

WEST OF ENGLAND

“BUILDING OUR FUTURE”

WEST OF ENGLAND CONSULTATION

JOINT SPATIAL PLAN AND TRANSPORT STUDY



**Bath & North East
Somerset Council**



**North
Somerset
Council**

**South Gloucestershire
Council**

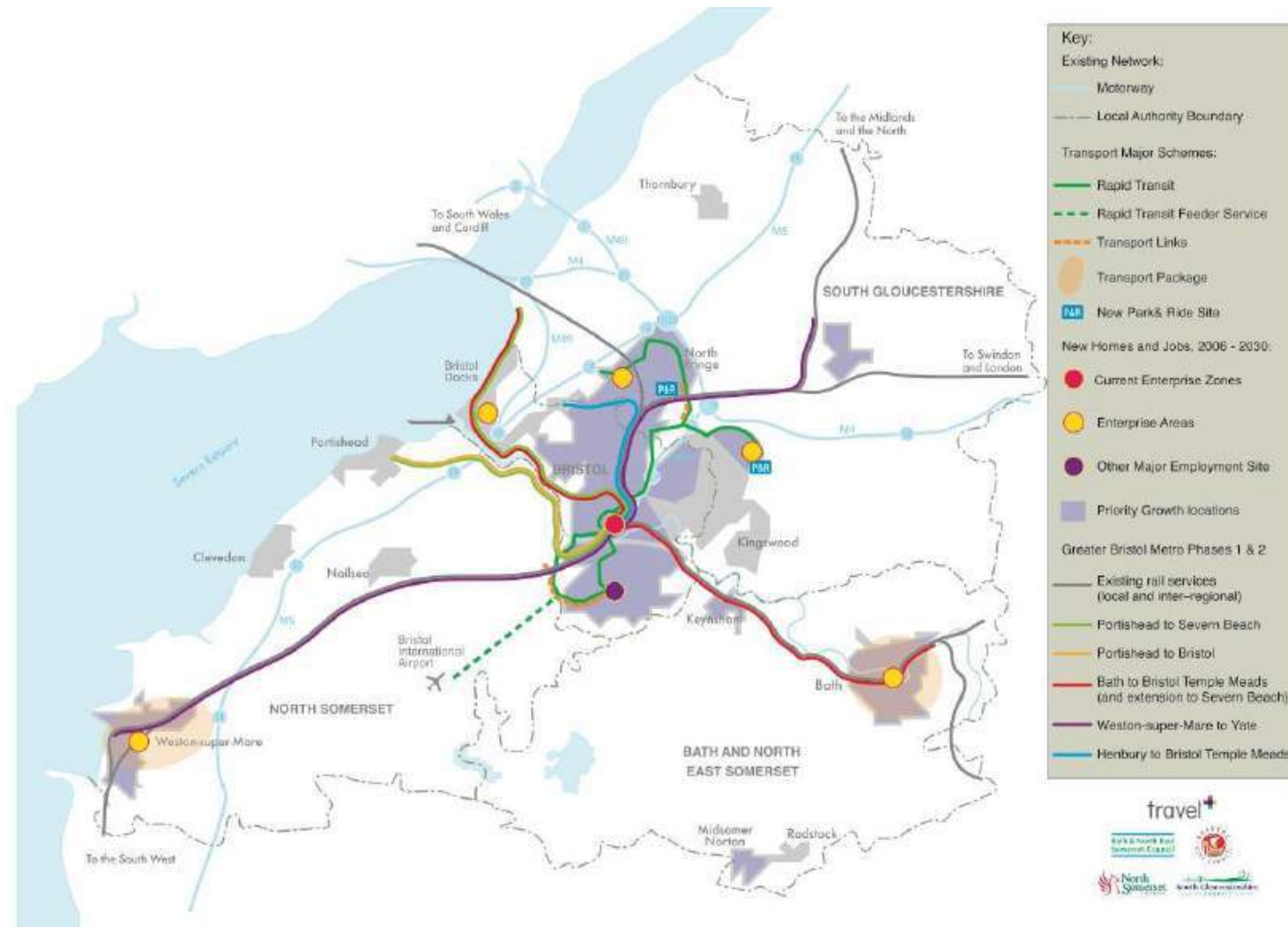
Context

- The West of England is prosperous and fast growing
- Net contribution to HM Treasury
- The 4 councils are committed to supporting jobs and housing growth
- Major investment in transport network is needed to support sustainable growth
- Current problems on the transport network need to be addressed



