

North Somerset Council

REPORT TO THE EXECUTIVE

DATE OF MEETING: 5TH FEBRUARY 2020

SUBJECT OF REPORT: ADOPTION OF THE WEST OF ENGLAND JOINT LOCAL TRANSPORT PLAN 4 (JLTP4)

TOWN OR PARISH: ALL

OFFICER/MEMBER PRESENTING: Councillor James Tonkin – Executive Member for Planning and Transport (excluding public transport)

KEY DECISION: YES

REASON: Adoption of the interim JLTP4 will be significant in terms of its effects on communities living or working in the whole district (comprising two or more wards in the area of the Local Authority)

RECOMMENDATIONS

That the Executive Committee recommends adoption of the Joint Local Transport Plan (JLTP4) to North Somerset Full Council (18th February 2020)

To delegate authority to the Director of Development & Environment in consultation with the Executive Member for Transport for approving any required minor amendments to the JLTP4 prior to sign off by the West of England Combined Authority Joint Committee.

1. SUMMARY OF REPORT

The JLTP4 is a joint plan prepared with North Somerset Council's West of England partners, consisting of Bath & North-East Somerset Council, Bristol City Council, South Gloucestershire Council and the West of England Combined Authority (WECA).

The JLTP4 covers the period from 2020 to 2036. This was to match the timescales of the JSP plan period (also up to 2036). However, due to the withdrawal of the JSP by NSC (at the January 7th North Somerset Full Council meeting) and the other West of England authorities in due course, it has been decided to continue to progress and adopt the JLTP4 as an **interim plan**. Work would begin almost immediately on a new JLTP, to align with emerging regional development planning (or individual Local Plans as replacement planning policies for the JSP, if local authorities pursue this option). Otherwise, it is proposed to undertake major reviews every five years and the JLTP4's Annual Progress Report will be the main mechanism for minor changes to be proposed. It is envisaged that the JLTP would continue to be updated and reviewed on a regular basis, ensuring the plan is flexible and agile.

Although transport and planning are inherently interlinked, there are numerous reasons to press ahead with adopting the JLTP4 as an interim plan without an updated local or regional development strategy. The current Joint Local Transport Plan, JLTP3, adopted in 2011, has become out of date due to numerous national and regional planning and

transport changes, including the delivery of a majority of the JLTP3 major schemes and the declaration of the Climate Emergency. Many other changes requiring an updated (interim) JLTP4 are detailed in Section 3.

The JLTP4 went to public consultation in February & March 2019 and generated over 4,000 responses, which have contributed heavily to the updating of the interim plan. Details of the key themes and statistics emerging from the consultation are outlined in Section 4 of this report.

2. POLICY

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').

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. However, in light of the withdrawal of the Joint Spatial Plan, 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.

Going forward, it is envisaged that the plan will be reviewed every 5 years and amended if required. This is to recognise and adapt to the potential of changing scenarios with both local and national policy (such as the Climate Emergency declaration), 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.

The interim JLTP4 sets out the strategic policy framework for transport and travel across the area, taking on board the recommendations and the vision set out in the Joint Transport Study and reflecting the Council's wider objectives of being a thriving and sustainable place; a Council which empowers and cares about people, and; an open and enabling organisation. The document covers all aspects of transport policy including (but not limited to) public transport and sustainable transport development, road safety, highways maintenance and technological advances in the transport sector.

3. DETAILS

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 across all different travel types being cross-boundary and integrated, it would be more difficult to achieve effective major transport mitigations and improvements in a scenario with a separate North Somerset LTP.

As outlined in Section 1, there are numerous reasons to press ahead with adopting this interim JLTP4 without an updated local or regional development strategy. In the West of England these changes include:

- the need to reflect the recent Climate Emergency declarations by NSC and the other West of England authorities in an adopted transport plan;
- the findings of the Joint Transport Study (JTS), setting out a transport vision for the West of England up to 2036;

- 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;
- for the wider region, the emerging Western Gateway Sub-National Transport Body.

National announcements from the Department for Transport (DfT) will continue to influence North Somerset and the wider West of England, such as:

- proposals for a Major Road Network;
- the need to embrace technological advances in the transport sector (including electric and autonomous vehicles), and;
- funding announcements and bidding opportunities.

