



Joint Local Access Forum (JLAF)

for Bath & North East Somerset, Bristol City and South Gloucestershire

Approved Minutes of meeting, Thursday, 7th March 2024

Date: Thursday, 7th March 2024

Time: 2:00pm

Venue: Community Space, Market Walk, Keynsham, BS29 1FS

Present: JLAF Members: Kathy Thomas (Chair of the JLAF) (KT), Charlie Moore (CM), Rennie Dickins (RD), Piers Horry (PH), Chris Bloor (CB), Andrew Gough (AG), Shaun Stephenson McGall (SSM).

Also in attendance: Nick Simons - Bath & North East Somerset Council (NS), Lindsay Saunders – South Glos Council (LS), Michael Bell (MB), Duncan Venison - Bristol City Council (DV), Charlie Steel - Bristol City Council (CS), Graeme Stark – Bath & North East Somerset Council and Secretary to the JLAF (GS).

Action

		Action
A	<u>INTRODUCTION</u>	
A1	Introductions KT welcomed everyone to the meeting including Nick Simons from B&NES Council.	
A2	Apologies Ann Fay, Donald MacIntyre, Jeff Rowland, John Darvill, Ken Mills, Peter Bird and Tessa Fitzjohn.	
A3	Declarations of interest None.	
A4	Minutes of the last meeting held on 6th July 2024 The draft minutes from the July 2023 meeting have been circulated to all JLAF members. The minutes were approved unanimously as a true and correct record.	
B	<u>MAIN BUSINESS</u>	
B1	Active Travel Masterplan NS (B&NES Council's Principal Engineer Transport Policy) gave a brief presentation on the Active Travel Masterplan (ATM) for B&NES. Currently consulting on the Local Plan and this requires a suite of related plans; the ATM is one of those documents. Seeing to achieve modal shift through provision of better sustainable transport facilities, rather than increasing capacity for motor vehicles. Seeing Objectives are to reduce carbon emission, increase the number of people	

	<p>who walk and cycle, provide equitable and inclusive transport network, improve the safety of pedestrians and cyclists and improve the health and wellbeing of the public through promoting active forms of travel.</p> <p>The plan will be district-wide including urban and inter urban routes. Intended to combine a strategy and a plan to implement what's in the strategy. It will cover cycling, walking and wheeling. Looking to set up a number of different types of route including Quick Routes (where time is of the essence e.g. commuter routes), Quiet Routes (suitable for families and leisure use) and Community Connections (connecting small communities with the active travel network). Seeking to provide fully segregated routes wherever possible and when it isn't possible then route conditions will be made as welcoming as possible. There's a need to provide routes for pedestrians and cyclists and not just motorised traffic.</p> <p>MB asked about timeframes; NS said they're aiming to go out to consultation in the summer. AG asked if the plan will increase specific routes; NS confirmed that the plan will increase specific routes and what type of route they're intended to be, as well as cross-border routes. AG asked if B&NES Council would be working with WECA; NS confirmed they are and that WECA are working on their own plan.</p> <p>KT asked about Quiet Lanes which WECA are looking at; NS suggested there may be an overlap between the ATM's Quiet Route and WECA's Quiet Lanes. Routes will need to comply with the guidance set out in LTN 1/20. MB queried funding; NS confirmed that there is some funding in place but at this stage it's a case of identifying what kind of network is needed. Without a plan it's difficult to get developers to fund routes, so looking to capitalise on the opportunities that are out there. LS stated that SGC include equestrian use in active travel; NS stated that active travel includes a large number of modes of travel including horse riding.</p> <p>RD highlighted Hampshire's provision of segregated routes inside fields; NS was aware of those particular routes and agreed that it's something that should be considered. CB mentioned a local planned segregated route between Thornsbury and Alveston. AG asked if disused railways are being considered for cycle routes; NS stated that B&NES would be looking use those routes wherever possible and they have been protected in the Local Plan, but some routes have already been built on.</p> <p>DV flagged that Bristol was the first Cycling City and that helped to kick start improving facilities; improved bus networks have also helped improve active travel. BCC are now looking to provide more segregated routes in line with the LTN 1/20 guidance. KT flagged that there is funding for active travel available.</p>	
<p>B2</p>	<p>B&NES Local Plan</p> <p>B&NES Local Plan is currently out for consultation which runs until 8th April 2024. B&NES is a mix of rural and urban. The Local Plan is looking to put approximately 800 houses in the Somer Valley but this does create an issue in terms of the capacity of the network. MB asked if this was in the Green Belt; KT said it wasn't in the Green Belt but it's difficult to get out and around with public transport and that cycling is not always a practical alternative to motor vehicles. There are proposals to increase housing around the Odd Down P&R. These developments will increase the number of vehicles on the road in the local area. MB highlighted that 9000 homes will be built in the</p>	

	<p>South Glos green belt. CB stated that there is little provision within the planning rules for providing public transport to new developments. GS to ask SGC and BCC that stage they're at with their Local Plans. KT will draft a response for circulation to JLAF members and submission before 8th April 2024.</p>	<p>GS KT</p>
B3	<p>Access Land</p> <p>DM highlighted that there has been coverage in the press highlighting access land that is completely enclosed within private land, and therefore has no legal route of getting to on foot. DV, GS and LS confirmed that they're not aware of any areas of Access Land in Bristol, B&NES or South Glos that aren't served by public rights of way.</p>	
C	<p><u>ITEMS TO REPORT / FOR INFORMATION</u></p>	
C1	<p>News from the PROW Teams</p> <p>AG asked if the SGC PROW Liaison Group will be meeting again soon; LS stated that the intention is to restart the liaison group.</p> <p>DV stated that BCC have both a Liaison Group and a PROW Committee. DV introduced CS who has recently joined the PROW Team and said that Mary Knight has given notice that she'll be retiring shortly. RD queried the currently situation with the Stoke Park TVG application; this is being dealt with by Legal rather than the PROW Team. KT confirmed that the Kings Weston bridge is in the process of being repaired with higher pillars.</p> <p>GS stated that Cheryl Hannan has recently retired and thanked her for her hard work during an over 20 period in the PROW Team.</p>	
C2	<p>Somer Valley cycling improvements</p>	
	<p>GS directed JLAF members to the update contained in the Background Papers. KT highlighted that WECA have £500m of other funding for active travel schemes.</p>	
D	<p><u>OTHER BUSINESS</u></p>	
D1	<p>JLAF Recruitment</p> <p>The current memberships of John Darvill, Charlie Moore, Peter Bird, Ken Mill, Rennie Dickins, Andrew Gough, Donald MacIntyre, Kathy Thomas and Piers Horry are all due to come to an end in June. They will all be considered for reappointment unless GS is informed otherwise. There are already six vacancies and landowners are underrepresented, so JLAF members are encouraged to try to find prospective applicants particularly from a landowning background.</p>	
D2	<p>Enterprise Zone at Old Mills</p>	
	<p>The JLAF will keep a watching brief on the proposed Enterprise Zone at Old Mills.</p>	

D3	Any other business	
	<p>SGC are prosecuting a landowner in Thornbury for wilful obstruction. The landowner has already pleaded guilty and a court date for is set for 18th March to determine the fine.</p> <p>CM highlighted the advantages of flat-bed bridges.</p>	
E	<u>FUTURE JLAF MEETING</u>	
	The next JLAF meeting is scheduled for 2pm on 4th July 2024.	
	Close 15.40	