Progress to date

- Three MetroBus schemes delivering a new rapid transit network for the West of England – complete 2017.
- Integrated with MetroWest upgrades to local rail services -complete 2021.
- 4 Core local planning strategies adopted- different timeframes.
- Since 2006 delivered 40,000 new homes (average 4,000 per annum).



Working Together

- Joint approach to strategic planning and transport issues:
- The JSP will:
 - be a statutory Development Plan Document
 - provide the strategic overarching development framework for the West of England to 2036
 - identify the number of new market and affordable homes and amount of employment across the West of England 2016-2036
 - set out the most appropriate spatial strategy for where growth should be.
- The JTS will :
 - look at current and future challenges on our network and also inform the JSP to identify transport infrastructure that is needed to support development.

Which spatial scenario (or mix of scenarios) would likely be best to deliver the plan's objectives?

Most respondents considered the best spatial scenario for the West of England area to be:

- Transport focused development.
- Protection of the Green Belt.

This feedback has enabled us to focus the Emerging Spatial Strategy document on these two key areas.

Issues and Options consultation Feedback

Infrastructure
must be
upgraded

Brownfield sites used
more were possible
...instead of building
on the greenbelt

The housing crisis
is now so acute
that all options
should be open

Change is needed to
ensure developers
build in a reasonable
time frame

The ideal plan will respect
both the protection of the
Green Belt and the
requirement to focus on
transport sustainability

Must include services
and improvements for
transport otherwise no
location is suitable

the need for walking
and cycling but also
*places that you
can actually walk
and cycle to.*

Better roads,
railways and
Bus services
are essential



Transport Vision – Key Principles

- 2015/16 consultation called for investment on public transport corridors, walking and cycling
- Ambitious strategy
- Need for affordable, reliable sustainable travel options
- Emphasis on smarter travel choices & evolving travel technology
- Corridor Packages – ambitious management of through traffic by investment in bypasses and orbital links – this then enables delivery of high quality public transport and cycling corridors
- Physical restrictions on traffic and/or financial restraint options – no easy options



Transport Vision – Corridor Key Features

- Ambition for core Light Rapid Transit network, plus MetroBus extensions and strategic cycling corridors
- Key enabling highway schemes and upgrades
- Core roles of Bristol Airport and Port
- Local rail improvements – increased frequencies and new stations
- New motorway junctions, dynamic motorway management and A36/A46 link
- Bristol and Weston-super-Mare area packages
- Strong overlap with JSP emerging spatial locations, and transport packages to address impact of development sites