The long-term aspiration for transport in the West of England is encompassed in the vision statement for JLTP4:

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

The interim 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

JLTP4 can be split into three 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. It is split into five chapters:

1. Setting the scene (The West of England, Transport in the West of England and Local Transport Plans)
2. Transport challenges in the West of England
3. Vision and objectives
4. Embracing technology & partnerships
5. Improving connectivity

The second part of the plan breaks transport in the West of England down into four different 'levels of connectivity'. Individual policies and interventions are covered within these connectivity levels:

6. Connectivity Beyond the West of England
7. Connectivity Within the West of England
8. Local connectivity
9. Neighbourhood connectivity

The third and final section of the plan covers:

10. Funding and implementation
11. Major schemes and summary of interventions
12. Targets, indicators, monitoring

13. Environmental, Equalities and Health Impact Assessments of JLTP4

As outlined in Section 1: Summary of Report, the main changes to the plan since 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
- **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 more sustainable modes 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 pursue 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
- **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 JLTP4** – required mitigations and summaries from the Strategic Environmental Assessment (SEA), which within it includes the Habitats Regulations Assessment (HRA), Equalities Impact Assessment (EIA) and the Health Impact Assessment (HIA). These are discussed in Sections 7 & 9 of this report.
- **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 interim 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’. Due to the short timescales involved in getting the JLTP4 adopted, more work will need to be done on the NSC major schemes proposals as part of JLTP5, which will begin later in 2020 and will reflect the more advanced thinking as part of both the region’s Climate Emergency action plans and also regional or local development planning.
- **Other updates** – numerous other updates were required to the plan, much of which was written in 2017/18, as well as over 3,500 changes from the consultation comments.

Some of the issues the interim JLTP4 aims to address for North Somerset include key elements of our transport vision:

- Addressing the Climate Emergency by prioritising improvements to more sustainable travel modes, including both local and strategic walking & cycling links as a strong alternative for all. This will build on the 56% increase in cycling across the monitored North Somerset cycle network between 2008/09 and 2016/17
- Improving public transport connections, including the North Somerset & the West of England's flagship rail project MetroWest
- Ultra-low emission vehicle and parking improvements
- Improving transport options to all areas, including deprived communities
- Improving air quality and the overall quality of life in town & village centres by reallocating road space to sustainable travel choices wherever possible
- continuing to improve information on travel options
- the role of technology in improving accessibility
- unlocking jobs & development to reduce the need to commute
- supporting the ongoing regeneration of Weston-super-Mare town centre
- an ongoing commitment to highway maintenance
- a continued commitment to road safety, after exceeding the road safety targets set in the JLTP3.

TIMETABLE FOR JOINT LOCAL TRANSPORT PLAN 4 ADOPTION

<i>JLTP4 Consultation period (6 weeks)</i>	<i>06/02/19 – 20/03/19</i>
<i>Consultation summary & proposed changes to JLTP4</i>	<i>Summer - Winter 2019</i>
<i>WofE Transport Board – endorses approach for an interim JLTP4</i>	<i>13/11/2019</i>
NSC Executive Committee – recommend adoption of JLTP4	05/02/2020
B&NES Cabinet Member - recommendation to adopt JLTP4	06/02/2020
South Gloucestershire Full Council - recommendation to adopt JLTP4	12/02/2020
NSC Full Council – recommendation to adopt JLTP4	18/02/2020
Bristol City Council Cabinet – recommendation to adopt JLTP4	03/03/2020
WofE Joint Scrutiny	18/03/2020
WofE Joint Committee – recommendation to adopt JLTP4	20/03/2020

4. CONSULTATION

The consultation draft JLTP4 was endorsed for public consultation at West of England Joint Committee in November 2018 and at North Somerset Council Executive Committee in December 2018. Full public consultation was undertaken in February and March 2019 for six weeks and generated over 4,000 responses, which have contributed to the updating of this interim JLTP4. Since the consultation, as part of over 3,500 edits to the JLTP4, several key changes have been made, including:

