

**WEST OF ENGLAND COMBINED AUTHORITY:  
OVERVIEW AND SCRUTINY COMMITTEE  
21 March 2018**

**DRAFT MINUTES**

**Committee Members:**

Councillor Clarke, Bristol City Council (Chair)  
Councillor Pearce, Bristol City Council (Vice-Chair)

Councillor Ball, Bath & North-East Somerset Council  
Councillor Richardson, Bath & North-East Somerset Council  
Councillor Johnson, Bristol City Council  
Councillor Hickman, Bristol City Council  
Councillor Weston, Bristol City Council  
Councillor Gollop, Bristol City Council  
Councillor Hughes, South Gloucestershire Council  
Councillor Morris, South Gloucestershire Council  
Councillor Hockey, South Gloucestershire Council

**Copies to:**

Councillor Blades, North Somerset Council  
Councillor Cave, North Somerset Council  
Councillor Davies, North Somerset Council

<b>1</b>	<b>WELCOME AND EVACUATION PROCEDURE</b> The Chair welcomed everyone to the meeting and advice was given on the fire evacuation procedure.				
<b>2</b>	<b>APOLOGIES FOR ABSENCE</b> Apologies were noted from Councillor Weston, Councillor Ball and Councillor Hickman. Councillor Sandry, substituting for Councillor Ball, was welcomed to the meeting.				
<b>3</b>	<b>DECLARATIONS OF INTEREST UNDER THE LOCAL GOVERNMENT ACT 1972</b> There were no declarations of interest.				
<b>4</b>	<b>MINUTES</b> The Committee considered the minutes from the meeting of 31 January 2018. The following points were raised: <ul style="list-style-type: none"> <li>Councillor Hockey asked that the agenda includes a 'matter arising' section. The Chair agreed to this. <b>ACTION:</b> Helen Edelstyn to add to future agendas</li> <li>Councillor Morris raised a number of issues in relation to the Committee's business. This included access to Advisory Board minutes, and the scrutiny of Invest Bristol and Bath. It was agreed that Councillor Morris would email specific issues relating to the accuracy of the minutes to Councillor Clarke.</li> <li>In view of Councillor Morris' comments above, the Chair agreed to defer the approval of the minutes to the next meeting.</li> </ul> The Committee reviewed the actions from the meeting of 31 January, which will be included in a log to ensure actions are tracked. <table border="1"> <tr> <td>Mayoral, WECA and IBB/LEP Budget: 'Officer to submit a Scrutiny Statement to the WECA Committee meeting on 2 February.'</td><td><b>Actioned</b></td></tr> <tr> <td>Air Quality: 'HE to liaise with James White regarding ensuring that an interim update on air quality is added as an agenda item to the next informal meeting'</td><td><b>Actioned</b></td></tr> </table>	Mayoral, WECA and IBB/LEP Budget: 'Officer to submit a Scrutiny Statement to the WECA Committee meeting on 2 February.'	<b>Actioned</b>	Air Quality: 'HE to liaise with James White regarding ensuring that an interim update on air quality is added as an agenda item to the next informal meeting'	<b>Actioned</b>
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Air Quality: 'HE to liaise with James White regarding ensuring that an interim update on air quality is added as an agenda item to the next informal meeting'	<b>Actioned</b>				
<b>5</b>	<b>ITEMS FROM THE PUBLIC</b> No public questions had been received.  Public statements had been received from Adam Reynolds, Cycle Bath; Itish Popat, Earcloud Ltd; Davie Redgewell, South West Transport Network; Dr Christina Biggs, Friends of Suburban Bristol Railway. The Chair invited attendees to speak in the order that their statements had been received.				
	<b>Adam Reynolds, Cycle Bath</b> Mr Reynolds highlighted that the area does not have a cycling and walking strategy. He is also concerned that the £400m funding which has been suggested is to be split				