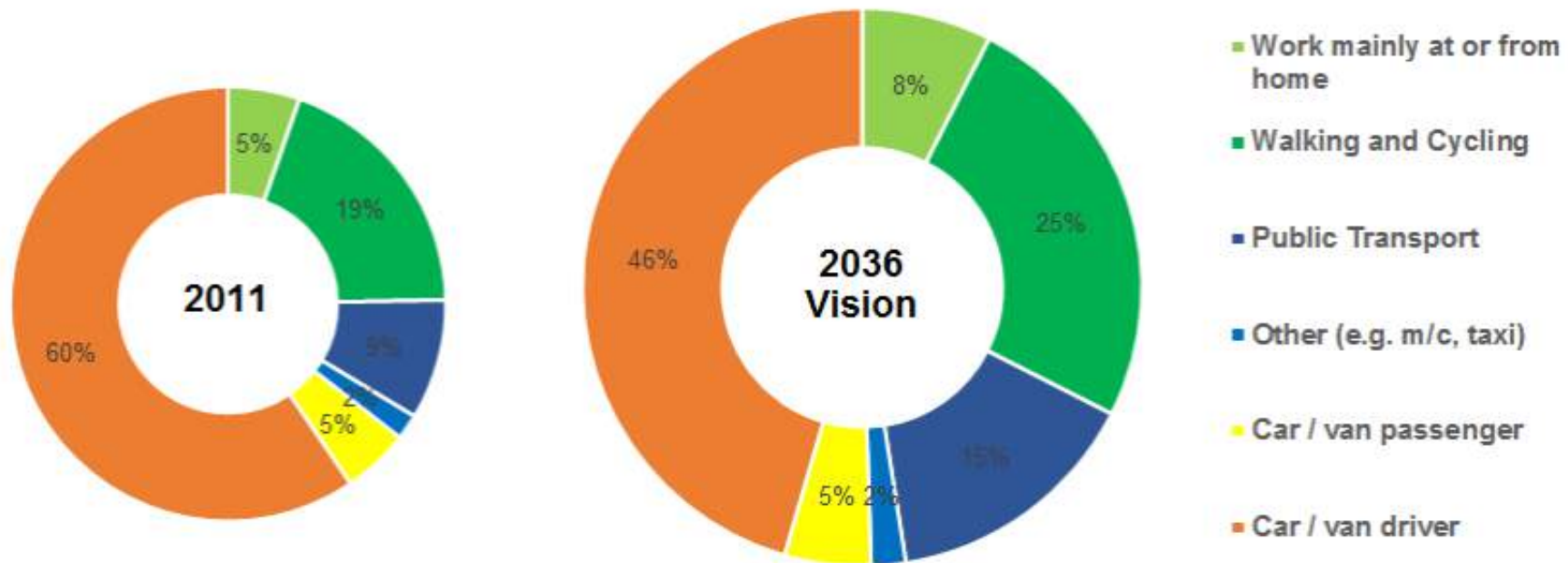
Local Bus and P&R:

- Most public transport users will be bus passengers
- MetroBus forms basis for quality standard
- Emphasis on ring of Park and Ride sites – linked to urban living in JSP
- Remodel local bus network to improve links to Enterprise areas and Temple Meads, also linked to urban living.
- Integration and interchange
- Opportunities from enhanced quality partnerships or franchising



Transport Vision – Commuting in the West of England in 2011 and 2036

- How we commute now compared to Transport Vision forecasts
- Whilst growth in trips by all modes increase from 530,000 to 670,000, total car trips reduce overall



JTS Investment Programme

- *Active Modes* £0.4 billion approx.
- *Bus and Rapid Transit* £1.0 billion approx.
- *LRT* £2.5 billion approx.
- *Rail* £1.0 billion approx.
- *Enabling Road* £2.6 billion approx.
- **Total** **£7.5 billion approx.**

*(approx. £375 million per year over 20 years, outturn.
Note: indicative, subject to validation (outturn prices)*

Deliverability

- The 'transformational' JTS is costed at £7.5bn.
- About a quarter of this also mitigates JSP Emerging Spatial Strategy development
- Pivotal role in supporting economic growth - will leave us well placed to compete with other core cities.
- West of England track record for building schemes, but need to do more
- Working with partners – Highways England, Network Rail
- Lobbying for funding, and identifying opportunities for innovative funding
- Next stage - phasing and prioritisation of schemes – a delivery plan