- Climate Emergency declarations

- Demand management & reallocation of road space
- Bristol Airport improvements to surface access
- Joint Spatial Plan / spatial development strategy / Local Plans
- Joint Transport Study
- Targets & indicators
- Environmental, Equalities & Health impacts of JLTP4
- Major transport scheme programme
- Other updates

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:

- **Transport priority simulator tool** (a web-based consultation tool which allowed people to prioritise the transport measures they feel are important and how the measures could be funded)
- **Website** (JLTP4 consultation content was held on the travelwest website, which included the JLTP4 introductory video, the full draft JLTP4 and a link to the transport priority simulator tool)
- **Social media campaign**, including the short introductory JLTP4 video (via, Facebook, Twitter, YouTube, including using boosted posts to target different demographics)
- **Media** (North Somerset Council periodically issued press releases to regional press, raising awareness of the JLTP4 consultation)
- **Questionnaire & Print materials** (the questionnaire gauged public opinion on the interventions and measures detailed in the plan. Copies of the questionnaire were distributed at public exhibitions and in local libraries, along with posters and postcards that linked to the consultation website and transport priority simulator. This provided a paper alternative to the online version of the questionnaire).

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 (although under 18s continued to be the smallest group represented). Responses were received from all over and beyond the West of England. These included a very strong concentration of responses received from residents of Whitchurch (due to objections to the South East Orbital Link scheme).

Five of the top 17 themes from the consultation were North Somerset specific:

- The airport needs better transport infrastructure if it proposes to expand (170 responses);
- Need more detail of the Banwell Bypass scheme (156 responses);
- M5 A38 [BSWEL] corridor is not justified (156 responses);
- Banwell Bypass in isolation would increase congestion/driving (156 responses);
- Tickenham Road not suitable for growth and requires a bypass (83 responses).

All five of these issues were local issue/scheme specific and submitted by well-organised local campaign groups, so somewhat skew the consultation results, many of which had opposing viewpoints to those listed above.

Overall, the responses showed a strong enthusiasm for the aims & objectives of the plan (65% of respondents agreed or strongly agreed), support for rail, bus improvements (58 responses) and active travel (39 responses), and a low appetite for several of the road-based major schemes (49 responses against this). Increasing transport spending and managing demand through a Workplace Parking Levy and Road User Charging were both more popular than expected. In the online transport priority simulator these two measures received an average points allocation of 1.7 and 1.8 (out of 5) respectively, compared to much lower support for a Business rate increase (0.8 out of 5) and a Council tax increase (0.7 out of 5) as other ways to increase income for transport spending. After the necessary investigative work on these measures in the appropriate West of England areas, it is clear that public and stakeholder engagement is still required to boost the support for all these interventions.

5. FINANCIAL IMPLICATIONS

Costs

It is not anticipated that there will be significant additional costs in finalising the interim JLTP4, except for officer time, between now and the final adoption of the plan in February & March 2020.

Funding

It is anticipated that the interim JLTP4 and associated major scheme bids will have a positive impact upon the authorities' LTP capital allocations. The previous plan, the JLTP3, levered in significant capital funding from the DfT, for both capital schemes and highway maintenance. JLTP3 was also the policy evidence that secured S106 contributions, Community Infrastructure Levy contributions and partnership working contributions from Highways England and Network Rail for example.

6. LEGAL POWERS AND IMPLICATIONS

Development and implementation of initiatives and schemes identified by JLTP4 will be delivered under the Council's powers as Local Highway Authority (Highways Act 1980).

7. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS

This interim JLTP4 recognises the very real challenge of climate change and its impact on health, safety and wellbeing of our residents in both in the West of England and people around the world. In the opening pages, the plan sets out 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.

However, it is outlined 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 to and reduce the attractiveness of the private car. We also recognise that building new

roads just to improve congestion is at odds with the need to move more people, more sustainably. 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.

This interim 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'

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.

A Strategic Environmental Assessment (SEA) was undertaken alongside the JLTP4. The SEA is a process required by law for certain types of plan or programme, such as a local transport plan. The overall aim of the SEA process is to ensure better protection for the environment, population and human health by making decision-makers aware at an early stage of the likely significant effects of the plan on the environment and by seeking to introduce measures that can be undertaken either to avoid adverse effects or to help improve the environment.