	<p>between walking and cycling. Also, there is no focus on active travel in any of the business strategies that WECA is undertaking.</p> <p>The Chair thanked Mr Reynolds for his comments and confirmed that his statement would be appended to the minutes.</p>
	<p><b>Itish Popat, Earlcloud Ltd</b></p> <p>Mr Popat did not submit a statement or attend the meeting.</p>
	<p><b>David Redgewell, South West Transport Network (SWTN)</b></p> <p>Mr Redgewell highlighted the following:</p> <ul style="list-style-type: none"> <li>• Arena Issues: it is very important that both the scrutiny of the West of England Combined Authority (WECA) and the LEP joint board are aware of what Bristol is doing with the arena. He asked the committee to monitor the situation.</li> <li>• Mass transit study: it is important to ensure that this continues.</li> <li>• Buses: it is concerning about the lack of the mention of WECA in bus timetable publicity.</li> <li>• Plans: the South Gloucestershire Local Plan does not show the light rail. This needs checking against the Joint Spatial Plan.</li> </ul> <p>The Chair thanked Mr Redgewell for his comments and confirmed that his statements would be appended to the minutes.</p>
	<p><b>Christina Biggs, Friends of Suburban Bristol Railways (FOSBR)</b></p> <p>Dr Biggs drew the Committee's attention to the following:</p> <ul style="list-style-type: none"> <li>• FOSBR, as a community rail user group, would like to be engaged ahead of consultation so they can understand what input would be required to support proposals such as Pilning station</li> <li>• In relation to proposals to restore commuter rail services to Pilning, FOSBR would like WECA's comments on the FOSBR's evidence attached to the statement</li> </ul> <p>The Chair thanked Dr Biggs for her comments and confirmed that the statement would be appended to the minutes.</p> <p>The Chair commended Dr Biggs and Mr Redgewell on their commitment to public transport and their attendance at the Committee's meetings.</p> <p>The Committee discussed the public statements procedure. There were many differing views as to whether written submissions should be required in advance of public statements. The Committee's interim deputy Monitoring Officer, Gill Sinclair, noted that the Constitution does not require a member of the public to submit a written submission in advance of a public statement; and that any changes to the Constitution would need to be put before West of England Combined Authority. The Committee concluded that the constitutional requirements for public statements should remain the same.</p>
<b>6</b>	<p><b>PETITIONS FROM MEMBERSHIPS</b></p> <p>There were no petitions.</p>

## 7 **PROGRESS REVIEW OF LOCAL ENTERPRISE PARTNERSHIP FUNDING STREAMS (JOINT COMMITTEE BUSINESS)**

Pete Davis introduced the report and provided an update on the Local Enterprise Partnership (LEP) funding streams, including the Local Growth Fund, Economic Development Fund and Revolving Infrastructure Fund. The report highlights any changes since the last report to the Committee in December. The following points were highlighted:

- In relation to the Local Growth Fund (point 3.3 in the report), there are four schemes coming forward for approval decision at the Joint Committee:
  - Junction Improvement Scheme at A39 Benches Garage Junction - Bath & North East Somerset have requested £700,000
  - Clevedon Cultural Quarter: Creative and Digital Business Hub – Curzon Cinema and Arts/Clevedon Chamber of Commerce have requested £1.3m for the acquisition and refit of the vacant Waverley House
  - Grow-On2 Temporary Building
  - Nucleate - Nuclear Futures Open Innovation and Technology Centre
- Appendix 3 of the report details the EDF schemes complete or fully approved
- Outputs and Outcomes of One Front Door Schemes - in relation to the monitoring of projects, Section 6.2 of the report tabulates the current position in terms of job creation and matched funding
- It was explained that as more projects are completed, it will be possible to give greater depth from evaluation reports provided by the projects
- In relation to business rates, there is a requirement to report on business rates retained etc and this is reported to the Committee annually, most recently in December

The Committee raised the following points:

- In Section 6.2 (Page 27) it would be useful to show in relation to the job creations, how many jobs had been expected to be created
- In Section 5.3, Figure 3 in particular the columns for Job outputs forecast/Job outputs to-date (Page 26 in the papers), the Committee appreciated that the jobs are not going to come instantly but it would be useful to have some timelines of what the expectations are. *Pete Davis explained that tracking output and outcomes would draw upon evaluation reports completed in years 1 and 3 post completion, but as these were produced this would provide information on forecast and actual impacts, and the timeline for scheme benefits.*
- Councillor Davis referred to the Local Growth Fund (LGF) Supported Skills Capital Projects in Appendix 6 (page 46 of the papers) detailing how the money was spent. In particular, he mentioned the North Somerset Enterprise Technical College which has had a bad OFSTED report. He would like to know what say do we have in terms of making sure that the college provides a good standard of education? *Pete Davis explained that the college, in this instance, is measured on learning numbers and type that were delivered*

	<ul style="list-style-type: none"> <li>• Councillor Hughes commented on the way in which technical advice and reviews were undertaken. He would like to know who the independent consultants are.</li> <li>• Councillor Cave considered that the report is adequately presented, but is not sure how the Committee scrutinises it. <i>Pete Davis suggested that scrutiny could focus on the business case approval stage and then around scheme changes</i></li> <li>• Cllr Richardson commented that she was happy that there is not anything on the list in relation to B&amp;NES that she was not aware of</li> <li>• Cllr Davis commented that there was a minimal amount of scrutiny in North Somerset. He is happy that the Committee carries out the scrutiny</li> </ul> <p>The Committee made the following general comments in relation to the report:</p> <ul style="list-style-type: none"> <li>• Not all its members were familiar with the terminology, the use of acronyms, the different funds, how they work and what they mean.</li> <li>• It was suggested that it would be useful to have a briefing (not necessarily formally) on how the funds work, to understand the approvals process, scrutiny engagement and how it is being monitored.</li> </ul> <p><b>ACTION:</b> Helen Edelstyn</p> <p>The Committee discussed the process for scrutiny of reports such as these:</p> <ul style="list-style-type: none"> <li>• The Committee's legal advisor explained that the starting point with those projects promoted by the authorities is with committee members' own Councils. These items will have already been through a number of decision making routes.</li> <li>• It was agreed to discuss the scrutiny process at the Committee's next informal meeting. <b>ACTION:</b> Helen Edelstyn</li> </ul>
8	<p><b>ENERGY STRATEGY (JOINT COMMITTEE BUSINESS)</b></p> <p>Helen Edelstyn introduced the report and explained that this was an opportunity for members to consider early outputs from a study on the local energy system. The study is being delivered by Centre for Sustainable Energy (CSE). Simon Roberts (SR), CEO CSE, presented to the Committee the early findings of the study:</p> <ul style="list-style-type: none"> <li>• There is a framework of national policy and practice which sets out that low carbon is the right place for the economic future, eg the National Industrial Strategy, Clean Growth Strategy and the Smart Systems and Flexibility Plan</li> <li>• There is a need to shift to renewables, which currently contributes 25% to national energy generation</li> <li>• 1 in 30 homes have PV (photovoltaic) power on their homes, the aspiration is 1 in 10</li> <li>• We need to be smarter in relation to managing energy demand</li> <li>• Heating is fuelled mostly by fossil fuels</li> </ul>

