

Bath & North East Somerset Council

MEETING:	Council	
MEETING DATE:	25th February 2020	
TITLE:	Approval of the West of England Joint Local Transport Plan 4 (JLTP4) for adoption by West of England Combined Authority Joint Committee.	
WARD:	All	
AN OPEN PUBLIC ITEM		
List of attachments to this report: Substantive changes to the JLTP4		

1 THE ISSUE

- 1.1 To approve the Joint Local Transport Plan 4 and to recommend the plan for adoption by the West of England Combined Authority Joint Committee.

2 RECOMMENDATION

The Council is asked to;

- 2.1 Approve the draft Joint Local Transport Plan 4 for adoption by the West of England Combined Authority Joint Committee.
- 2.2 Delegate authority to the Director of Environmental Services in consultation with the Cabinet Members for Transport Services for any required drafting amendments to the Joint Local Transport Plan 4 and to advise the Leader of any recommended amendments prior to adoption by WECA Joint Committee.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 3.1 Any financial implications arising from the delivery of the Joint Local Transport Plan 4 (JLTP4) are not covered in this report. These will be subject to the Council's normal decision making process for the Capital Programme and the Revenue Budget at the appropriate time.
- 3.2 It is not anticipated that there will be significant additional costs in finalising the JLTP4, with the exception of officer time, between now and the final adoption of the plan in March 2020.
- 3.3 It is anticipated that the JLTP4 and associated major scheme bids will have a positive impact upon the authorities' capital allocations. The previous plan, the JLTP3, secured significant capital funding from the Department for Transport, for both capital schemes and highway maintenance.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

- 4.1 All local transport authorities have a legal duty to produce and maintain a Local Transport Plan as outlined in the 'Transport Act 2000' (later amended by the 'Local Transport Act 2008').
- 4.2 The JLTP4 has been developed jointly with our neighbouring authorities and the Council has delegated the adoption of the JLTP4 to the West of England Joint Committee, the decision of Council is therefore a recommendation to the Leader, who represents the Council at the Joint Committee to adopt the Plan.
- 4.3 Development and implementation of initiatives and schemes identified in the JLTP4 within the Bath and North East Somerset district will be delivered under the Council's powers as Local Highway Authority (Highways Act 1980) and/or other relevant statutory powers.
- 4.4 The JLTP4 was subject to an Equalities Impact Assessment (EqIA). Overall the EqIA found that the JLTP4 should have a positive impact on the general public that are living, working or visiting the West of England by providing safer, resilient, sustainable and convenient transport opportunities for the sub-region. Some of the most vulnerable groups will particularly benefit, specifically:
 - People with limited or no access to cars;
 - People with respiratory illnesses, and those more susceptible to poor air quality (children and young people and older people); and
 - People that require access to employment, education, health and/or other services.
- 4.5 Although positive, there are still possible adverse impacts that would be felt by people who are reliant on the use of a car (such as people with a disability), particularly if charging is introduced, or those with limited mobility who are unable to participate in low carbon travel (such as older people or people with a disability).
- 4.6 Suggested mitigation recommendations from the EqIA have been incorporated into the JLTP4.

5 THE REPORT

- 5.1 The JLTP4 is a joint plan prepared by the West of England Combined Authority, working with Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire councils. All local transport authorities have a legal duty to produce and maintain a Local Transport Plan as outlined in the 'Transport Act 2000' (later amended by the 'Local Transport Act 2008').
- 5.2 The JLTP4 is a high level transport plan that covers the period from 2020 to 2036. 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 JLTP4 builds on the two previous Plans, 2006 to 2011 and 2011 to 2026 and uses the West of England Joint Transport Study, October 2017 as its evidence base. The JLTP4 builds upon its findings and seeks to enshrine into policy the work previously carried out. The document covers all aspects of transport policy including (but not limited to) public transport, sustainable transport development, low traffic neighbourhoods, road safety, highways maintenance and technological advances in the transport sector.
- 5.3 The JLTP4 is intentionally ambitious. It will require an unprecedented level of both capital and revenue funding, with a large acceleration in spending from current levels. The Devolution Deal for the West of England however includes guaranteed funding of £1bn infrastructure investment over 30 years, equating to £30m a year. This is unprecedented for the area and this certainty of funds will help to unlock further financing opportunities.