Overall, the SEA summarised that the JLTP4 would have a mixture of beneficial and adverse effects on the SEA objectives, but that if the JLTP4 ensured that all the identified mitigations were undertaken, it should be possible for the JLTP4 and all associated major schemes to have no adverse effects in environmental terms. For a Summary of the Strategic Environmental Assessment (SEA) & also the resulting Habitats Regulations Assessment (HRA), please see Appendix One below.

8. RISK MANAGEMENT

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.

9. EQUALITY IMPLICATIONS

One of the five objectives of this interim JLTP4 is to 'enable equality and improve accessibility'. This is a key theme throughout the JLTP4, and as a result the plan aims to increase accessibility for all. In its preparation, engagement also sought to be inclusive.

An Equalities Impact Assessment (EqIA) and a Health Impact Assessment were also undertaken on JLTP4. Both concluded that there is likely to be an overall positive impact on the general public. Where adverse effects were predicted, mitigations were identified and added to the JLTP4 as required mitigations to be undertaken, allowing the JLTP4 to have an overall positive effect. A summary of both these assessments can be found under Appendix One below, with links to the full assessments available in the Appendices section as well.

10. CORPORATE IMPLICATIONS

This interim JLTP4 is critical in contributing to achieving the corporate priorities of the emerging NSC Corporate Plan 2019-23;

A thriving and sustainable place:

- A great place for people to live, work and visit
- Welcoming safe and clean neighbourhoods
- To be a carbon neutral council and area by 2030
- A transport network which promotes active and low carbon travel
- An attractive and vibrant place for business investment and sustainable growth
- A broad range of new homes to meet our growing need, with an emphasis on quality and affordability

A Council which empowers and cares about people:

- A commitment to protect the most vulnerable people in our communities
- An approach which enables young people and adults to lead independent and fulfilling lives
- A focus on tackling inequalities, improving outcomes
- A collaborative way of working with partners and families to support children achieve their full potential
- A community which promotes learning and employment opportunities

An open and enabling organisation:

- Engage with and empower our communities
- Manage our resources and invest wisely
- Embrace new and emerging technology
- Empower our staff and encourage continuous improvement and innovation
- Make the best use of our data and information
- Provide professional, efficient and effective services
- Collaborate with partners to deliver the best outcomes

11. OPTIONS CONSIDERED

It is a statutory responsibility to prepare and keep under review a Local Transport Plan. Four alternatives have been considered and rejected:

1) 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%

2) Separate LTP for North 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 across all different travel types being cross-boundary and integrated, it would be more difficult to achieve effective major transport mitigations and improvements in a scenario with a separate North Somerset LTP.

3) 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.

4) 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 in 2020 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 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 and resource implications. It is possible to mitigate this requirement by ensuring schemes are progressed with the revised emphasis in mind.

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APPENDICES

Appendix One: Summary of the Strategic Environmental Assessment (SEA), Equalities Impact Assessment (EqIA) & Health Impact Assessment (HIA) Habitats Regulations Assessment (HRA)

Appendix Two: Joint Local Transport Plan 4 2020-2036

All other appendices are available to be viewed on the West of England's travelwest website:

<https://travelwest.info/projects/joint-local-transport-plan>

- JLTP4 Consultation report

- Full SEA (Strategic Environmental Assessment – this includes the EqIA ((Equalities Impact Assessment)) and the HIA ((Health Impact Assessment)) within its appendices).
- SEA Non-Technical Summary
- HRA (Habitats Regulations Assessment – both Screening & Appropriate Assessment stages)
- SEA Mitigations Requirements (including HRA, EqIA & HIA mitigations)

BACKGROUND PAPERS

Reports approving the consultation draft of the JLTP4:

Executive 4th December 2018; <http://apps.n-somerset.gov.uk/cairo/docs/doc29276.pdf>

Executive 5th February 2019; <http://apps.n-somerset.gov.uk/cairo/docs/doc29415.pdf>

APPENDIX ONE: SUMMARY OF THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA), HABITATS REGULATIONS ASSESSMENT (HRA), EQUALITIES IMPACT ASSESSMENT (EQIA) & HEALTH IMPACT ASSESSMENT (HIA)

Strategic Environmental Assessment (SEA)

An SEA was undertaken alongside the JLTP4. The SEA is a process required by law for certain types of plan or programme, such as a local transport plan. The overall aim of the SEA process is to ensure better protection for the environment, population and human health by making decision-makers aware at an early stage of the likely significant effects of the plan on the environment and by seeking to introduce measures that can be undertaken either to avoid adverse effects or to help improve the environment.

