they should form part of the Framework and therefore full Council only shall determine them. Others have been added to the list by Council. The Policy and Budget Framework (which includes the Council Budget) sets the overall framework within which the Cabinet must operate and matters which go beyond that must be decided by the full Council.

Policy and Budget Framework and Cabinet items for decision by Council are normally presented as a recommendation from the Cabinet or the responsible Cabinet Member.

7. JOINT LOCAL TRANSPORT PLAN 3 (Pages 7 - 16)

This is a report on the Joint Local Transport Plan 3, covering the period 2011 to 2026, which has been developed in partnership with Bristol, North Somerset and South Gloucestershire Councils under the guidance of the West of England Joint Transport Executive Committee and which is recommended for approval and adoption by the Council prior to submission to the Secretary of State.

All Members of the Council have received a copy of the Joint Local Transport Plan 3 and a copy has been placed at each public inspection point (see agenda note 2 above). The Plan and supporting documents may be accessed on the Travelplus website at: <http://travelplus.org.uk/our-vision/joint-local-transport-plan-3>

Lead Cabinet Member: Councillor Charles Gerrish, Cabinet Member for Service Delivery

8. QUESTIONS, STATEMENTS, PETITIONS AND DEPUTATIONS FROM COUNCILLORS

The Democratic Services Manager will announce any submissions received. The Council will be invited to decide what action it wishes to take, if any, on the matters raised in these submissions. As the questions received and the answers given will be circulated in written form there is no requirement for them to be read out at the meeting. The questions and answers will be published with the draft minutes.

This Agenda and all accompanying reports are printed on recycled paper

If you need to access this agenda or any of the supporting reports in an alternative accessible format please contact Democratic Services or the relevant report author whose details are listed at the end of each report.

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Bath & North East Somerset Council	
MEETING:	Council
MEETING DATE:	20 th January 2011
TITLE:	Joint Local Transport Plan 3
WARD:	ALL
AN OPEN PUBLIC ITEM	
<p>List of attachments to this report:</p> <p>Draft Joint Local Transport Plan 3 2011 -2026.</p> <p>Appendix A. JLTP3 Engagement Summary</p> <p>For further information in the JLTP3, including the draft Supplementary Documents, Strategic Environmental Assessment and Engagement Report visit the travelplus website: http://travelplus.org.uk/our-vision/joint-local-transport-plan-3</p>	

1 THE ISSUE

1.1 The purpose of the report is present the Joint Local Transport Plan (3) final draft for approval and adoption by the Council.

1.2

2 RECOMMENDATION

Council is asked to agree that:

2.1 the final draft of the Joint Local Transport Plan (3) be approved and adopted.

3 FINANCIAL IMPLICATIONS

3.1 The JLTP3 is based around funding guidelines presented in the Comprehensive Spending Review of October 2010. As the levels and type of future funding are confirmed by the Government the first three year Delivery Plan 2012/13 to 2014/15 will be published as a sister document to the JLTP3 as a part of an early refresh of the JLTP3 in late 2011. Meanwhile an interim one year delivery plan for 2011/12 will be produced.

4. CORPORATE PRIORITIES

4.1 The JLTP3 will help make Bath & North East Somerset a better place to live, work and visit and in particular will impact on the achievement of the Council's priorities as set out below. The JLTP3 also sets out how it will deliver the Sustainable Community Strategy drivers for change.

Sustainable Growth	Supports the Core Strategy and identifies the transport requirements to support economic growth whilst taking into account the district's unique built and natural environment
Addressing the causes and effects of Climate Change	Sets out transport measures for responding to climate change and mitigating the impacts of climate change including making transport infrastructure more resilient to extreme weather events.
Improving transport and the public realm	Plays a critical role in improving transport investment and improvements to the public realm
Building communities where people feel safe and secure	Plays a central role in reducing road accident casualties and supports community safety on the transport network.
Promoting the independence of older people	Supports access for older people to education, health and employment opportunities.
Improving the chances of disadvantaged teenagers and young people	Supports access for disadvantaged teenagers and young people to education and employment opportunities.

5. THE REPORT

5.1 The JLTP3 will cover the period from 2011 to 2026 and replaces the current Joint Local Transport Plan which sets the transport policy for the four authorities in the West of England. It reflects national goals as well as the Council's Sustainable Community Strategy, draft Core Strategy, Economic Strategy and Public Realm and Movement Strategy.