- 5.4 Strategic transport policy is a fundamental part of good place-making and underpins sustainable growth. It is important to keep transport and spatial planning in step at both local and sub-regional level. It has been suggested that, in light of the withdrawal of the Joint Spatial Plan the JLPT4 should be dropped. It is important to note that all the B&NES transport infrastructure are required in the absence of any growth to facilitate the step change in travel choices and address the historic lack of investment. It has been strongly recommended across the West of England to continue with adoption of the JLTP4 in an interim state, until a regional spatial development strategy or replacement Local Plan emerges.
- 5.5 There are a number of reasons to press ahead with adopting an interim JLTP4 without an updated local or regional development strategy. These include:
- the need to reflect and prepare an adopted transport plan that fully addresses the recent Climate Emergency declarations by B&NES and the other West of England authorities;
 - setting out proposals for mass transit as a priority for moving more people, more efficiently, using less carbon;
 - the region's excellent delivery record meaning a majority of the current JLTP3 schemes have been delivered since 2013;
 - the creation of the West of England Combined Authority (WECA) and new funding streams;
 - in terms of the wider region, the emerging Western Gateway Sub-National Transport Body.
- 5.6 In light of this an immediate review will be undertaken of the JLTP4 following its formal adoption by the West of England Combined Authority which will include further work to build up the evidence base and establish what will be required to reach the 2030 climate emergency target and this will set the basis for JLTP5.
- 5.7 Whilst we are developing JLTP5 we will continue to review and amend the JLTP4 as required. This is to recognise and adapt to the potential of changing scenarios with both local and national policy, advancements in technology in the transport sector, the regional or local plan review cycle and any other unforeseen circumstances that might affect our transport vision.
- 5.8 The long-term aspiration for transport in the West of England is encompassed in the vision statement for the JLTP4:

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

- 5.9 The JLTP4 has five objectives, based on the aspirations of the West of England authorities and previous plans and policies prepared. There is no priority allocated to the objectives as they all have a role to play in achieving the vision for the West of England. The objectives are:
- Take action against climate change and address poor air quality
 - Support sustainable and inclusive economic growth
 - Enable equality and improve accessibility
 - Contribute to better health, wellbeing, safety and security
 - Create better places

5.10 The JLTP4 can be split into three distinct parts. The first part sets the scene and introduces the challenges, vision & objectives of the plan and outlines the ambition to embrace technology, improve partnership working and increase transport connectivity. The second part of the plan breaks transport in the West of England down into four different 'levels of connectivity' and sets out policies and interventions for each of these in turn. The third and final section of the plan covers funding and implementation, major schemes and a summary of interventions, targets, indicators and monitoring and environmental, equalities and health impact assessments of the JLTP4.

6 RATIONALE

- 6.1 Adoption of the JLTP4 will be significant in terms of its effects on communities living or working in the whole district.
- 6.2 Inclusion of schemes within the JLTP4 will enable Bath and North East Somerset to progress funding applications and development of these priorities. With no overarching strategic transport plan in place, there would be a negative impact on the likelihood of the authority securing major scheme funding. This would significantly delay the delivery of identified major infrastructure improvements required to address existing issues and deliver housing and employment growth.

7 OTHER OPTIONS CONSIDERED

- 7.1 It is a statutory responsibility to prepare and keep under review a Local Transport Plan. Four alternatives have been considered and rejected:
- 7.2 **Retain the JLTP3** - The JLTP3 would continue to be the adopted strategic transport plan, but the housing, employment and strategic transport schemes are outdated and inappropriate since the recent development in regional and local spatial planning, as well as the Joint Transport Strategy in 2017, which works to a new transport planning horizon of 2036. The Joint Transport Strategy (2017) states that if no action is taken by 2036:
- Congestion costs £800m
 - Vehicle trips up 26%
 - Time spent queuing up 74%
 - Journey time up 9%
 - CO2 emissions up 22%
- 7.3 **Separate LTP for Bath and North East Somerset** - The rationale for having a joint plan with West of England partners remains the same as it was for the first JLTP. A joint plan gives us a stronger voice in central government and helps us make a stronger strategic case to win funding for major transport schemes. With transport networks for all of the different travel modes being cross-boundary and integrated, it would be more challenging to achieve effective major transport mitigations and improvements in a scenario with a separate Local Transport Plan that just covered Bath and North East Somerset.
- 7.4 **Put the JLTP4 on hold pending a new regional development strategy or Local Plan** - Timescales for this option could be very long especially if the whole regional development strategy process needs to start again with an updated Joint Transport Study to provide the technical evidence. This would leave no agreed major scheme programme, a lack of policy basis for mass transit and the JLTP4 (effectively our statutory mandate for implementing ongoing policy) in limbo.
- 7.5 **Produce a new JLTP with wholesale changes in light of the Climate Emergencies and resulting important policy shifts** - The aim would be for this to be adopted later;