- There is a doubling every 15 months of electric vehicles on the road, both nationally and within the West of England
- There is a need to ensure that all new build developments achieve their low carbon and smart system capability
- Clear intentions and binding commitments are in place nationally, regionally and locally
- SR outlined the potential near term actions - see his presentation. The priorities emerging from the study need to be tested and agreed locally.

The Committee's comments are summarised as follows:

### **Electric Vehicles (EVs)**

- **Re-charging:**

- Concern was raised over domestic use of power and the need for charging points to be available for people to use overnight. *SR commented that people tend to charge their vehicles when they get home in the evening and this can cause problems. There is still a lot of co-ordination to be done, otherwise with increased usage, it will be hugely disruptive. The supply of charging points will become increasingly important*

- **Purchase of EVs:**

- Does it matter that the vehicle is made in another country? *SR explained that it will be important to consider the supply chain of EVs to meet future demand*
- There was concern over the cost of purchasing an EV and consideration needs to be given to equal access to electric vehicles for all. *SR commented that the study will address the need to tackle economic and social inequalities, so that nobody is left behind.*

- **Low Carbon**

- It will be important to consider low carbon for the poorer in society so they are not excluded. *SR commented that in the private rental sector (PRS) work is being carried out on a national level to ensure that properties have an EPC rating of at least level C by 2030*
- The cost of retrofitting insulation and heating systems can exclude poorer home owners. *SR explained that if wealthier home owners can get involved, in the long run that will help reduce the cost for the poorer home owners. He mentioned that there is a Warmer Bath Initiative with Heritage Builders.*
- Heat decarbonisation should be considered – *SR commented that the study will explore options for decarbonising heat, with electric heating considered a low carbon option*
- It is important to do a lot more with low grade energy for heat pumps that can be used in homes, businesses and storage
- It would be useful if the report could point out some of the obstacles to using low carbon energy, for example the airport dictates where the wind turbines can go in North Somerset. *SRs commented that the Civil Aviation Authority has become more*



	<p><i>sophisticated with its response to wind turbines, building on its experience in Scotland.</i></p> <ul style="list-style-type: none"> <li>• There was concern over the withdrawal of central government subsidies and when these are available, there is a competitive bidding process between neighbouring authorities</li> <li>• It is important that as a local organisation WECA doesn't duplicate work that is already being done by the local authorities in the region. <i>Helen Edelstyn explained that the LEP Energy Strategy does not seek to duplicate work already done or underway within the local authorities. The strategy will draw together local knowledge and expertise and build upon this in partnership with the authorities and local stakeholders</i></li> </ul> <p><b>General comments:</b></p> <ul style="list-style-type: none"> <li>• Concerns were raised in relation to the shift away from diesel to petrol cars actually increasing CO2 emissions. <i>SR explained that by 2030 it will not be possible to buy either types of vehicles</i></li> <li>• Is there anything that could be done to link together the strategies that are not deemed to be planning strategy to enable local authorities to do what's needed in relation to energy?</li> <li>• The Committee would like to know more about how the region is going to achieve the outcomes in view of regional differences</li> <li>• In relation to comments on nuclear energy, <i>SR explained that nuclear energy is not in the scope of the study, as this is considered to be national infrastructure</i></li> </ul> <p>The Chair thanked Stephen Roberts for his presentation and mentioned that the Committee would like to continue to be involved. It would also like copies of the final strategy when it is available.</p>
9	<p><b>WEST OF ENGLAND GREEN INFRASTRUCTURE PLAN UPDATE (JOINT COMMITTEE BUSINESS)</b></p> <p>It was agreed that in the absence of the report author that this report would be initially considered at an informal meeting of the Committee. It would then be put on the agenda for the next public meeting of the Committee.</p>
	<p>The Committee paused. North Somerset Councillors left.</p>

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**LOCAL TRANSPORT PLAN (COMBINED AUTHORITY BUSINESS)**

James White, along with his colleague Bill Davies, introduced the report and explained that a Bus Strategy is a requirement of devolution and an overview document will be published in June 2018.