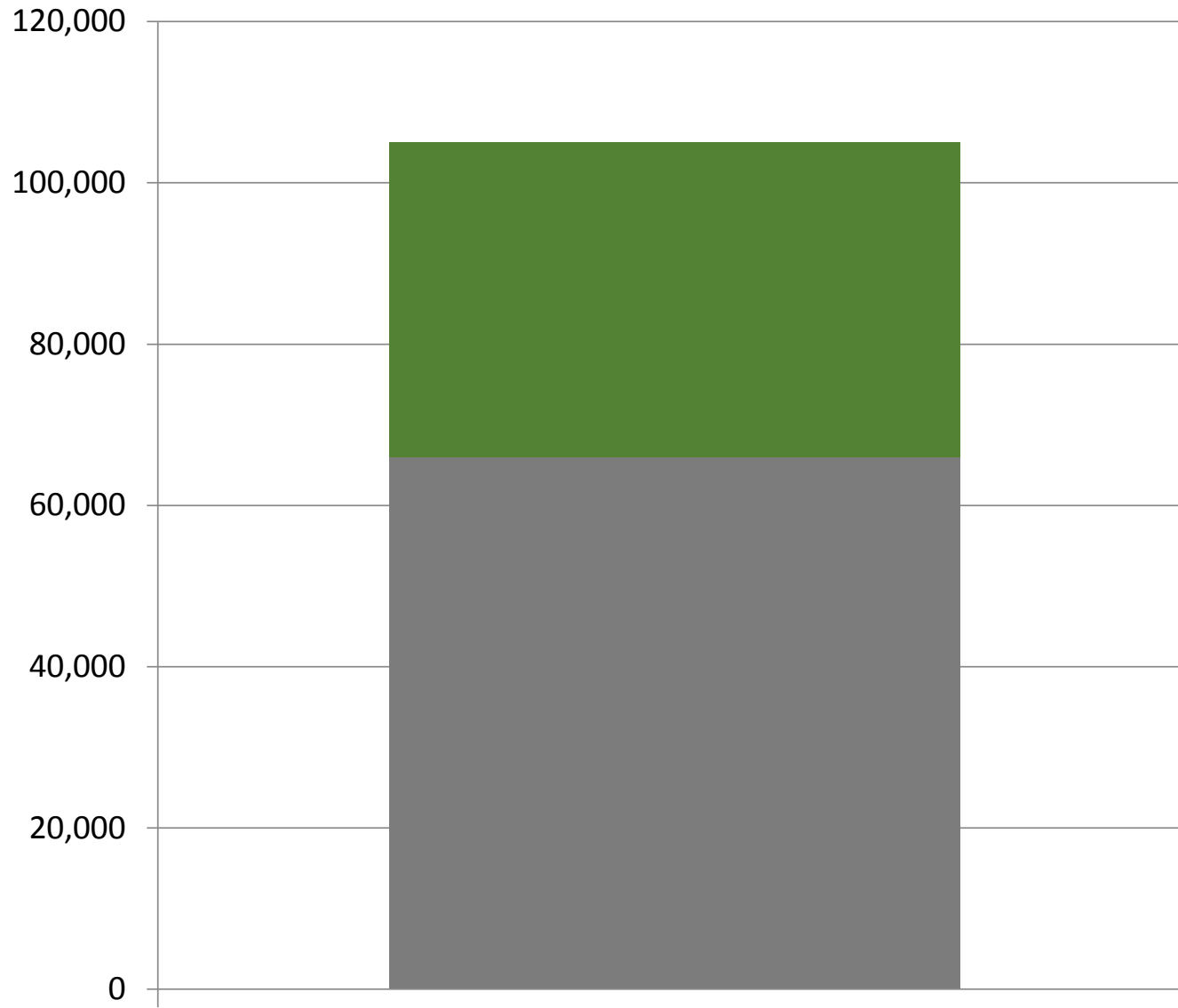
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JSP Strategic Priorities

- 1. Economic:** To identify and meet the need for housing and accommodate the economic growth objectives of the LEP Strategic Economic Plan
- 2. Social:** To ensure that the JSP benefits all sections of our communities
- 3. Environment:** To protect and enhance the sub-region's diverse and high quality environment and ensuring resilience including through protection against flood risk.
- 4. Infrastructure:** To ensure a spatial strategy where new development is properly aligned with transport and other social infrastructure.