however there is a risk that the changes are considered so significant as to invalidate the previous consultation on the original JLTP, therefore requiring a new full consultation process. This would also trigger the need to undertake a whole new evidence base, new Strategic Environmental Assessment (SEA) and accompanying Habitats Regulations Assessment (HRA), and both a new Equalities Impact Assessment (EqIA) and Health Impact Assessment (HIA). All the above would induce significant timescale, funding and resource implications.

8 CONSULTATION

- 8.1 The consultation draft of the JLTP4 was endorsed for public consultation at West of England Joint Committee in November 2018. Full public consultation was undertaken in February and March 2019 for six weeks and generated over 4,000 responses. The consultation aimed to engage as widely as possible with the public across the West of England to help shape the final JLTP4 but also sought to address the issue of attracting more interest from younger age groups. As a result, a range of consultation methods and channels were pursued
- 8.2 A wide range of people participated in the consultation. Different ways of consulting (e.g. priority simulator tool, questionnaire) resulted in slightly different demographics: the priority simulator tool was more popular with the 25-44 age range, and women, although overall slightly more men responded to the consultation than women. By making use of digital methods of consultation and targeting younger demographics when promoting the consultation on social media, we received greater representation in those age groups than other comparable consultations. Responses were received from the West of England and beyond.
- 8.3 The main changes to the plan following the consultation in February & March 2019 have been as follows:

Climate Emergency – a new section has been added to the opening pages to outline the priorities of the plan in the context of the global, regional and local climate emergency. It also makes it clear that this is an interim plan, representing a good start to achieving carbon neutrality but acknowledges we need to move into an immediate review if we are to reach our goal of being carbon neutral by 2030.

Reallocation of road space & other demand management measures – additional text added explaining that we will only construct new roads to provide access to major development sites, to improve transport corridor flow at pinch-points that will have benefits for public transport connectivity, air quality and public realm or provide road safety improvements, or to reallocate road space to low carbon travel choices on existing roads (to optimise the use of highway space). This was in response to many consultation comments questioning the building of new roads when we are trying to enable modal shift away from the private petrol/diesel car. Text was also added to strengthen the explanation that we will need to explore other forms of demand management (such as a congestion charge, emissions charging and workplace parking levy schemes wherever appropriate) to reduce carbon emissions, improve air quality and free up highway space for more space-efficient and sustainable modes of transport.

Bristol Airport – updates to the text with regards to surface access to the airport ensuring we support and promote better travel choices to and from the airport. It does not support airport expansion.

Joint Spatial Plan/Spatial Development Strategy/Local Plans – the plan has removed all references to the JSP and replaced it with 'regional development planning or local plans' to cover either a forthcoming regional spatial strategy or the local plan route.

Joint Transport Study (JTS) – additional text reiterates that the findings of the JTS remain relevant and integral to the West of England’s transport vision as the evidence base for the vast majority of the major schemes, enabling modal shift to more sustainable and space-efficient transport trips by 2036.

Targets & indicators - Indicators and targets have been developed and will be used to measure and monitor our progress towards meeting the objectives.

Environmental, Equalities & Health impacts of the JLTP4 – required mitigations and summaries from the Strategic Environmental Assessment (SEA), which includes the Habitats Regulations Assessment (HRA), Equalities Impact Assessment (EIA) and the Health Impact Assessment (HIA).

Major transport scheme programme – a review of the major schemes programme has been undertaken in light of the withdrawal of the JSP, the Climate Emergency declarations and other changes that have required updates to this JLTP4 since consultation. All schemes previously categorised as JSP Mitigations schemes are now either under ‘Early investment schemes under development’ schemes or ‘Joint Transport Study required schemes’.