Overall, the SEA summarised that the JLTP4 would have a mixture of beneficial and adverse effects on the SEA objectives. The beneficial effects include:

- Improvements to accessibility
- Reduction in transport related air pollution & carbon emissions
- Promotion of human health (through active travel & air quality improvements)
- Improvements to road safety

It should be noted that the positive effects of the JLTP4 from an SEA perspective will only be achieved if we implement and deliver the policies, actions and interventions from the JLTP4 in full. Descoping will undermine the beneficial effects of the plan. The adverse effects, if the JLTP4 did not take on the mitigation requirements from the HRA Appropriate Assessment stage, are summarised under the HRA sub-heading below.

An assessment against the alternative options to adopting a new (interim) JLTP4; the 'Continuation of JLTP3' and 'Without Plan' options; was also completed. The Continuation of JLTP3 had similar outcomes to the JLTP4 assessment. The 'Without Plan' performed worst against all the SEA objectives. It was therefore recommended from an SEA perspective, that with the appropriate mitigations, the JLTP4 option should be pursued. The full list of mitigations against the potential significant effects from the SEA can be viewed at Table A of the SEA: Non-Technical Summary, in the Appendices section of this plan.

Habitats Regulations Assessment (HRA)

In compliance with the Conservation of Habitats and Species Regulations 2017, a Habitats Regulations Assessment (HRA) of JLTP4 was also carried out. The first stage of the assessment (screening) identified a number of likely significant effects on European sites. It was then necessary to advance to the Appropriate Assessment stage for further assessment on the Likely Significant Effects (LSEs). The adverse effects include the LSEs of the JLTP4 major schemes programme on:

- Biodiversity
- ecological networks
- noise and air pollution
- severance
- soil loss
- water quality, and
- the historical and cultural environment.

The full list of schemes in North Somerset that flagged up as an LSE in the HRA Appropriate Assessment and require the identified mitigations to be made at the project level are as follows:

- Mass Transit - Bristol City Centre to Airport (T1)
- Local improvements to road network in the Nailsea area (LP2)
- Nailsea - Backwell A370 link (LP2);
- M5 J19 & J20 improved multimodal connections (LP2);
- A371 / A368 Banwell Bypass (E21);
- BSWEEL Package 4: A38 (south) offline improvements (E1);
- M5 Junction 19 (E3);
- MetroWest Phase 1 (C3);
- M5 new junction J21A (E6);
- Pill Station (C3)

It should be noted that some major schemes flagged up in the HRA screening phase due to their close proximity to sensitive European Sites, but during the assessment stage did not flag up as an LSE. Where LSEs or potentially adverse effects were identified, mitigations requirements were also put forward and added to the JLTP4. Most of the mitigations requirements included that appropriate HRA, EqIA and HIA assessments must be completed at the project level for each major scheme that flagged up as causing a potential significant effect or Likely Significant Effect (LSE). At the scheme project level, these identified mitigations will be made to ensure that any potential adverse effects of the scheme will be negated, and any potential positive effects will be made to enhance the nearby sensitive environmental areas.

For the full details of why the schemes were flagged up as LSEs, which sensitive European Site was flagged up as being potentially affected, what the mitigations requirements were from the HRA and how the JLTP4 has been updated to reflect this, a table can be viewed in the Appendices section above, under 'SEA Mitigations Requirements'. This same process of assessment, identification of effects and finally mitigation requirements, was undertaken for the SEA (and the supporting HRA), as well as the EqIA (Equalities Impact Assessment) and Health Impact Assessment (HIA). The table in the Appendices (under 'SEA Mitigations Requirements') also shows how and what changes were made to the JLTP4 from all of the assessments, to ensure the mitigations requirements were included in the adoption version of the interim plan.

