

**WEST OF ENGLAND COMBINED AUTHORITY:
OVERVIEW AND SCRUTINY COMMITTEE
31 January 2018**

DRAFT MINUTES

Committee Members:

Cllr Stephen Clarke, Bristol City Council (Chair)
Cllr Steve Pearce, Bristol City Council (Vice-Chair)

Cllr Tim Ball, Bath & North-East Somerset Council
Cllr Liz Richardson, Bath & North-East Somerset Council
Cllr Carole Johnson, Bristol City Council
Cllr Margaret Hickman, Bristol City Council
Cllr Mark Weston, Bristol City Council
Cllr Geoff Gollop, Bristol City Council
Cllr Paul Hughes, South Gloucestershire Council
Cllr Katherine Morris, South Gloucestershire Council
Cllr Pat Hockey, South Gloucestershire Council

Copies to:

Cllr Chris Blades, North Somerset Council
Cllr Charles Cave, North Somerset Council
Cllr Donald Davies, North Somerset Council

1	WELCOME AND EVACUATION PROCEDURE	
	The Chair welcomed everyone to the meeting and advice was given on the fire evacuation procedure.	
2	APOLOGIES FOR ABSENCE	
	Apologies were noted from Cllrs Margaret Hickman. Cllr Olly Mead, substituting for Cllr Margaret Hickman, was welcomed to the meeting.	
3	DECLARATIONS OF INTEREST UNDER THE LOCAL GOVERNMENT ACT 1972	
	There were no declarations of interest.	
4	MINUTES	
	The Committee considered the minutes from the meeting of 6 December 2017. Cllr Paul Hughes confirmed that his query regarding mayoral expenses had been addressed satisfactorily. Cllr Stephen Clarke mentioned that he felt the phrasing used in item 8 at the top of page 7 was over stated. As such, the sentence, <i>'It was noted that Cllr Stephen Clarke and Helen Edelstyn did not have the answer to hand regarding cross-border issues but would take this away to get some clarity on this situation'</i> has been amended to, <i>'It was noted that Helen Edelstyn and Cllr Clarke would consider the issue of cross-border collaboration.'</i>	
	The Minutes were otherwise accepted as accurate record of the meeting.	
	The Committee reviewed the actions from the meeting of 6 December, which will be included in a log to ensure actions are tracked.	
	WECA & Mayoral Budget: 'Officers to prepare report on concessionary fares underspend, reasons why and how to use this'	In progress
	Employment Support Innovation Pilot: 'Adam Powell and Sue Dobson to keep the Overview and Scrutiny Committee updated on the progress of the Employment Support Innovation Pilot every six months'	Actioned – on Forward Plan
	Progress Review of Local Enterprise Partnership Funding Streams: 'Pete Davies to provide the committee with regular progress reports on the Local Enterprise Partnership Funding Streams'	Actioned – on Forward Plan
	2016/17 City Deal Annual Performance: 'Tim Richens to report back to the Pool Board to ensure that future Pool reports and tables are presented differently to facilitate easier understanding for members'	Agreed
	MetroWest Update: 'James White to report back to the committee in six months to let them know the outcome of the application for funding to the	Actioned – on Forward Plan