8.4 The JLTP4 was initially developed under the last Administration working closely with Officers to reflect their priorities. There was a strong emphasis on public transport, walking and cycling. Following a significant shift in the political landscape of the District the JLTP4 has had to respond to changing priorities and manifesto commitments. This has resulted in further strengthening the low carbon travel agenda, removal of some previous infrastructure measures and relooking at how we achieve a reduction in congestion, pollution and increasing travel choices in a different way.

8.5 Members have worked closely with Officers to ensure that the Liberal Democrat Manifesto commitments have been honoured and that the comments received during consultation are reflected in the JLTP4.

8.6 In addition to those changes listed above following the publication of the JLTP4 on the Travelwest website on 28th January a number of amendments have been proposed by Bath and North East Somerset Council’s Cabinet Members for Transport. These changes include the following:

- Removal of references to a new Park & Ride site to the East of Bath.
- The removal of references to a route around the East of Bath as part of the South Coast to M4 connectivity improvement measures.
- Additional text added to the case study on the South East Bristol Orbital Corridor to confirm that Bath and North East Somerset Council will engage and consult with the residents of South Bristol and Whitchurch Village to explore options that address the lack of orbital connectivity. Additional text also reaffirms that we are committed to addressing the orbital connectivity issue but that our first priority will be to do so through public transport, cycling and walking improvements through a step change in sustainable transport provision.
- Updates to the major schemes tables and key diagram within section 11 and Appendix 3 to reflect the changes listed above.

Policy Section	JLTP4 Text Published 28 th January 2020	Proposed Amendments
Joint Local Transport Plan	This draft Joint Local Transport Plan (JLTP) has been prepared by WECA	This Joint Local Transport Plan (JLTP) has been prepared by WECA

(p15)	and the four West of England local authorities – Bath & North East Somerset Council, Bristol City Council, North Somerset Council, and South Gloucestershire Council.	and the four West of England local authorities – Bath & North East Somerset Council, Bristol City Council, North Somerset Council, and South Gloucestershire Council.
Technological advances and innovation (p29)	Improved and faster wireless technology, including 5G, will support the further development of many other technologies.	Improved and faster wireless technology will support development of many technologies.
Advancing together (p31)	<p>The Government’s Innovate programme is delivering research and innovation projects, complemented by the UK Digital Strategy 5G testbed projects, including CAVs.</p> <p>We recognise the high cost of widespread implementation of 5G and will work with suppliers and other partners to help ensure that it does not only benefit areas or users where the highest level of financial return can be gained, and that rural areas, in particular, are not overlooked.</p>	<p>The Government’s Innovate programme is delivering research and innovation projects.</p> <p>We recognise the high cost of widespread implementation of new mobile technologies and will work with suppliers and other partners to help ensure that it does not only benefit areas or users where the highest level of financial return can be gained, and that rural areas, in particular, are not overlooked.</p>
Strategic Road Network (p42 to p44)	South Coast to M4 connectivity improvements: to provide a high quality north-south route around the east of Bath.	South Coast to M4 connectivity improvements: to provide a high quality transport option.
Tourism in Bath (p48)	<p>Case study: Tourism in Bath</p> <p>The City of Bath is an important tourist destination, in both regional and national terms. A total of 5.8 million visitors come to Bath each year. The total value of tourism to the city is £432 million per annum. Coach visitors are important to the economy of Bath with an estimated 11,000 coaches visiting Bath each year, and it is estimated that coach tourism is worth £25 million per annum.</p>	<p>Case study: Tourism in Bath</p> <p>The City of Bath is an important tourist destination, in both regional and national terms. A total of 5.8 million visitors come to Bath each year. The total value of tourism to the city is £432 million per annum. Coach visitors are important to the economy of Bath with an estimated 11,000 coaches visiting Bath each year, and it is estimated that coach tourism is worth £25 million per annum.</p> <p>We will develop a coach strategy for Bath that will form an effective long term plan for management of coaches in the city, and the provision of adequate coach infrastructure.</p>
Figure 7.1: Potential mass transit routes (p52)	Map to extend further south to include the Somer Valley	
Provide Park & Ride and sharing	In Bath, the priority is to intercept traffic on the A4 corridor to the east of	In Bath, the priority is to increase travel options on the arterial routes that enter