Overall, it was concluded that should the identified mitigations be made to the relevant major schemes, it should be possible to conclude that no adverse effects are likely from the implementation of the JLTP4 and all major schemes (except for the MetroWest Phase 1 scheme, which is being dealt with separately as part of its own major scheme development and approval process).

The full HRA can be viewed in the Appendices section above. A full summary of the HRA mitigations (and the changes made to the JLTP4 as a result) is included as part of the SEA Mitigations Requirements in the Appendices and will also be provided as part of the SEA Statement. This will be published on the travelwest website when it is produced post-adoption (as suggested by best practice) later in 2020.

As outlined above, an EqIA and a HIA of the JLTP4 have also been undertaken and have informed the SEA process. These are discussed in section 8 and are included in full in the Background Papers above.

Equalities Impact Assessment (EqIA)

An Equalities Impact Assessment (EqIA) has been undertaken on JLTP4. It concluded that there is likely to be an overall positive impact on the general public. Some of the most vulnerable groups that are likely to benefit are:

- People with limited or no access to cars;
- People with respiratory illnesses, & those more susceptible to poor air quality (children, young people & older people);
- People that require access to employment, education, health and/or other services.

Although mainly positive, some possible adverse impacts were identified for those:

- reliant on use of a car (people with a disability)
- with limited mobility who are unable to participate in active travel.

A host of mitigations were identified against all the policies within the JLTP4 that were identified as having a likely negative effect on a certain group of society. These were as follows:

- The proposed plan should incorporate easy access for people with disabilities at the Park and Ride sites and public transport interchanges for onward journeys;
- People with disabilities who are car reliant would be affected by charging measures. Travelling costs to major areas (for employment, education or health services) would be increased where alternative options are unavailable for this equality group. The proposed plan should consider exemptions for private car drivers with specific needs;
- Care should be made to ensure groups unable, or unwilling, to use technology are not excluded from receiving information about their planned journeys;
- The plan should ensure that alternative travel means for people with disabilities are considered and that the promotion of active travel does not limit their travel options. This includes in new developments, where all levels of mobility must be catered for.
- The plan may consider improving or increasing services of public transport which are likely to be utilised by the elderly and people with mobility issues;
- Public realm should be designed for the needs of all users;
- Plans should consider to the needs of people with limited mobility and ensure that neighbourhood facilities are accessible to all users, as well as acknowledge the potential for localised racial or faith-based hate crime.

These mitigation measures/recommendations were then added in to the JLTP4. A summary of both the mitigations and where they were added into the interim JLTP4 can be found at section 5 of the EqIA in the Background Papers section of this report. These mitigations have further improved the EqIA soundness of the JLTP4.

Health Impact Assessment (HIA)

A Health Impact Assessment (HIA) of the JLTP4 was also undertaken. This concluded that the greatest potential health outcomes were identified as indirect health benefits from:

- improved access to and accessibility of transport options;
- improving air quality in urban areas;
- encouraging greater physical activity through active travel, and;
- providing economic & employment benefits.

Some potential adverse health outcomes were identified, due to noise and air quality impacts from those living or working in close proximity to improved & new sections of transport network. This is due to the unlikely reduction in traffic despite improvements to public transport & active travel provision. Adverse health outcomes were predicted

moderate and medium-term, as improvements might be made through technological development in the longer term.

Where negative impacts were identified in the HIA, mitigations measures were included as part of the SEA mitigations and changes to the plan have been made. The mitigations measures and changes are included within Table A: 'JLTP4 SEA Objectives, potential significant effects and mitigation' within the SEA Non-Technical Summary in the Background Papers above. The main mitigation was that strategic and major schemes will be delivered through the appropriate consenting process and will need to be subject to assessments including health and equalities assessments. Detailed mitigation and enhancement opportunities will be developed as part of the design and consenting process.

Both the full EqlA and HIA assessments are also included in the Appendices section above.

It should be reiterated that any positive effects of the JLTP4 on the environment, equalities and health will only be achieved if we implement and deliver the policies, actions and interventions from the JLTP4 in full. Descoping will undermine the beneficial effects of the plan.