	Department for Transport's <i>Large Local Major Transport Scheme Fund</i>	
	AOB: 'Officers to investigate solutions for issuing document packs'	In progress
5	<p>ITEMS FROM THE PUBLIC</p> <p>No public questions had been received.</p> <p>Public statements had been received from David Redgewell (SWTN), David Gray and Christina Biggs (FOSBR). The Chair invited attendees to speak in the order their statements had been received.</p>	
	<p>David Redgewell (SWTN)</p> <p>David's first statement covered multiple items.</p> <p>David's second statement provided comments from SWTN on the Joint Spatial/Transport Plan – Publication Document Consultation and BANES local plan 2016-2036.</p> <p>David's third statement covered multiple items.</p> <p>The Chair thanked David for his comments and confirmed that his statements would be appended to the minutes.</p>	
	<p>David Gray</p> <p>David's statement asked the Committee to add consideration of JSP modifications as a Clean Air Plan option.</p> <p>The Chair thanked David for his comments and confirmed that his statements would be appended to the minutes.</p>	
	<p>Christina Biggs (FOSBR)</p> <p>Christina's statement provided suggestions for the Great Western Franchise 2020 and included items on improving passenger experience and ease of use, rail-bus interchange and timetabling new services.</p> <p>The Chair thanked Christina for her comments and confirmed the statement would be appended to the minutes.</p>	
6	<p>PETITIONS FROM MEMBERSHIPS</p> <p>There were no petitions.</p>	
7	<p>REGIONAL STRATEGY (COMBINED AUTHORITY AND JOINT COMMITTEE BUSINESS)</p> <p>Helen Edelstyn, Interim Head of Strategy and Policy at WECA, introduced the report and drew attention to the following points:</p> <ul style="list-style-type: none"> • To consider and note outputs from stakeholder engagement on the Regional Strategy • To note next steps for the Regional Strategy and Government requirements for Industrial Strategy 	

The Committee raised several questions which were as follows:

- Cllr Tim Ball asked how we plan to engage with counties like Somerset and Wiltshire in terms of people travelling from these regions to ours for work.
- Cllr Katherine Morris asked if the Committee could expect to see a draft version of the report at the March meeting prior to it being published in April. Helen Edelstyn agreed to consider the schedule to ensure appropriate and meaningful input from the committee. Further questions from Cllr Morris included how the shortfall in skills with regards to engineering would be addressed, how many people were reached via the recent stakeholder engagement survey and what the response rate was.
- Cllr Olly Mead referred to the Severn Bridge tolls being removed and voiced his concern regarding implications for the WECA region in terms of increased levels of commuters in and out of the area. Helen Edelstyn noted that officers were actively looking onto the impact of removal of the Severn Bridge tolls. He also asked a question regarding what sort of employment and businesses we are supporting and how we are going to enable small businesses and self-employed individuals to start up.
- Cllr Donald Davies mentioned that small businesses in North Somerset struggle to expand and that we need to think about how to help them grow. Cllr Davies also asked that officers ensure appropriate join-up between strategies and policies across the region.
- Cllr Liz Richardson raised a question regarding the nature of the national industrial strategy and its link with the broader economic growth agenda. Helen Edelstyn confirmed that Government was using the term Industrial Strategy and that it also covered skills, business support and infrastructure needed for economic growth. Cllr Richardson emphasised the need to fully consider impacts on the environment and clean growth in the developing strategy.
- Cllr Steve Pearce made a number of points, these were: the importance of good stakeholder engagement (including the questions that are asked as part of any survey, and ensuring that engagement is appropriately challenging); infrastructure that is sustainable to future generations.
- Cllr Geoff Gollop agreed with Cllr Pearce in terms of the survey questions. He also noted that there is a need for more SMEs grow on space; ensuring the region has the right work space to allow SMEs to develop and grow. Cllr Gollop asked what the stakeholder engagement process had cost and how much officer time was involved. He suggested that there is a need to review spend on engagement with the outputs achieved.
- Cllr Mark Weston expressed his concern that if we focus on everything we will focus on nothing. He asked that any future versions also include appropriate measures of success, that would allow the committee to track progress.
- Cllr Paul Hughes asked what the added value of this strategy was, and how it built on economic growth strategies that had gone before it. He also asked what the target response rate was for the strategy engagement exercise.
- HE responded to Cllrs Weston, Hughes, Pearce, Blades and Morris by saying that WECA is actively working on its business plan and looking at what activities