<p>schemes to minimise the impact of single occupancy vehicles (p61 to p64)</p>	<p>the city. Further expansion of existing sites will also be promoted, to reduce the number of trips being made into the city by single occupancy vehicles, contributing to carbon reduction in the congested city centre.</p> <p>We will explore options for, and support delivery of a new Park & Ride facilities east of Bath, to intercept traffic on the A4 corridor east of Bath. We will promote further expansion and improvement of the existing Park & Ride sites at Newbridge, Lansdown and Odd Down.</p>	<p>our main urban areas to reduce single occupancy car use. Further expansion of existing sites will also be investigated contributing to carbon reduction in the congested city centre.</p> <p>In Bath we will explore and support options for increasing travel choices and reducing single occupancy vehicle use into our urban areas. We will investigate further expansion and improvement of the existing Park & Ride sites at Newbridge, Lansdown and Odd Down.</p>
	<p>We will investigate providing off-street parking for informal Park & Ride at suitable locations, to minimise potential impacts on surrounding areas.</p>	<p>We will investigate providing off-street parking to create links to our urban centres on bus corridors at suitable locations, to minimise potential impacts on surrounding areas.</p>
<p>Case Study: South East Bristol Orbital Corridor (p75)</p>	<p>Case study: South East Bristol Orbital Corridor</p> <p>An orbital corridor to the South East of Bristol, which could connect the A4 to the A37 and further into South Bristol forms part of the JTS.</p> <p>The JTS identified that there is poor infrastructure and public transport service facilitating orbital movements around south east Bristol and the surrounding area. The lack of any orbital connection is forcing people to drive along the A4 and use unsuitable local roads in residential areas. This adds more traffic to the already heavily congested A4. This is preventing us from reallocating road space to transformational and sustainable modes such as Mass Transit and other low carbon travel options. It also results in high flows and congestion on the Bath Road, A4174 West Town Lane, A37 Wells Road, Whitchurch Village, Queen Charlton and Keynsham.</p> <p>The measure of an orbital link was considered as part of the B&NES Local Plan consultation. Officers across the West of England have met with residents and the community to go through various alternative options and have taken ideas and comments away to develop in more detail when further work on the corridor</p>	<p>Case study: South East Bristol Orbital Low Carbon Corridor</p> <p>The JTS identified that there is poor infrastructure and public transport service facilitating orbital movements around south east Bristol and the surrounding area. The lack of any orbital connection is forcing people to drive along the A4 and use unsuitable local roads in residential areas. This adds more traffic to the already heavily congested A4. This is preventing us from reallocating road space to transformational and sustainable modes such as Mass Transit and other low carbon travel options. It also results in high flows and congestion on the Bath Road, A4174 West Town Lane, A37 Wells Road, Whitchurch Village, Queen Charlton and Keynsham.</p> <p>Options were considered as part of the B&NES Local Plan consultation. Officers across the West of England have met with residents and the community to go through various alternative options and have taken ideas and comments away to develop in more detail when further work on the corridor progresses. 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</p>