Homes needed currently planned and yet to be planned for

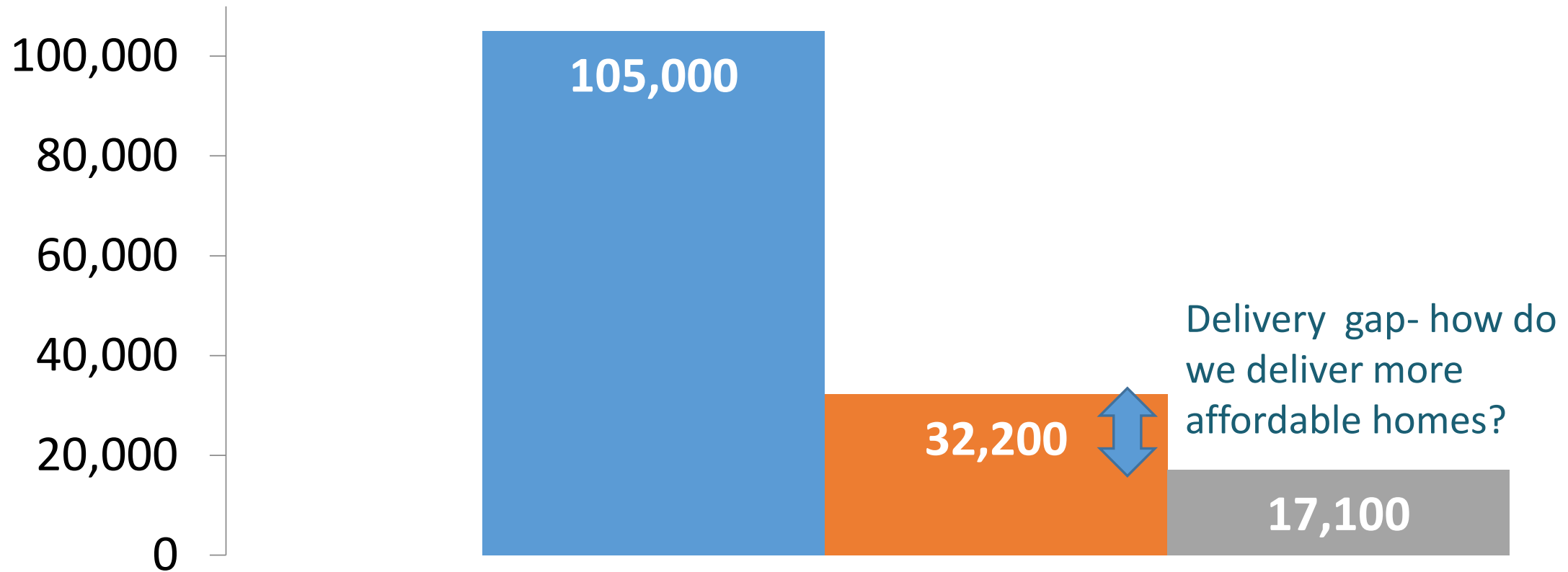


Housing Target up to 105,000

- Yet to be planned for in the region of: up to 39,000
- Already in our current plans and forecast: c.66,000