	<p>support its strategy. She confirmed that with regards to the survey, there wasn't a response rate target and that WECA was primarily interested in the quality of responses from key stakeholders across the region.</p>
8	<p>MAYORAL, WECA and IBB / LEP BUDGET (COMBINED AUTHORITY AND JOINT COMMITTEE BUSINESS)</p> <p>Tim Richens, Interim Director of Investment and Corporate Services at WECA, introduced the Mayoral Budget Setting Report.</p> <p>The Committee raised several questions which were as follows:</p> <ul style="list-style-type: none"> • Cllr Donald Davies asked for clearer identification about the different budget papers and Scrutiny's role. Tim Richens agreed to consider the issue and to include a cover paper setting out the role of scrutiny in future budget reports. • Cllr Mark Weston queried 4.2 in the report which refers to feasibility studies agreed by WECA 30 October. He felt that there was not enough detail in this point or in the Appendix. He asked to register his objection to the feasibility studies agreed by WECA on 30 October and referred to appendix 1 point 4.2 of the report. • Cllr Steve Pearce referred to 2.2 in the report which refers to mayoral elections and asked what happens to these costs if there is a by-election. TR confirmed that all electoral costs are met by devolution 'gainshare' funding, spread across the four-year period. Cllr Steve Pearce asked for further detail regarding point 5.4. TR confirmed that this is all the information that we have at present. • Cllr Stephen Clarke referred to Cllr Weston's earlier comment regarding his dissatisfaction with the Mayoral budget and asked the Committee whether this should be put forward to the WECA Committee. It was agreed that the following recommendation be put forward to the WECA Committee meeting on the 2nd of February: <p><i>One member of the WECA O&S wished to make two points in relation to the Mayoral Budget Setting Report 2018/2019. These points are:</i></p> <ul style="list-style-type: none"> • <i>They were dissatisfied with the level of detail set out in appendix 1 point 4.2 of the report.</i> • <i>One member wanted to register their objection to the feasibility studies agreed by WECA on 30 October and referred to in appendix 1 point 4.2 of the report.</i> <p><i>WECA O&S ask WECA to review the decision-making process to ensure full and effective overview and scrutiny of investment decisions including overview and scrutiny within constituent councils.</i></p> <ul style="list-style-type: none"> • Cllr Tim Ball suggested that all documents supporting how budget decisions come about should be included with the papers so that the Overview and Scrutiny Committee can comment on these. • Members asked about Governments intentions on the Business Rates Retention pilot. TR confirmed that the current Business Rates Retention Scheme is running until 2019/20 and that in 2021 the government will be introducing a new scheme.

	<p>Tim Richens introduced the WECA Budget Setting Report.</p> <p>The Committee raised several questions which were as follows:</p> <ul style="list-style-type: none"> • Cllr Tim Ball referred to point 5.11 and asked for clarification on the borrowing position. “Tim Richens clarified that at present no borrowing is approved or proposed and confirmed that the WECA is ultimately underwritten by the three constituent councils”. • Cllr Geoff Gollop questioned the quality and reliability of the bus real time information system and asked about the contractual arrangements for this service. Tim Richens noted that the RTI system is delivered by Bristol on behalf of WECA and North Somerset. • Cllr Stephen Clarke asked who approves the WECA pay policy. It was noted that this is approved by WECA. <p>Tim Richens introduced the IBB / LEP Budget Setting Report.</p> <p>The Committee raised several questions which were as follows:</p> <ul style="list-style-type: none"> • Cllr Mark Weston noted the interest payment on the LEP budget and asked why it was high. Tim Richens noted WECA / LEP are holding allocated funds for projects that are in early stages of development. When the projects are ready these funds would be released but that in the meantime the funding would accrue interest. <p>Action. HE would submit a Scrutiny Statement to the WECA Committee meeting on 2nd February regarding the Committee’s dissatisfaction regarding Appendix 1 point 4.2 of the Mayoral Budget Setting report.</p>
	<p>Committee paused. North Somerset Councillors left the table.</p>
<p>9</p>	<p>AIR QUALITY (COMBINED AUTHORITY BUSINESS)</p> <p>Paul Holloway (WECA Transport Team) and James White (WECA Interim Head of Transport), introduced the report and drew attention to the following points:</p> <ul style="list-style-type: none"> • The West of England is recognised as one of best places to live, visit and invest in the UK. The prosperity of the region is very much dependent on the quality of life of residents and the natural and built environment for visitors. However, a risk to this is the long-standing problem of air pollution, particularly in areas of Bath and Bristol. • Alongside 22 other Local Authorities, the Department of Food, Environment and Public Affairs (Defra) has directed Bristol City Council (BCC) and Bath & North Somerset Council (BANES) to produce local clean air plans that can deliver air quality compliance in the shortest time possible. The Government has requested that early consideration of options, and preferred options, need to be identified by the end of March and by end of 2018 respectively. <p>The Committee raised several questions which were as follows:</p> <ul style="list-style-type: none"> • Cllr Paul Hughes asked why the focus was Bristol and Bath and why South Gloucestershire weren’t developing something similar? Cllr Steve Pearce agreed noting that air quality is a regional issue and understands the focus on Bath and