	<p>progresses. Further detailed engagement and consultation will continue with the residents of South East Bristol and Whitchurch Village to develop plans that are suitable, deliverable and acceptable to the community.</p> <p>Comments received through the JLTP4 consultation raised concerns that residents felt that plans are well developed, however only initial modelling options have been assessed at this stage and we have much more to do, in consultation with the local community, to develop the plans and any future infrastructure solutions further.</p>	<p>acceptable to the community. We are committed to addressing the orbital connectivity issue. Our first priority will be to do so through public transport, cycling and walking through a step change in sustainable transport provision.</p> <p>Comments received through the JLTP4 consultation raised concerns that residents felt that plans are well developed, however only initial modelling options have been assessed at this stage and we have much more to do, in consultation with the local community, to develop the plans and any future alternative infrastructure solutions further.</p>
<p>Provide an attractive, safe and usable walking and cycling network (P84 to 85)</p>	<p>The priorities of walking and cycling infrastructure for the West of England will be shaped by a vision of strategic walking and cycling packages, as well as a West of England wide Local Cycling and Walking Infrastructure Plan (LCWIP).</p> <p><i>Bath Cycle Network and City Centre Package: Completion of a continuous and integrated network of strategic cycle routes, comprising key corridors and cross city routes, complemented by improved permeability and investment in public realm in the city centre.</i></p>	<p>The priorities of walking and cycling infrastructure for the West of England will be shaped by a vision for investment in strategic infrastructure to develop walking and cycling packages, public realm as well as a West of England wide Local Cycling and Walking Infrastructure Plan (LCWIP).</p> <p><i>Bath Cycle Network and City Centre Package: Completion of a continuous and integrated network of infrastructure to provide strategic cycle routes, comprising key corridors and cross city routes, complemented by improved permeability and investment in public realm in the city centre</i></p>
<p>Provide an attractive, safe and usable walking and cycling network (P87 to 88)</p>	<p><i>We will work with key housing developers, employers, education providers and leisure sites from an early stage of planning to ensure that funding for walking and cycling infrastructure is considered from the outset.</i></p> <p>Opportunities will be taken to reallocate road space to improve conditions for pedestrians, cyclists and equestrians through the provision of safe, direct and well-lit routes. This will be prioritised in locations where the potential for mode shift is greatest, or where space is made available because of development or redesign.</p> <p>All walking and cycling infrastructure needs to be maintained to a high standard. This includes addressing issues such as potholes, which can be particularly hazardous for cyclists.</p>	<p><i>We will work with key housing developers, employers, education providers and leisure sites from an early stage of planning to ensure that funding for walking and cycling infrastructure forms part of the design from the outset.</i></p> <p>Opportunities will be taken to reallocate road space to improve conditions for pedestrians, cyclists and equestrians through the provision of safe, direct and well-lit routes. This will be prioritised in locations where the potential for mode shift is greatest, or where space is made available because of development or redesign.</p> <p>Transport policies have traditionally focussed on predicting future demand to provide capacity (predict and provide). In more recent times this could better be described as predict</p>

	<p>Priority routes should be free from vegetation and other natural obstructions, and obstacles such as unlicensed street furniture and vehicle parking. An attractive network, with consistent surfacing, will be more appealing to those who may use active modes.</p>	<p>and manage. A new approach has been developing which seeks to decide and provide. There is a finite amount of road space and we need to decide which forms of transport are prioritised.</p> <p>All walking and cycling infrastructure needs to be maintained to a high standard. This includes addressing issues such as potholes, which can be particularly hazardous for cyclists. Priority routes should be free from vegetation and other natural obstructions, and obstacles such as unlicensed street furniture and vehicle parking. An attractive network, with consistent surfacing, will be more appealing to those who may use active modes.</p>
<p>Case Study: Modeshift Stars (p95)</p>	<p>The following numbers of primary school children and staff in North Somerset have been involved in the following Modeshift Stars initiatives between 2012 and 2017: Air Quality (1,430); Cycling (601); Public Transportation (1,604); Road Safety & Training (4,845); Walking (7,003).</p> <p>Engagement by schools with the Modeshift STARS scheme has continued to grow throughout 2018, 2019 and 2020.</p>	<p>The following numbers of primary school children and staff in North Somerset have been involved in the following Modeshift Stars initiatives between 2012 and 2017: Air Quality (1,430); Cycling (601); Public Transportation (1,604); Road Safety & Training (4,845); Walking (7,003).</p> <p>In 2019 Bathampton Primary School became the first school within Bath and North East Somerset to be presented with a gold award for reducing car journeys.</p> <p>Engagement by schools with the Modeshift STARS scheme has continued to grow throughout 2018, 2019 and 2020.</p>
<p>Case study: Liveable Neighbourhoods: Waltham Forest Mini-Holland (p118)</p>	<p>Case study: Liveable Neighbourhoods: Waltham Forest Mini-Holland</p>	<p>Case study: Low Traffic Neighbourhoods: Waltham Forest Mini-Holland</p>
<p>Support the provision of safe crossings and speed reduction in appropriate locations (p121)</p>	<p>The Department for Transport is currently undertaking their own research into the effectiveness of introducing 20mph speed limits on roads. The study showed that in both residential and city centre instances the introduction of a 20mph speed limit had a modest impact on overall speeds and that the speed at which people drive is influenced more by the look and feel of the road, than whether a 20mph or 30mph limit is in place.</p>	<p>The Department for Transport is currently undertaking their own research into the effectiveness of introducing 20mph speed limits on roads.</p>

