

Growth and Regeneration Scrutiny Commission

26th July 2018



Report of: Service Director, Transport

Title: Joint Local Transport Plan and Bristol Transport Strategy update

Ward: West of England wide

Officer Presenting Report: Adam Crowther, Head of Strategic City Transport

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Recommendation

This item is to update Members on the progress of the Joint Local Transport Plan for the West of England, and the Bristol Transport Strategy.

The significant issues in the report are:

No significant issues as this is an update of progress on the two draft policy documents. Attached in the appendix is the draft Bristol Transport Strategy in its format before it goes to Bristol Design for desktop publishing. In addition there is a Powerpoint containing the points of this report for discussion in the Scrutiny meeting.



1. Summary

The Joint Local Transport Plan (JLTP) is the statutory transport policy for the West of England and covers up to the year 2036. The Bristol Transport Strategy (BTS) provides a focus on the city and also sets our ambitious plan up to the year 2036.

The JLTP has been informed by the Joint Transport Study, which is a technical evidence based document that sets out our requirements to mitigate the impact of growth in the region over the next 20 years. As such the JLTP provides a wider strategic approach to transport for the sub-region. The BTS is a more focused document that concentrates on the transport vision for Bristol, taking elements of the JLTP that affect the city and incorporating them into an ambitious plan to transform the way we move around Bristol.

2. Context

Joint Local Transport Plan (JLTP):

The draft JLTP has been written by officers across the West of England, including North Somerset. We have been working with a group of external stakeholders from various sectors including transport operators, public health, business and enterprise and key partners as an advisory group to help shape the content of the plan and identify areas of future partnership for delivery.

Since the previous Joint Local Transport Plan, much has changed. The creation of the West of England Combined Authority has been set up with devolved powers and funding, we have written a Joint Spatial Plan setting out our requirements for housing and employment over the next twenty years and we have delivered a number of schemes including MetroBus.

The draft JLTP demonstrates the challenges we face as a sub-region, such as housing and employment growth and sets out our objectives to support economic growth, create equal access for all and create better places to live and work. We have arranged the plan to demonstrate our ambition at various levels of connectivity: Beyond the West of England, Within the West of England, Local and Neighbourhood connectivity.

The major transport infrastructure schemes are integrated in the plan, along with the revenue based engagement and promotion elements to encourage citizens to use sustainable transport modes to help achieve our objectives. The major infrastructure schemes are ambitious and include a mass transit scheme, which could be in the form of an underground metro (feasibility study currently in progress to discover the form this will take), Greater Bristol Bus Network 2, Park and Ride sites around the edges of the city, rail improvements and walking and cycling network improvements.

We have identified that there is a funding gap of £10bn to deliver the schemes within the plan and we have proposed methods by which to generate this figure that we will test through public consultation. This includes road user charging, such as a congestion charge, a workplace parking levy, business rate supplements and council tax precepts.

Bristol Transport Strategy (BTS)

We have never had a policy level in between the overarching strategic JLTP and detailed mode or topic specific transport strategies. The BTS will fill this gap to provide a policy framework for all transport modes and topics at the city level. The draft BTS has been written by officers following extensive internal workshops and engagement with various community groups and in partnership with the

Mayor's Congestion Task Group. The draft BTS demonstrates the challenges we face as a city, such as accommodating growth in housing and employment, improving reliable journey times, creating better places, improving air quality and health and improving accessibility for all and sets out our objectives to overcome these challenges.

The vision of the BTS is:

'Our vision for Bristol is to be a well-connected city that enables people to move around efficiently with increased transport options that are accessible and inclusive to all. We will deliver an improved sustainable and resilient transport network that that supports Bristol's vibrant independent local centres and neighbourhoods and connects to an attractive and thriving city centre.'

Our objectives include focusing on accommodating housing and jobs, enabling equality, creating healthy places and better places, enabling reliable journeys and supporting sustainable growth. The actions and interventions are structured, similar to the JLTP, based on different spatial settings: city wide movement, city centre, corridors, local centres, neighbourhoods and residential streets. The document is concluded with a funding and implementation plan. Similar to the JLTP, we plan to gather public opinion of various funding methods, including road user charging and workplace parking levies to fund the ambitious plan to transform the way we move around in Bristol.