	<p>Bristol but doesn't want to lose sight of areas like Kingswood and Staple Hill. Officers confirmed that South Gloucestershire continue to participate in the BCC led feasibility study, however, unlike Bristol and Bath councils they had not received a direction from Government to establish a local clean air plan. Officers noted that air quality forecasts from modelling suggest that the current AQMA measures will result in national air quality standards being met at these locations by 2021.</p> <ul style="list-style-type: none"> • Cllr Mark Weston mentioned his concerns regarding getting the minimum amount done in the shortest amount of time rather than spending more time on assessing options that could lead to greater air quality improvements in the longer term. Officers shared his view but noted the government's timetable to implement measures. • Cllr Liz Richardson said the focus seems to be just on transport but there are also emissions from local manufacturers and wood burning stoves. What was being done to address these other contributors? The officers noted the transport requirements from the government but that non-transport emissions also need tackling, by for example, a West of England energy strategy. • Cllr Tim Ball mentioned that, in his opinion, getting people to walk and cycle is difficult especially with the amount of pollution from buses that they're faced with. • Cllr Carole Johnson mentioned that this report sets things out as they are currently but wondered if any thought had been given to air quality because of the new proposed underground transport system. • Cllr Stephen Clarke asked if interim updates on air quality would be provided to this committee. It was agreed that air quality would be added to the forward plan. • The committee asked for clarity about the role of WECA in establishing clean air zones. The officers noted that WECA has the power to designate Clean Air Zones with the consent of the relevant highway authorities, but does not have powers to charge. Since areas of the region forecast to continue being non-compliant with national air quality standards in 2021 are covered by the clean air plan work in Bath and Bristol, WECA has adopted a supporting rather than leading role. <p>Action. HE to liaise with JW regarding ensuring that an interim update on air quality is added as an agenda item to the next Informal meeting.</p>
<p>14</p>	<p>AOB Nothing to report. The Chair declared the meeting closed at 12:45pm.</p>
	<p>Signed: Date:</p>

APPENDIX 1: Public Forum – Statements

Statement 1

David Redgewell, SWTN

Bristol Airport needs a Metro link to Temple Meads and Bristol Parkway, Cribbs Causeway via MetroWest and a light rail link to Emersons Green via the Midland Railway corridor through Fishponds and Staple Hill to Yate with cycleway provision as part of an overground network. In the meantime airport bus services need improvement.

Thornbury and Yate require MetroBus links plus a future use of the Thornbury line for light rail to Yate. We would support housing in the market town of Thornbury but this needs to be balanced with employment - where are the new industrial estates/offices ?

Buckover requires MetroBus/bus to Thornbury, Bristol and Charfield station on the Gloucester line of MetroWest with a station at Stonehouse Bristol Road as part of MetroWest Phase 2.

It is Bus Users UK/Railfuture and TSSA's concern that with the Joint Spatial Plan now going to Government and the DFT consultation on the GWR (breaking it up into Inter City and Regional) which we all oppose that the MCA/WECA does not have a bus/rail strategy light rail/underground similar to Andy Burnham and the Metro Mayor in the West Midlands here are some of the examples in the city region that need addressing. Whilst we are very supportive of the work on light rail and overground/underground by the Mayor and the leader of BANES Council some of these issues need addressing by the council's and WECA.

Clevedon requires a MetroBus links plus a link to Yatton station to take housing growth but this could be a light rail link.

Kingswood requires urban regeneration, high density housing, closer cooperation between Bristol & South Gloucestershire councils and employment opportunities with health provision at Cosham hospital. The area requires investment in bus services.

There is no Greater Bristol health policy.