The strategy will consider options to improve the performance of the bus network, grow passenger numbers and to make the buses more accessible. The plan is to include a fully integrated ticketing service. The transport officers from each of the local authorities and WECA have been brought together into a working group. There has also been a good level of joint working between planning and transport colleagues.

By June 2018 it is hoped that the overview will be ready and more detailed work will be carried out until the end of 2018. There will be several opportunities during this time to report progress to the Committee.

Bill Davies added that there has been recent progress in relation to growing passenger numbers – these have been increasing by around 7% per year. He mentioned that a successor to the Greater Bristol Bus Network (GBBN) major scheme (delivered in 2012) was recommended in the recent Joint Transport Study (JTS) and could play a significant role in the strategy. Whilst a potential delivery framework for improving bus services in the WECA area could be franchising, but a robust and transparent assessment of this option would be needed prior to any decision being made. The team are just starting to engage with operators on their views on challenges to improving bus services.

The Committee made the following comments:

- There is no mention of carbon emissions in the report and how bus journeys are going to impact on this. What are the schemes for air quality management? *The team explained that there had been significant progress in relation to tailpipe emissions from buses. Metrobus has a hybrid drive or equivalent standard and will have an emphasis on gas powered buses.*
- When will Metrobus be launched? *The team explained that Metrobus will be in operation from Spring this year in a phased delivery. The first route to be launched will be from Emersons Green to Bristol city centre, with the Long Ashton Park & Ride to the city centre route to follow and then the core North to South route between Cribbs Causeway and Hengrove Park.*
- Councillor Gollop commented that the GBBN may have contributed to the number of people on the buses but that the main contribution was from FirstBus making a reduction in bus fares. He feels that Metrobus, which is not yet running, should alter the way that people get around Bristol. He asked why we are doing an overview of the bus network before passengers have got used to the existence of Metrobus? *The team explained that whilst there was a number of reasons for passenger growth, including fare reductions, residents parking zones in Bath and Bristol, the increase in insurance costs for younger drivers and fleet investment by operators, GBBN had been a significant milestone at the time by acting as a springboard for investment by operators. The MetroBus network is scheduled to be extended following completion of the first phase in any event, so the overview of the bus network would take account of forecast boardings on MetroBus and the background network produced as part of the modelling to support the business case submissions for the schemes.*
- Supported services – in the rural areas the supported services are not regular enough (ie some are daily), how are we going to get a good estimate of who



	<p>might use the service if there was a better service? Is there a list of supported services available? <b>ACTION:</b> The transport team to investigate and inform the Chair</p> <ul style="list-style-type: none"> <li>• Smart ticketing – the Committee was disappointed to see that smart ticketing is still under consideration. It would also like to see integrated ticketing across the rail and bus service. <i>Officers replied that the availability of the West of England smartcard would be greatly expanded through the rollout of the MetroBus services as ‘iPoints’ would stock them.</i></li> <li>• Councillor Hockey commented that the unitary authorities have historically been dealing with bus issues and the local plans and development control is staying with them – where is the mechanism for interface between the two?</li> <li>• The report refers to costs to finalise the Bus Strategy as being £85,000 until the end of 2019. Will there be additional costs? <i>The team confirmed that £85,000 is the anticipated final cost.</i></li> <li>• Concessionary fares - the Committee was concerned about the lack of concessionary fares usage. It also would like to know what engagement there might be on concessionary fares with town and parish councils and would like to see this in the bus strategy.</li> </ul> <p style="text-align: center;"><b>ACTION:</b> The transport team to investigate and inform the Chair</p>
11	<p><b>AOB</b></p> <p>Councillor Pearce asked for an update on Modern Gov. Lynda Bird said that she is waiting for a date from the supplier for its implementation and will keep him informed of progress with this.</p> <p>The Chair declared the meeting closed at 12.51pm.</p>
	<p><b>Signed:</b></p>   <p><b>Date:</b></p>

## APPENDIX 1 – PUBIC FORUM – STATEMENTS

## APPENDIX 2 – CENTRE FOR SUSTAINABLE ENERGY (CSE) PRESENTATION

## Appendix 1 - Public Forum

### Statements Received

Statements	Name, organisation
1.	Adam Reynolds, Cycle Bath
2.	Itish Popat, Earlcloud Ltd <b><i>Grosvenor Hotel in Bristol</i></b>
3.	David Redgewell, South West Transport Network <b><i>Light Rail around Bristol and Bath</i></b>
4.	Christina Biggs, Friends of Suburban Bristol Railway <b><i>One Plan for Rail in the Wets of England</i></b>

As chair of Cycle Bath, I am actively campaigning for better cycling infrastructure. As a software engineer and data scientist I have been able to leverage my skills to analyse the Census 2011 WU03EW "Location of usual residence and place of work by method of travel to work" data set. I can tell you that of the 153,623(125,908+27,715) Bristol and Bath car commuters, 18.9% [28,989 (24,396+4,593)] live within a 20 minute walk of work, 42.1% [64,678(56,277+8,401)] live within a 20 minute cycle of work, and 61.7% [94,800(83072+11728)] live within a 20 minute electric bike ride of work.