Housing Target

Scale of Delivery Challenge



■ Housing Target up to 105,000

■ Affordable Housing need

■ Current estimates of affordable delivery under current Government policy

Where to locate new development: strategic priorities

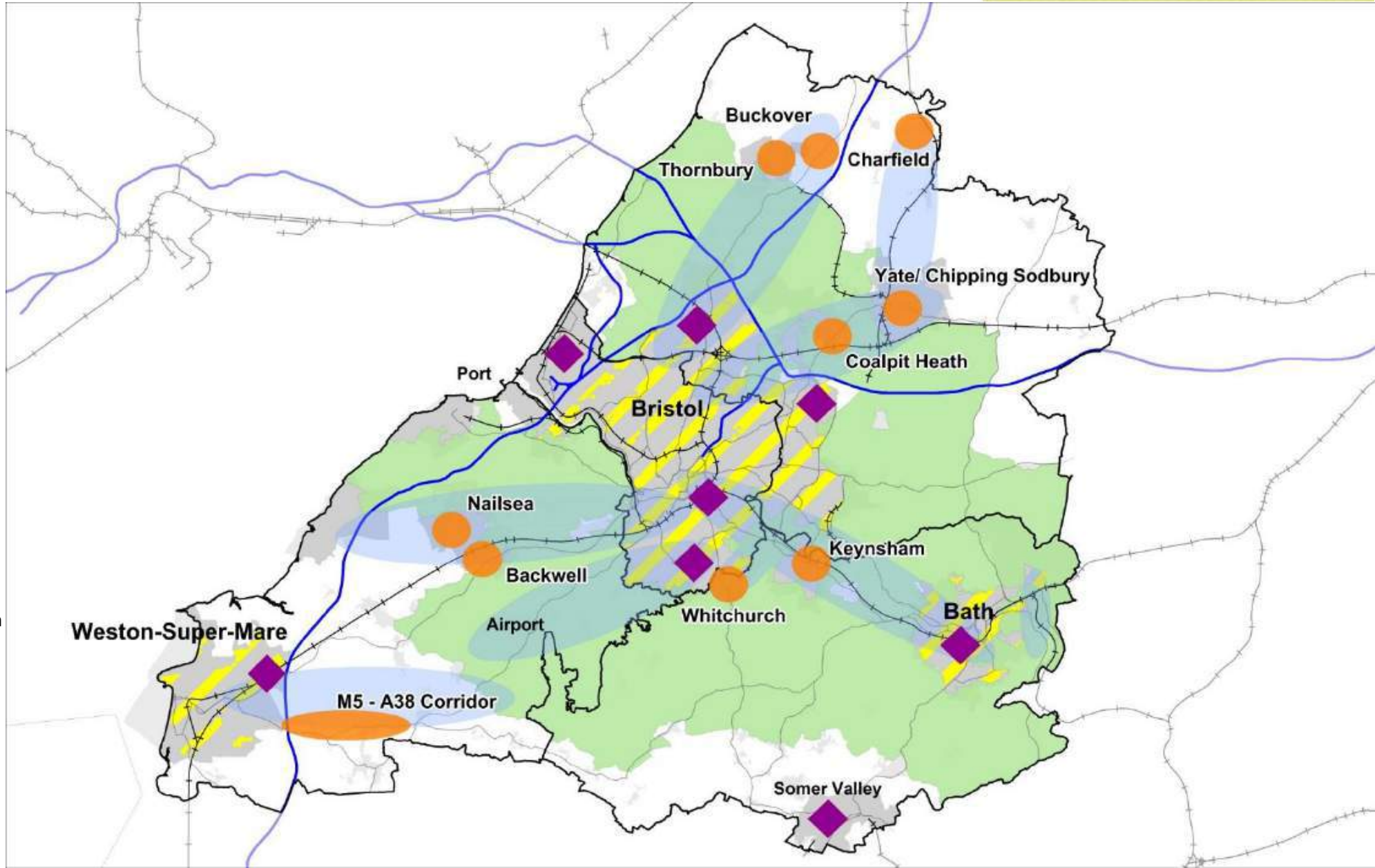
Influenced by the consultation and evidence review:

1. Economic rebalancing-and addressing the needs of both Bristol and Weston-super-Mare.
2. Retention of the overall function of the Bristol & Bath Green Belt as set out in the NPPF.
3. The environmental quality of the West of England is maintained and enhanced.
4. Strategic development should be in locations which maximise the potential to reduce the need to travel, or where travel is necessary, maximise opportunities to travel sustainably