5.2 It has been developed in partnership with Bristol City, North Somerset and South Gloucestershire Councils under the guidance of the Joint Transport Executive Committee. Reports and presentations have been made to the Council's Safer & Stronger Communities and Economic & Enterprise O&S panels and parish cluster meetings. All Members were informed of the Public Engagement period between July and October 2010.

5.3 The vision for the JLTP3 is for an affordable, low carbon, accessible, integrated, efficient and reliable transport network supporting our economy and communities.

5.4 The JLTP3 is based around the five key transport goals:

- Reduce carbon emissions
- Support economic growth
- Promote accessibility

- Contribute to better safety, security and health
- Improve quality of life and a healthy natural environment.

5.5 These goals replaced the four shared priorities of congestion, accessibility, road safety and air quality in the current JLTP. The Coalition Government has placed particular emphasis on supporting economic growth and reducing carbon emissions, a view shared by the LSP.

5.6 The JLTP3 will be in three parts with:

1. Strategy taking the long term policy view 2011 to 2026. This is a longer term view than the current JLTP, which as a 5 year Plan. The Strategy includes a chapter on Major Transport Scheme. These are based on the previous RFA schemes, including Bath Transportation Package. The Strategy links to and has been developed alongside our Core Strategy.
2. Outline Delivery Plan setting out implementation themes over the shorter term.
3. Draft Supplementary Documents covering walking, parking, public transport, traffic management and freight, smarter choices, road safety, cycling and rural transport in more detail.

5.7 A key part of producing the JLTP3 is the Strategic Environmental Assessment. This looks at what impact the JLTP3 will have on the environment. A full Environmental Report with the results of this assessment is published alongside the JLTP3. Individual major schemes are still required to undertake their own Environmental Impact Assessment.

5.8 With the uncertainty over funding and emerging Government policy, for example the Transport White Paper expected in 2011, Department for Transport value for money indicators, revised national road safety strategy and the new Local Sustainable Transport Fund, it is proposed to undertake an early refresh of the JTLTP3 for Autumn 2011. The three year Delivery Plan with indicators/targets and risk assessment will be produced at the same time.

6. RISK MANAGEMENT

6.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

6.2 The production and publication by 31st March, 2011 of the JLTP3 is a statutory requirement. It should be approved by full Council in January in order to meet the statutory timescales.

6.3 Following the CSR, there remains some uncertainty and risk over the full impact of recent government grant settlements. A one year Delivery Plan for 2011/12 is therefore proposed with headline figures only, with a full three year Delivery Plan for 2012/13 to 2014/15 produced by the Autumn 2011.

6.5 Potential additional risks that could hinder our progress to towards targets and which will need to be avoided or mitigated include:

- Bus and rail fares increasing faster than the cost of motoring
- Escalating costs reduce the number of deliverable schemes within budget constraints.
- Extreme weather conditions cause road surfaces to deteriorate at a quicker pace
- Increasing cost of bus service provision prohibit the expansion of services
- Major transport schemes delayed or not implemented.

6.6 Indicators will be used to measure and monitor progress towards meeting the JLTP3 objectives. Suitable targets may in due course accompany each indicator. As with the Delivery Plan, uncertainty over funding means it is not possible to set indicators as this stage. Chapter 12 in the JLTP3 sets out a possible range of indicators which will be firmed up as part of the Autumn refresh. A risk assessment will be undertaken as part of this process.

7 EQUALITIES

7.1 An Equalities Impact Assessment (EqIA) was carried out along side the JLTP3. Overall the EqIA found the JLTP3 should have a positive impact for everyone living, working or visiting the West of England. Some of the area's most vulnerable groups will benefit especially people without access to a car and deprived communities. No significant adverse impact was identified. Suggested mitigation ideas have been incorporated into the JLTP3 in Chapter 4.

8. CONSULTATION

8.1 Ward Councillor; Cabinet Member; Parish Council; Town Council; Trades Unions; Overview & Scrutiny Panel; Staff; Other B&NES Services; Service Users; Local Residents; Community Interest Groups; Stakeholders/Partners; Other Public Sector Bodies; Section 151 Finance Officer; Chief Executive; Monitoring Officer

8.2 All B&NES Members and Parish Council Members were alerted to the public engagement on the JLTP3 through invitations to both Joint Transport Forums in July and September 2010.