I have already had a meeting last year with Mayor Tim Bowles to emphasise these statistics, highlighting the work Transport For London are doing around Strategic Cycling Analysis (<http://content.tfl.gov.uk/strategic-cycling-analysis.pdf>) as well as presenting the [www.pct.bike](http://www.pct.bike) and [www.cyipt.bike](http://www.cyipt.bike) tools, both of which have been funded by the DfT.

Transport For London recently stated that cycle lanes move 5 times as many people per square metre as car lanes. A single bi-directional protected cycle lane is the equivalent of installing a 5 lane motorway through a city. The investment in gold standard cycle infrastructure in the City of London has resulted in the majority of traffic on the roads now being people cycling.

On top of this we have estimates that congestion is costing Bath and Bristol businesses £55 million per year and costing individuals residents upwards of £1,500 per year in time and costs. We're talking congestion costs reaching almost £300 million per year across Bath and Bristol, and god knows what costs the NHS are occurring due to air pollution and obesity.

Yet WECA transport policy seems to be simply about junction 18A of the M4, buses, and trains. There is no recognition that walking and cycling play any role in tackling congestion. Unlike other regional mayors, there is no dedicated cycling commissioner. Funding for cycling has been bundled with walking, and combined, is only 5% of the budget, or a paltry £400m. The Greater Manchester Mayor has committed to invest £1.5 BILLION in cycling alone.

Cycling as a form of transport offers significant benefits to tackling congestion and improving public health. The Mayor can tackle congestion cheaply by simply identifying all Key Road Network routes where significant numbers are travelling to work by car that could travel to work by bicycle in under 20 minutes and prioritise the building of good separate protected space for walking, cycling, and driving along these routes over the provision of on-street parking.

When will WECA get serious about tackling congestion and improving the health of the population? Where is WECA's cycling vision? Where is our Cycling Commissioner? Where is our Chris Boardman? Where is the commitment from WECA to deliver healthy streets? Why does the mayor seem obsessed with cars, buses and trains, when 60% of workers live within an easy electric bike ride of work? And while we're at it, where's the identification of key cycle routes to schools with upwards of 30% of rush hour traffic being the school run? Why is WECA's transport policies not answerable to Public Health? Why is there nobody from the NHS invited to be involved in defining transport policy?

We are almost one year into Mayor Tim Bowles term in office and cycling simply does not seem to register on his radar as a solution for tackling congestion and improving the health of the population. I can only compare his progress to that of other Mayors and currently it feels glacial and very timid when looking at what other Mayors are achieving.

Statement 2  
**Itish Popat, Earlcloud Ltd**

Mr Popat has not provided a copy of his statement.

Statement 3

**David Redgewell, South West Transport Network**

**Light Rail around Bristol and Bath**

We want to see the budget for the light rail consultation studies in the Greater Bristol area to be fully protected and support the principles of a light rail route to Bristol Airport as a top priority and later to 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, the new Bath Spa College of Art & Design at Weston Lock 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 where possible. The implementation of light rail would help bring the City region into line with EU emission and clean air targets together with the introduction of clean fuel buses and taxi's.

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 other locations where light rail might possibly connect with buses. Across Europe and Greater Manchester/London rapid transit is fully integrated into the bus network.

There should be investment in MetroWest between Westbury, Bath and Bristol currently out for consultation with the DFT as part of the GWR franchise with First Group as the operator until 2022. This could include a business unit for Bristol and Bath, Somerset, Gloucestershire and Wiltshire & Greater Bristol.

SWTN also want to see the GWR franchise kept as one complete business unit and not split up as proposed by the DFT. The GWR IEP electrification programme should also be completed in the shortest possible time to assist with high technology rail job creation opportunities in the region together with the Henbury loop rail project serving the proposed Arena.

There should also be a Greater Bristol business unit within the GWR franchise with devolved powers similar to the West Midlands and Greater Manchester PTE's.

Bus proposals can be included as should future schemes eg light rail integration and the Overground rail project in Bristol.

### **Arena issues**

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

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.

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 is required as part of the new University campus development at Temple Meads.

### **Brabazon hanger option**

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 serving the Arena and 10 minute 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 the City Council, WECA and Bristol Mayor's to address a full integrated transport plan for the Arena similar to those at Manchester Victoria/Wembley.

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

### **Bus network strategy**

There should be no cuts in subsidies but more investment in the local bus network with the Metro Mayor and these issues must be addressed alongside any light rail proposals in Bristol and Bath especially where services like the 16 from Bristol Parkway to Longwell Green via Lodge Causeway have already been cut leaving residents with no buses. The 510/511 bus services in Bristol should also be reinstated as part of an improved orbital bus network together with services 6 & 7 in Bath. The bus network must include evening and Sunday services



Also, 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 should also be retained.