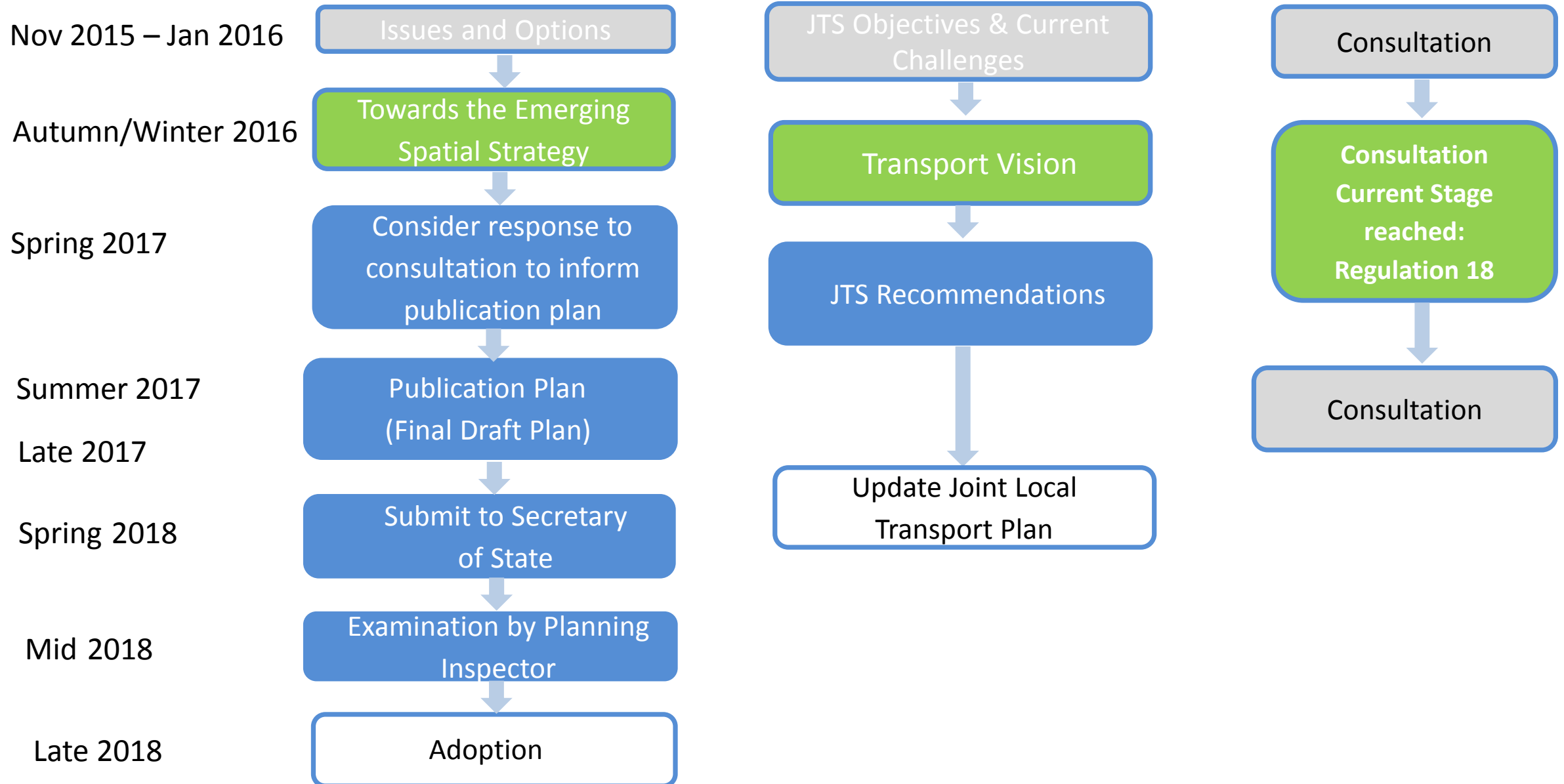
Emerging Spatial Strategy

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- Strategic Transport Improvement
- Urban Living
- Green Belt
- Strategic Employment Location
- Strategic Development Locations
- Motorway
- Council Boundary
- Railway line
- A Road



Current stage and timetable of next steps



Your views – how to get involved

1. Website - one site www.jointplanningwofe.org.uk which provides initial point of contact for both the Emerging Spatial Strategy and Transport Vision
2. Social media - digital platforms including animated video and interactive JTS Vision tool
3. Events and activities programme
 - Launch event 8th November Watershed Bristol
 - Register your interest for the Stakeholder 'themed' debates and workshops
 - Drop in local events across the area

Purpose of the themed workshops

To investigate some of the key spatial issues relevant to the JSP in a little more detail with some of the key stakeholders and experts in order to ensure that the formulation of the Emerging Plan is effective and addresses the salient matters.

- Economic Growth and Employment-Monday 5th December Glass Wharfe, 6pm Central Bristol
- Boosting Affordable Housing-Thursday 1st December 2-4.30pm, MShed, Bristol
- Environment, sustainable lifestyles and wellbeing-Monday 21st November 2-4pm, Kaposvar Room, Guildhall, Bath
- Transport and Infrastructure-Wednesday 7th December 10am-12.30pm, MShed Bristol.

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THANK YOU FOR LISTENING
QUESTIONS AND DISCUSSION



Bath & North East
Somerset Council