8.3 The development of the JLTP3 has involved:

- Work by the Transport Plan Commission, independently chaired and comprising strategic partners and major stakeholders.
- Statutory public consultation and engagement
- West of England Partnership Joint Scrutiny Committee
- Safer & Stronger Communities and Enterprise & Economic Development O/S panels
- Joint Transport Forums, parish cluster meetings and Member workshops
- Analysis of completed JLTP3 Consultation Document questionnaires, letters and emails.
- Presentations to special interest groups
- Newspaper and petrol pump advertising.
- Focus Groups held including Bath and Midsomer Norton

8.4 The conclusions of the Engagement Report were that the majority of respondents chose supporting economic growth and reducing carbon emissions as their short and long term preferences. Public transport was considered the most important investment decision. Public transport issues including fares, services, access and routes dominate the comments and forum responses.

- 41% focus on support economic growth in the first three years
- 31% focus on carbon reduction as most important for future
- 27% focus investment on public transport (largest response)
- Focus groups made investing in public transport their top priority

The JLTP3 has been revised following the engagement process. See appendix A for more details

9 REACHING THE DECISION

9.1 Social Inclusion; Customer Focus; Sustainability; Young People; Human Rights; Corporate; Other Legal Considerations

10 ADVICE SOUGHT

10.1 The Council's Monitoring Officer (Divisional Director – Legal and Democratic Services) and Section 151 Officer (Divisional Director - Finance) have had the opportunity to input to this report and have cleared it for publication.

Contact person	Adrian Clarke 01225 395223
Background papers	For background papers please visit the West of England website below: http://travelplus.org.uk/our-vision/joint-local-transport-plan-3
Please contact the report author if you need to access this report in an alternative format	

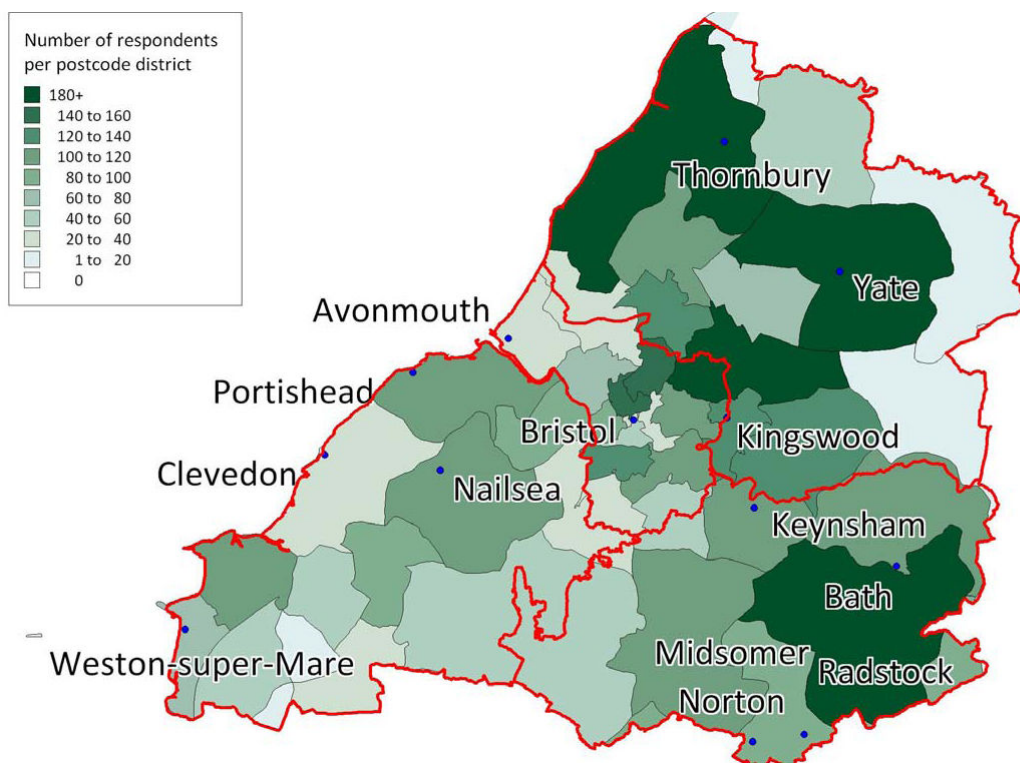
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APPENDIX A ENGAGEMENT SUMMARY

During the engagement process a total of 4,472 responses were received as follows:

Paper Questionnaires	1116
Online	1842
Enumerator interviews	1427
Bespoke letters/emails	87
Total	4472

The distribution of responses received across the West of England is illustrated below.