Passengers interchanging between bus/rail routes should have accessible toilet facilities on key routes with money for maintaining/cleaning bus shelters/bus bays. These should include facilities at Shirehampton Green, Eastville Park and Fishponds Park. One way to fund public transport would be to use money raised by parking fees instead of spending it on non transport infrastructure projects like pavement repairs. These toilets are also used by bus drivers and passengers on routes around Bristol. Have any Equalities Impact Assessments been carried out regarding these closures and potential new facilities. Of course in South Gloucestershire, BANES and North Somerset have protected these facilities as part of their transport network.

We remind you that the tourism industry in Bristol is worth £1.3 billion and we do not want the reputation damage to Bristol so these facilities including community toilets and private sector transfers must work.

DAVID REDGEWELL South West Transport Network/TSSA/Railfuture

Statement to West of England Combined Authority Overview and Scrutiny Committee Wednesday 21 March 2018

FOSBR welcomes the One Plan for rail in the West of England endorsed at the Rail in the West conference on Monday 19 March, with its four commitments to investment in infrastructure and new rolling stock, passenger satisfaction, community rail and staffing.

We note, however, that the plan gives no specific locations for station reopening or infrastructure investment beyond some examples given such as Portway P&R and the MetroWest project.

As a community rail user group we therefore continue to commend our FOSBR Rail Plan 2018, and urge that WECA engages with us as a rail user group so that we can understand what evidence is needed in order for WECA to consider including our specific rail proposals as part of the upcoming WECA Joint Local Transport Plan.

We also continue to urge WECA to develop its own location-specific Rail Plan to balance the emerging WECA Bus strategy and to engage with Network Rail and GWR to examine the viability of our proposals.

As an example of this, we would like to draw WECA's attention to the evidence we have submitted to the Great Western Franchise consultation in February 2018 in support of our proposal to restore commuter rail services to Pilning.

Document 1: A cost-benefit analysis by a UWE academic, David Williams, which sets out different scenarios of modal shift and the associated savings in carbon emissions and pollution and the consequent payback time for the £2m footbridge required.

Document 2: A map of the Pilning station environs with the proposed M49 junction

Document 3: An estimate of the possible ridership for Pilning from the Severnside commercial employment area

Document 4: An undertaking from the Cribbs Mall Transport officer to support a bus shuttle from Pilning to Cribbs should the passenger service be restored.

FOSBR welcomes with interest any comments from the Overview and Scrutiny committee.

Christina Biggs (FOSBR Secretary)



# Pilning Station Footbridge Cost Benefit Analysis

February 2018

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Dr David Williams.

## About the Author:

Dr David Williams is a Research Associate at the University of the West of England. Dr Williams has a background in transport planning and assessment for local authorities in the West of England. This work was conducted in Dr Williams' own time for FOSBR and the findings are his own work and do not reflect the views of the University of the West of England.



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# Introduction

The Friends of Suburban Bristol Railways (FOSBR) have requested that a cost benefit analysis be completed to support their case for the installation of a new footbridge at Pilning station in South Gloucestershire, to the north west of the city of Bristol. The case is being made to the GWR Franchise consultation that closes on 21 February 2018. The original footbridge was removed in 2016 as part of Network Rail's electrification programme<sup>1</sup> and it was deemed not cost effective to replace it due to the low number of passengers using the station, with just 230 people using the station in 2016/17<sup>2</sup>. The low number of passengers, up from 46 in 2015/16, is due to the fact that the station is served by just two trains a week, at 0834 and 1534 on a Saturday. Network Rail has estimated that the installation of an equalities compliant bridge at the station will cost £2 million and FOSBR have requested that the installation of this bridge be included within the next stage of the GWR franchise after 2020.

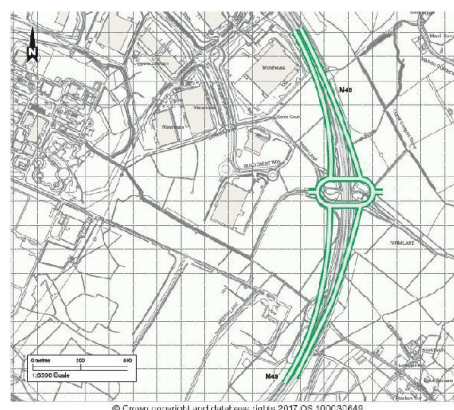
## Feasibility

Since Network Rail's decision not to replace the footbridge in 2016 there have been several changes to transportation within the Greater Bristol area surrounding Pilning Station. Highways England has announced plans to construct a new junction on the M49 motorway that would provide greater access to the station. This new junction provides Bristol City Council with the opportunity to develop a Park and Rail site at the station, reducing trips into Bristol city centre. This is important as Bristol City Council is currently developing options for installing a Clean Air Zone (CAZ) within the city centre to comply air quality standards<sup>3</sup>. Developing Park and Rail facilities at Pilning station, through the construction of a pedestrian bridge and surface level car parking would provide a relatively low cost option compared to the construction of a new Park and Ride site served by buses. The new junction is expected to cost between £25m and £50m, but as yet no date has been set for its construction.