Policy 5 fails to address a clear plan for the public realm in Bristol, Bath and Weston Super Mare or proper health provision for new hospitals at Thornbury, Frenchay and Clevedon and growth at Bristol, Bath, Weston, Taunton and Gloucester as per MPPS.

On Policy 6 whilst we support MetroWest to Gloucester, Portishead, Severn Beach, Bath, Westbury, Henbury loop and Taunton - Weston line the plan is very light on improved bus services in the MCA and the bus strategy for Greater Bristol/Bath City region, Somerset, Weston Super Mare, South Gloucestershire, Kingswood, Yate and Thornbury and links to Gloucester and Cheltenham. We are very concerned that this spatial plan has no bus strategy unlike the West Midlands and Greater Manchester or interchange policy eg Bristol Temple Meads, Bath, Weston Super Mare. UWE and Cribbs Causeway.

Bristol and Bath needs a rail strategy for urgent investment including overground and light light rail.

Policy 7 concerned over a lack of transport to Keynsham North and a need for Saltford station.

Whitchurch Policy 7.2 requires Park & Ride, MetroBus to Hicks Gate, light rail link/MetroBus along the Callington Road link to the Whitchurch airfield development and bus services to Bath, Keynsham and the airport. We object to roadbuilding on the former North Somerset Railway corridor.

We are very concerned over the lack of joined up planning between the airfield site and Whitchurch village 2500 dwellings and the lack of a master plan. There is a lack of district centre and employment land. BANES and Bristol need to work together in the Whitchurch area.

Brislington needs Park & Ride facilities and light rail on the former North Somerset Railway corridor/MetroBus.

Statement 2

David Redgewell, SWTN

Comments from South West Transport Network on the Joint Spatial/Transport Plan - Publication Document Consultation and BANES local plan 2016-2036

We note with concern that the Bath tram plan was published after the closing date for the joint spatial plan and the Bath local plan. Is there a reason for this as it prevents transport group input to the consultation.

Light Rail around Bath and East Bristol

We would like to support the principles of light rail around Bath especially from Lambridge across the City to Newbridge which could then make use of the light rail corridor to Bristol through Bitton, Saltford, Kelston, Warmley to Yate and East Bristol via Mangotsfield, Staple Hill and Fishponds as well as linking into the RUH at Weston and Park & Ride sites which need to be co-ordinated with the Bristol Mayor's rapid transit project. The two schemes must link to Warmley and Emersons Green. Retention of Avon Valley Railway steam services at weekends. Provision should be made for a continuous cycle/walkway between Bristol and Bath.

The corridor to Odd Down is welcomed however the majority of the traffic is to the Somer Valley at Peasedown, Radstock and Mid Somer Norton and therefore an extension of a rapid transit system to this area would be beneficial. What evaluation of the Somerset and Dorset railway corridor has been carried out as Norton Radstock is an enterprise zone and needs public transport improvement.

The route to Bath University seems to have gradient constraints and requires considerable engineering works and it should also be noted that all LRT schemes approved in the UK have been conurbation wide eg Midland Metro (Birmingham - Wolverhampton), Greater Manchester, Nottingham and Croydon and will require DFT funding and approvals in the long term and in the short term to be in the Metro Mayors joint transport plan.

Bus/Rail integration

This is required at Bath Spa station and a number of sites where light rail connects with bus. Across Europe and Greater Manchester/London rapid transit is fully integrated into the bus network.

Light rail in Bath must not be used as an excuse in the short term not to invest in MetroWest between Westbury, Bath and Bristol out for consultation with the DFT at present as part of the GWR franchise consultation with First Group as the operator to 2022 and BANES/WECA need to have their comments in by 21st February 2018. This could include a business unit for Bristol and Bath, Somerset, Gloucestershire and Wiltshire & Greater Bristol.

Bus proposals can be included as can future schemes eg light rail integration and the Overground rail project in Bristol but the DFT needs WECA's immediate rail plans for the next 10 years.

With the Bus Summit in London on 8th February 2018 the Minister Jesse Norman expects BANES to invest in the local bus network with the Metro Mayor and these issues must be addressed alongside any light rail proposals in Bristol and Bath.