3. Policy

The PowerPoint presentation within the Appendix demonstrates where the two draft policy documents sit in the policy context both for Bristol and the West of England. Essentially, the JLTP is informed by the Joint Transport Study, which was produced to support the Joint Spatial Plan. The JLTP then refers to a number of policy documents that are in the process of being written for the sub-region, including a bus strategy, a walking and cycling plan and a key route network plan. The BTS then magnifies the Bristol elements of the JLTP and expands to provide more detail, which will be worked up into more detailed strategies under the BTS policy framework. These more detailed strategies include a parking strategy, an asset management strategy and other area specific transport strategies, such as Avonmouth/Sevenside transport strategy.

The Bristol Local Plan will refer to the BTS as the framework for transport policy in Bristol and the major schemes as mentioned in the JLTP will be stated and safeguarded in the Local Plan.

4. Consultation

Recent activity to date:

JLTP:

The first complete version was circulated to officers and Members at the end of April. Comments have been analysed and amended versions have been drafted and circulated. Minor amendments are still to be made prior to going to graphic designers throughout August.

BTS:

The BTS has been through various versions, building on feedback from internal workshops, community engagement and contributions from the Mayor's Congestion Task Group. The Cabinet Member for Transport and Connectivity signed off the version attached to this paper on 16th July, which is now to be passed to the graphic design team for desktop publishing.

Planned consultation activity:

Both the JLTP and the BTS are due to go out to public consultation on 15th October 2018. The JLTP consultation will be hosted on travelwest.info and the BTS will be on the BCC website. Both will refer to one another in order to capture as many views on both documents as possible.

We are producing short videos to explain the content of each plan and how people can get involved in the consultation. For the JLTP we have commissioned a 'budget simulator' tool that allows citizens to move sliding scales to demonstrate their transport priorities and whether they would implement any of the suggested funding options in order to be able to deliver more ambitious schemes. Both consultations will have a short online questionnaire to gather views on each document. We will also produce materials, such as posters and leaflets for public centres to direct citizens to the consultation websites. We are working closely with our communications officers to create a social media toolkit to allow Members and stakeholders to develop posts and tweets containing relevant information to encourage as many of the population to get involved in the consultation and have their say to shape the final documents. Finally, there are stakeholder events planned to launch the two documents and raise awareness of the public consultation.

5. Public Sector Equality Duties

- 5a) Before making a decision, section 149 Equality Act 2010 requires that each decision-maker considers the need to promote equality for persons with the following "protected characteristics": age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation. Each decision-maker must, therefore, have due regard to the need to:
- i) Eliminate discrimination, harassment, victimisation and any other conduct prohibited under the Equality Act 2010.
 - ii) Advance equality of opportunity between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to --
 - remove or minimise disadvantage suffered by persons who share a relevant protected characteristic;
 - take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of people who do not share it (in relation to disabled people, this includes, in particular, steps to take account of disabled persons' disabilities);
 - encourage persons who share a protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
 - iii) Foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to --
 - tackle prejudice; and
 - promote understanding.

5b) We have been working closely with our equalities team who has provided contacts of organisations representing a diverse range of groups to ensure we create the plans reflect the needs of all in our diverse city and sub-region. We will be holding a focus group at the start of the consultation period with members from some of the groups to gain a better understanding of transport needs for more of our citizens. In addition, we have been working with the Youth Council to explore transport issues and the consultation methods that young people are more likely to engage in and we will incorporate these into the consultation. EQIAs are being produced, working closely with the equalities team to ensure the public consultations are as accessible as possible to all. Full EQIAs will be required for the completed documents prior to final sign off after public consultation.

Appendices:

- A) Draft BTS (draft before going to Bristol Design for graphics)
- B) Slides to guide discussion

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

Background Papers:

None.