The second change to transportation in the Greater Bristol area is the proposed expansion of *The Mall* at Cribbs Causeway and the associated additional traffic this will have. Pilning railway station is situated 4.8km away from The Mall site. The Transport Review Group for the development's travel plan have stated to FOSBR that if more frequent services were reintroduced to Pilning Station they would consider running a shuttle bus to/from the station to serve their customers who wished to travel by train, rather than car.

The final change comes from the businesses to the south of Pilning Station based at Severnside. SevernNet, a consortia of businesses on at Severnside, are interested in running shuttle buses for their staff to/from the station providing the services meet fit with current shift patterns. All three of these changes suggest that the re-installation of a footbridge at Pilning station should be considered as part of the next GWR franchise as they would provide benefits for

### PROPOSED M49 AVONMOUTH JUNCTION<sup>4</sup>



<sup>1</sup> Sims, A. (2016) [http://www.gazetteseries.co.uk/news/14587196.Rail\\_platform\\_and\\_footbridge\\_set\\_for\\_closure\\_in\\_Pilning/](http://www.gazetteseries.co.uk/news/14587196.Rail_platform_and_footbridge_set_for_closure_in_Pilning/)

<sup>2</sup> ORR (2018) <http://orr.gov.uk/statistics/published-stats/station-usage-estimates>

<sup>3</sup> BBC (2017) <http://www.bbc.co.uk/news/uk-england-bristol-40865101>

<sup>4</sup> Highways England (2017) <http://roads/highways.gov.uk>

travel within the Greater Bristol area.

## Cost Benefit Analysis (CBA)

The Department for Transport's Web-based Transport Analysis Guidance (WebTAG) provides advice on transport modelling and appraisal for highways and public transport interventions. This is based on HM Treasury's Green Book to explore a wide range of impacts from a transport intervention. Rail interventions are based on the same approach. For the purposes of this analysis three scenarios will be tested to demonstrate the benefits of installing the bridge. This will be based on the Carbon Dioxide (CO<sub>2</sub>) and Nitrogen Oxide (NO<sub>x</sub>) reductions from people travelling by train compared to driving within the Greater Bristol area. It is not possible to capture the wider economic benefits or social benefits of this scheme due to the lack of available data. The analysis is therefore designed to demonstrate the benefits in one area, emissions, with the request that WECA conduct a full CBA as part of the Joint Local Transport Plan for the implementation of the bridge in line with its inclusion in the next GWR franchise period.

### Assumptions

As with any model a set of assumptions will be included. These will be outlined below.

The CBA will be based on the assumption that additional train services will be provided to/from Pilning Station by Great Western Railways as part of their next franchise to meet the demands of Severnside businesses and The Mall's customers. The table below includes the proposed services which would include 10 services a day in each direction. This number of services has been used for the CBA as it would provide services to serve shift patterns at Severnside and the majority of the weekend trips to The Mall.

The second assumption is based on the type of car that will be taken off the road. For this scenario the findings are based on a 1.6ltr Diesel Ford Focus, the most popular car in Britain. The Ford Focus emits 114 grams of CO<sub>2</sub> per kilometre<sup>5</sup> and between 0.5 and 0.75 grams of NO<sub>x</sub> per kilometre<sup>6</sup>. The cost of these emissions to the environment is approximately £0.05/kilometre<sup>7</sup>.

The CBA will test the three scenarios.

<sup>5</sup> EU (2015) <https://www.energy.eu/car-co2-emissions/ford.php>

<sup>6</sup> Emissions Analytics (2018) <http://equaindex.com/equa-air-quality-index/>

<sup>7</sup> MyClimate.org (2016) [https://co2.myclimate.org/en/portfolios?calculation\\_id=1045204&localized\\_currency=GBP](https://co2.myclimate.org/en/portfolios?calculation_id=1045204&localized_currency=GBP)





**Scenario 1** – 10 passengers will use Pilning Station/train

**Scenario 2** – 20 passengers will use Pilning station/train

**Scenario 3** – 40 passengers will use Pilning Station/train

An assumption has been made that each of these passengers would travel 40km by car if they were not travelling by train.

The trains currently running this line run on diesel and therefore emit CO<sub>2</sub> and NO<sub>x</sub>. These trains will be running on this line whether they stop at Pilning or not. The level of emissions per service is therefore negligible and has been discounted for the purposes of this analysis. Further research would need to incorporate these figures.