We urgently request that updates on the Bath and Bristol rapid transit project are presented to the WECA board on 2nd February 2018 and Scrutiny on 31st January 2018.

With regards to buses we would recommend the retention of services 20A/C Bath circuit, 82-82A Paulton - Radstock, 172 Bath - Paulton - Wells via Peasedown and Mid Somer Norton, 179 Bath -

Writhlington via Timsbury/Paulton, 672 Blagdon - Bristol, 768 Clutton - Bath via Clandown and A4 Chandag Road - Bath (early morning journeys.

Bath City services 2, 6A, 8/9 and 265 evening services to Bathampton/Trowbridge.

Bath bus station issues

The issues are broken doors, pidgeon invasion, deep cleaning of platform area of pidgeon droppings, signage covered in pidgeon droppings, broken lighting, bus departure signs removed, clear signage to the station removed.

As this is a gateway to Bath, Wiltshire and Somerset it is important that BANES lead with WECA and the Mayor to restore the high quality public transport interchange with First Bus and Rail and the shopping centre developer.

The station was well managed on bus/rail replacement by First Group but the passenger image was poor. An urgent meeting of interested parties is required to address this problem.

DAVID REDGEWELL SWTN, TSSA, Railfuture and Bus Users UK

Statement 3

David Redgewell, SWTN

A full transport plan would need to be drawn up with First Group on whichever site the Mayor and Metro Mayor decide

A Temple Meads Arena would require coach parking, MetroBus stops, coach stops in Avon Street, bus stops at this location and on Bath Road Park & Ride services from Brislington, Parkway, Portway, Ashton Vale, extra trains from Bath and West Wilts, Taunton, W-S-M, Cardiff, Newport, Patchway, Filton, Yate, Gloucester/Cheltenham, Severn Beach via Clifton Down, Henbury loop, Portishead and Swindon.

We support the new railway station at Henbury to serve the arena with disabled access.

Regarding a shuttle train from Bristol Parkway to Temple Meads, taxi ranks, ferry terminal, service coaches and car parking including disabled.

Construction of Station Street and bus interchange at the Friary.

Brabazon hanger

Potential Arena will require coach parking, MetroBus stops, coach stops, bus stops at this location and on Park & Ride services to Brislington, Parkway, Portway, Ashton Vale, extra trains from Bath and West Wilts, Taunton, W-S-M, Cardiff, Newport, Patchway, Filton, Yate, Gloucester/Cheltenham, Severn Beach via Clifton Down, Henbury loop, Portishead and Swindon. There should be 15 minute frequency services on the Henbury loop to serve the Arena with a 10 minute frequency shuttle bus service on main routes to it.

The IET trains will need to operate from London and South Wales via Parkway to Filton North station for the arena, services from the South West, West Midlands to the Henbury loop station, coach parking will need to be provided, taxis, bus links Greater Bristol wide, links to Cribbs Causeway and hotels will need to be addressed.

We urge WECA and the City Council and Mayors to address a full integrated transport plan for the Arena similar to Manchester Victoria/Wembley.

The Arena rail services will need to be included in the new rail franchise.

DAVID REDGEWELL SWTN, TSSA, Railfuture and Bus Users UK

Statement 4
David Gray

Item 9 - Air Quality

WECA Scrutiny Committee 31/01/18

Dave Gray: 01275 857746: dave.graynailsea@talktalk.net

The Ministerial Air Quality Direction 2017 (1) requires conformance with air quality limits “in the shortest possible time”. In your approval of the approach to the ongoing Clean Air Plans work outlined in the air quality paper, I ask you to include, as an option, consideration of amendment of the Joint Spatial Plan (JSP) to assist that requirement. The fleeting reference to the JSP in the air quality paper needs to be made more explicit.

The NPPF (paragraph 7) states that sustainable development has three dimensions, namely economic, social and environmental. Poor air quality in Bristol and Bath has been significantly worsened by the way that local strategic planning has emphasised the economic dimension, putting jobs in the cities for those who live in the surrounding towns and villages. The consequent high levels of commuting by car into the cities has degraded the environmental dimension by its disproportionate air pollution.