Following engagement the JLTP3 has been revised. Key changes are:

- Focus on supporting economic growth and carbon reduction as the key goals
- Local Enterprise Partnership added to Chapter 1
- JLTP3 vision expanded with what it would like on the ground section added to Chapter 2
- Engagement results added to Chapter 3
- Mitigation measures arising from Strategic Environmental Assessment and statutory consultees strengthened
- New development and transport scheme map (Figure 6.1) and rail map (Figure 6.2) added to Chapter 6.
- Role of buses strengthened and focus for investment with more on Quality Partnership Schemes, frequencies and marketing in Chapter 6.
- Taxis and water transport sections added to Chapter 6
- Role of buses strengthened and focus for investment with more on Quality Partnership Schemes, frequencies and marketing in Chapter 6
- Chapter 7 renamed Accessibility (formerly Equality of Opportunity)
- Green Infrastructure references added to Chapter 9
- Chapter 11 on major schemes updated following Government announcements on funding
- Delivery Plan (Chapter 10) and indicators and targets (Chapter 11) reviewed in light of funding.
- Freight now a separate supplementary document with new graphics and photos and bullet point based strategies

The WoE Joint Scrutiny Committee provided the following comments:

- Freshford station is missing from Figure 6.2 Rail Map, to be added
- Radstock to Frome line is missing from Figure 6.2 Rail Map. The route is protected in the Bath and North East Somerset Council Local Plan but not exclusively for railway purposes and is therefore not included on the rail map.
- Problems associated with parking around railway stations. This issue will be covered in the Parking Supplementary document
- Greater clarity with regard to the disability comments arising from JLTP3 engagement. The main issue is access to transport

B&NES LSP, Overview & Scrutiny Committees, Member workshops and Parish Cluster Meetings provided the following comments:

- Change travel behaviour through education – personalised travel information included in CH6: Support Economic Growth (P69).
- Importance of rural transport – central to Accessibility Strategy (Ch7). Further detail to be provided in supplementary documents.
- Security at public transport interchanges and bus stops – strategy for Crime and Fear of Crime added including reference to Bath Nightwatch (P99).

- Role of community transport - strategy included in Chapter 7 on Accessibility with detail included in the Public Transport Supplementary Document
- More investment in cycling – Central to proposed Ch10 Delivery Plan with detail provided in supplementary documents. The DfT have recently announced the Local Sustainable Transport Fund providing an opportunity to provide more funding for cycling measures.
- Increasing bus capacity - focus for investment with more on Quality Partnership Schemes, frequencies and marketing in Chapter 6
- Greater investment in rail and rolling stock – MOU between the West of England local authorities, Network Rail, First Great Western, CrossCountry and South West Trains promotes effective co-ordination
- Co-ordination needed between Core Strategy and JLTP3 – Chapter 2 Vision, Goals and Challenges identifies the links (p20).
- Peak oil – section included in Ch 6 Support Economic Growth (p72)
- Shared space – Ch9 Quality of Life and the Natural Environment includes street design to create a sense of place.
- Bristol Airport surface access – Surface Access Strategy included in Chapter 7 on Accessibility.
- Measures to control HGV's – links to freight transshipment centre, city centre HGV's controls and air quality management included in Chapter 8: Contributing to Better Safety, Health and Security.
- Joint working with neighbouring authorities - cross boundary issues and need for joint working with Wiltshire and Somerset recognised in Chapter 2 on Vision, Goals and Challenges
- A36-A4 Link Road – further studies required to assess impact. No commitment to implement during JLTP3, but listed in Box11a Plans and Aspirations for other Significant Transport Schemes (P132)
- A4 Salford Bypass – further studies required to assess costs and benefits. No commitment to implement during JLTP3, but listed in Box 11a Plans and Aspirations for other Significant Transport Schemes (P132).
- Smart travelcard - included in measures to increase the attractiveness of public transport Ch 6 Support Economic Growth (P57)

Other representations raising particular issues not covered above:

- Bath Transportation Package – proposals supported by FOBRA together with greater parking restraint in Bath.
- Bath Transportation Package – Valley Parishes Alliance question effectiveness of BRT and Park and Ride in meeting JLTP3 objectives.
- Need for comprehensive Masterplan for Bath (FOBRA) – too much detail for JLTP3, but information can be drawn together from individual projects.
- Support for congestion charging in Bath (FOBRA) – case for congestion charging so far unconvincing due to lack of alternative routes around charging zone.
- More commitment to cutting CO₂ emissions (Transition Bath) – Ch5: Reducing Carbon Emissions (P43) sets out how the local transport

sector will contribute to the national target to reduce carbon emissions based on current evidence.

- Satellite P&R schemes (Radtock Action Group and Somer Valley Partnership) - Good practice guidelines emphasise the need for edge of urban sites for P&R facilities to be effective.