E16 Bath Cycle Network and City Centre Package (p175)	<p>Completion of a continuous and integrated network of strategic cycle routes, comprising key corridors and cross city routes, complemented by improved permeability and investment in public realm in the city centre. This network will connect key destinations across the Bath urban area. Local routes will be improved and integrated into the strategic network as part of ongoing programmes.</p> <p>Bath city centre is in a natural 'bowl' with steep slopes into the city centre from the north and south. This is likely to constrain the attractiveness of cycling from the north and south, and the primary opportunities will be on east-west corridors in the city.</p>	<p>Completion of a continuous and integrated network of strategic cycle routes and their associated infrastructure, comprising key corridors and cross city and/or river routes, complemented by improved permeability and investment in public realm in the city centre. This network will connect key destinations across the Bath urban area. Local routes will be improved and integrated into the strategic network as part of ongoing programmes.</p>
---	--	---

9 RISK MANAGEMENT

- 9.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.
- 9.2 All local transport authorities have a legal duty to produce and maintain a Local Transport Plan as outlined in the 'Transport Act 2000' (later amended by the 'Local Transport Act 2008'). Additionally, with no overarching strategic transport plan in place, there would be a negative impact on the likelihood of the authority securing major scheme funding. This would significantly delay the delivery of identified major infrastructure improvements required to deliver housing and employment growth.

10 CLIMATE EMERGENCY

- 10.1 The JLTP4 sets out in the opening pages its key aims to decarbonise, promote and transform to cleaner, greener and sustainable forms of transport – cycling, walking, public transport and ultra-low emission vehicles. The JLTP4 recognises that it is no longer enough to acknowledge the issue of climate change but rather proposes that we need to move more quickly to respond to the challenge.
- 10.2 The JLTP4 however also outlines that the promotion of sustainable travel alternatives will not be enough and that there are difficult choices ahead. We will need to reallocate an increasing amount of road space to buses, pedestrians and cyclists to enable sustainable alternatives and to reduce the attractiveness of the private car. In addition, other demand management measures are likely to be necessary in the bigger urban areas of the West of England, such as emissions charging, congestion charging and workplace parking levies in order to reduce demand and lower our carbon emissions.
- 10.3 This JLTP4 promotes sustainable transport choices over the petrol/diesel car and includes policies to prioritise walking, cycling and public transport provision wherever possible. Three of the plan's five key objectives are as follows:
- 'Take action against climate change and address poor air quality';
 - 'Contribute to better health, wellbeing, safety and security', and;
 - 'Create better places'

- 10.4 Underneath these there are multiple policies, interventions and major schemes that will contribute to enabling sustainable travel choices and thereby addressing the climate emergency and improving air quality.
- 10.5 In addition the West of England authorities will press the Government to provide us with the tools, powers and resources to achieve our target of being carbon neutral by 2030.
- 10.6 As previously explained, whilst the policies and initiatives set out in the JLTP4 enable and encourage the increased use of sustainable and low carbon modes of travel it is unlikely to be enough to be transport carbon neutral by 2030. As a result the JLTP4 is an interim plan and work will begin immediately after the adoption of the JLTP4 on developing further work to build up the evidence base and establish what will be required to reach the 2030 target and this will set the basis for the JLTP5.

Contact person	<i>Nick Simons (01225 394185)</i>
Background papers	<p><u>Joint Local Transport Plan 4</u></p> <p><u>Consultation Report</u></p> <p><u>Full SEA (Strategic Environmental Assessment- this includes the EqIA ((Equalities Impact Assessment)) and the HIA ((Health Impact Assessment) within its appendices</u></p> <p><u>SEA Non-Technical Summary</u></p> <p><u>SEA Mitigations Requirements Table</u></p> <p><u>HRA (Habitats Regulations Assessment) – Appropriate Assessment</u></p> <p><u>HRA (Habitats Regulations Assessment) – Screening Report</u></p>
Please contact the report author if you need to access this report in an alternative format	