As it stands, the JSP would perpetuate this growth in car commuting and the associated air pollution, jeopardising the achievement of air quality limits “in the shortest possible time”. However, last year the High Court handed down a judgement (2) that enables the JSP to be modified to change it from an air quality delay into an air quality aid. The Gladman vs. the Planning Directorate judgement clarified the NPPF to allow refusal of developments outside AQMAs if they adversely affect the achievement or maintenance of limits within an AQMA.

As NPPF policies refer to health and air quality, the provision of NPPF paragraph 14 together with the High Court judgement permit JSP policies that would restrict, in a coordinated way, those developments that would aggravate air quality in the AQMAs.

South Gloucestershire and North Somerset have a duty to cooperate with Bristol and B&NES in their achievement of acceptable air quality. Inclusion of policies in the JSP to curtail commuting distance would demonstrate commitment to this duty.

For these reasons I ask that you add another option to the ongoing Clean Air Plans work namely, consideration of amendments to the JSP, which as it stands, will jeopardise meeting the requirement of the Ministerial Direction.

Shortage of time prevents me from explaining how I think this could be implemented so I'd be pleased to discuss these matters further with members and officers.

Thank you for allowing me to speak to you.

REFERENCES

- 1) Environment Act 1995 (Feasibility for Nitrogen Dioxide compliance) Air Quality Direction 2017. 28th July 2017
- 2) [2017] EWHC 2768 (Admin) in the case of Gladman Developments Limited v Secretary of State for Communities and Local Government and Swale Borough Council

OTHER CONSIDERATIONS FOR INCLUDING THIS OPTION

Looking to the longer term, the evidence is that current air quality limits are insufficient to prevent health problems. Consequently it is to be expected that air quality limits will be tightened. Having relevant policies in the JSP will put the region ahead of the game.

This clarification complements the provisions of NPPF paragraph 14, which allows exceptions to the requirement for local plans to meet their objectively assessed need if specific NPPF policies "indicate development should be restricted".

Statement 5

Christina Biggs, FOSBR



Friends of Suburban Bristol Railways (FOSBR) supported by Transport for Greater Bristol Alliance (TfGB)

Suggestions for Great Western Franchise 2020

A Improving passenger experience and ease of use:

1. Minimise the number of Severn Beach trains making unscheduled turn-backs at Avonmouth and provision of alternative transport (such as taxi or minibus) when these turnbacks are made;
2. Guards on all trains for safety and passenger information (such as advising on buses and contacting taxis in case of cancellations and turn-backs);
3. Revenue collection – make sure the ticket machines are maintained and upgraded to prevent them malfunctioning;
4. Smart-card ticketing to include Oyster-style “carnet” pricing where people can buy 10 or 20 journeys with no restriction on having to spend them within the week or month;
5. Disabled access at Stapleton Rd, Lawrence Hill, Parson St and Patchway;
6. Provision for cycling – need for adequate cycle space on trains and number of carriages at peak times. Improved bike stand provision, starting at stations where demand is highest, such Redland, Montpelier, Oldfield Park, Stapleton Road, Clifton Down, Filton Abbeywood and Temple Meads. Cycle lockers should be provided at more isolated stations such as Filton Abbeywood and Stapleton Road.
7. Accessibility - as a minimum the franchise holder should be required to conduct an accessibility audit of all local stations and produce an action plan to resolve issues;
8. Provision of adequate station waiting facilities - this is needed at most local stations but is a particular problem at Yate, Clifton Down, Montpelier, Stapleton Road, Worle, Nailsea, and Oldfield Park.

B Rail-bus interchange:

9. Real-time and timetable signage information about both bus and rail timetables at both rail stations and bus stops, such as at Clifton Down, Lawrence Hill, Parson St and Stapleton Rd; well positioned bus stops adjacent and within sight of stations together with multimodal ticketing, signage and information to promote easy transfer between trains and buses.
10. Signs to enable modal interchanging and facilitate journeys, working with bus operators and the community to ensure each station is well signed from major/adjacent roads to all points of access. Signs at stations should clearly guide passengers to near-by bus services and amenities. Signs at bus stops or train stations should say where passengers might travel to, for example 'alight here for buses to Fishponds and Staple Hill'

11. Train timetables should also be placed at the entrance to stations or on nearby roads to encourage 'passing trade'. For example, timetables on the pavement on Lawrence Hill road... Station Road (by Gloucester Road arches) and Cromwell Road (Montpelier), "
12. Responsibility to develop bus-rail interchanges with WECA, bus companies, etc. including at Filton Abbeywood, Lawrence Hill, Stapleton Road, Temple Meads, Bedminster (at junction of Bedminster Down Rd and West St), Parson Street (we support the proposal to route the Airport bus via Parson St), and Keynsham.

C Timetabling new services:

13. Supporting delivery of MetroWest Phase 1 and 2, and planning for future phases of MetroWest, such as rail plans in the WECA Joint Transport Study and our own suggestions for MetroWest Phase 3.
14. Completing a 30 minute frequency to all currently operational stations not already in MetroWest Phase 1A or Phase 2, such as Bedminster and Parson St and Patchway, through additional stops on existing services;
15. A twenty or fifteen minute frequency peak commuter service for Temple Meads to Clifton Down;
16. Replacing the footbridge at Pilning and trialling a daily commuter service stopping at 07:52, with a return service in the early evening, initially in the eastbound direction until the footbridge is replaced. In the meantime, Pilning 3rd stopping train on Sat afternoon sometime between 3:30pm and 5:30pm, and providing platform 1 lighting to enable this service to be used in the winter, and reinstating Pilning to the stations column of their online and printed timetables.
17. Run any additional trains running from Bristol to Bath (MetroWest) on into Wiltshire rather than turning back at newly-built Bathampton facility. Trains leaving Bath headed east are just as busy as trains headed into Bath from the west, and residential building continues apace in Wiltshire at Chippenham and Trowbridge, and also at Westbury, Melksham and Corsham.
18. Futureproofing platforms and rolling stock on the Severn Beach Line, to enable 5-car trains to be used when needed, by ensuring selective door opening and through-train access on the trains and a plan for lighting the platforms for the full 5-car length as demand increases.
19. Restoration of scheduled stops at St Andrews Road, Lawrence Hill and Sea Mills on Severn Beach line;
20. Extension of Severn Beach line commuter services: we request that the 08.03 from Temple Meads and either the 16.03 or 16.35 from Temple Meads run through to Severn Beach instead of turning back at Avonmouth. This would give an hourly peak service to Severn Beach.
21. Plugging the gaps in the Severn Beach Line evening timetable - currently there is 93 minutes (109 minutes on Saturday) between the arrivals at Bristol Temple Meads at 20:34 (from Avonmouth) (20:26 from Severn Beach on Saturday) and 22:07 (22:09 on Saturday) (from Severn Beach); later last train from Temple Meads to Severn Beach.
22. Half hourly services between Filton Abbeywood and Stapleton Road/Lawrence Hill on Saturdays and Sundays (currently only on weekdays), and improving connections with

the Severn Beach line, which are currently poor especially on Sundays. “Unite the City” local through services (eg Bristol Parkway direct to Parson St when the football is on) that minimise the need to change at Temple Meads or minimise connection times at Temple Meads;

23. Provide a later service from Bristol via Bath to at least Chippenham and Swindon, and an earlier service from at least as far back as Swindon to Bristol via Chippenham and Bath. Over 800 people have signed the online petition requiring a train after 11 p.m. from Bristol to Chippenham, and the 06:09 Cross Country train from Bath to Bristol carried around 30 passengers daily / train being withdrawn, levying first arrival in the day from Bath some 30 minutes later. As an example of how this could be done using in the current timetable, the 22:51 arrival into Bristol Temple Meads could be extended at around 23:10 to Swindon, and the 06:30 Bristol Temple Meads to Severn Beach could start back at Swindon at around 05:40.

Suggested signatories:

FOSBR
TfGB
SCRIP
BCC
S Glos
WECA
MPs
Businesses



The Future of MetroWest Phase 3