DAY	DIRECTION	APPROX TIME	PURPOSE
MON-FRI	Bristol to Pilning	0530	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	0630	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	0730	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	0750	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	0830	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	1330	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	1430	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	1600	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	1930	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	2030	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	0530	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	0630	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	0730	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	0750	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	0830	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	1330	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	1430	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	1600	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	1930	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	2030	Serving Businesses at Severnside
SAT-SUN	Bristol to Pilning	0930	Serving the Mall
SAT-SUN	Bristol to Pilning	1030	Serving the Mall

DAY	DIRECTION	APPROX TIME	PURPOSE
SAT-SUN	Bristol to Pilning	1130	Serving the Mall
SAT-SUN	Bristol to Pilning	1230	Serving the Mall
SAT-SUN	Bristol to Pilning	1330	Serving the Mall
SAT-SUN	Bristol to Pilning	1430	Serving the Mall
SAT-SUN	Bristol to Pilning	1530	Serving the Mall
SAT-SUN	Bristol to Pilning	1630	Serving the Mall
SAT-SUN	Bristol to Pilning	1730	Serving the Mall
SAT-SUN	Bristol to Pilning	1830	Serving the Mall
SAT-SUN	Newport to Pilning	0930	Serving the Mall
SAT-SUN	Newport to Pilning	1030	Serving the Mall
SAT-SUN	Newport to Pilning	1130	Serving the Mall
SAT-SUN	Newport to Pilning	1230	Serving the Mall
SAT-SUN	Newport to Pilning	1330	Serving the Mall
SAT-SUN	Newport to Pilning	1430	Serving the Mall
SAT-SUN	Newport to Pilning	1530	Serving the Mall
SAT-SUN	Newport to Pilning	1630	Serving the Mall
SAT-SUN	Newport to Pilning	1730	Serving the Mall
SAT-SUN	Newport to Pilning	1830	Serving the Mall

## Calculation

The calculations are based on the use of the station for 363 days of the year, with each person saving 40km of travel by car. The first table shows the financial benefits per day of the three scenarios. With scenario 1 an average of 10 passengers per train there is a £4,000 financial benefit for the local environment due to the emissions saved, with this increasing to £16,000 if there were 40 passengers alighting per train.

NO. TRAIN SERVICES/ DAY	NO. PASSENGERS/ TRAIN	TOTAL PASSENGER S/ DAY	DISTANCE BY CAR SAVED (40KM/ PASSENGER)	CO <sub>2</sub> EMISSIONS SAVED/DAY (114G/KM)	NO <sub>x</sub> EMISSIONS SAVED/DAY (0.625G/KM)	ENVIRONMENTAL SAVING/DAY (£)
20	10	200	8,000km	912kg CO <sub>2</sub>	5kg	£4,000
20	20	400	16,000km	1,824kg CO <sub>2</sub>	10kg	£8,000
20	40	800	32,000km	3,648kg CO <sub>2</sub>	20kg	£16,000

For the year the figures demonstrate that for Scenario 1, 10 passengers per train the environmental benefits would be £1.4m per year, with this increasing to £5.8m for Scenario 3, with 40 passengers per train.

NO. TRAIN SERVICES/ YEAR	NO. PASSENGERS/ TRAIN	TOTAL PASSENGER S/ YEAR	DISTANCE BY CAR SAVED (40KM/ PASSENGER)	CO <sub>2</sub> EMISSIONS SAVED/ YEAR (114G/KM)	NO <sub>x</sub> EMISSIONS SAVED/ YEAR (0.625G/KM)	ENVIRONMENTAL SAVING/YEAR (£)
7260	10	72,600	2,904,000km	331,056 kg CO <sub>2</sub>	1,815 kg	£1,452,000
7260	20	145,200	5,808,000km	662,112 kg CO <sub>2</sub>	3,630 kg	£2,904,000
7260	40	290,400	11,616,000km	1,324,224 kg CO <sub>2</sub>	7,260 kg	£5,808,000

## Summary

The results show that if GWR were to provide 10 services a day to Pilning station and that if each train had 10 passengers either alight or board the service the environmental savings for the West of England area of installing the footbridge at Pilning at the cost of £2m would be paid back in under 18 months. In the most optimistic scenario (Scenario 3) this would be paid back in just under four months, in terms of environmental benefits for the Greater Bristol area.

The findings do not include any calculations of economic or social benefits of implementing this scheme, that would be added to this equation to demonstrate the full benefits.

This report concludes that providing GWR were prepared to run these services and work together with SevernNet and The Mall's transport plan team, it would be possible to provide these services and help reduce emissions CO<sub>2</sub> and NO<sub>x</sub> in the Greater Bristol area.

## Next Steps

The results of this analysis show that the provision of services and a new footbridge at Pilning station have the potential to provide an environmental benefit to the Greater Bristol area in terms of emissions reduction. Therefore this report recommends that the installation of a bridge and the introduction of services be considered for the next GWR franchise period by the Department for Transport.

The installation of the footbridge, additional trains, new junction for the M49 linking to Pilning station and a Park and Rail site to be delivered at the station should also be included for consideration at Pilning as part of the West of England Combined Authority's Joint Local Transport Plan. Once the scheme is included in both these plans it will be possible to conduct a full cost benefit analysis of the schemes to demonstrate the wider benefits the enhancement of this station can provide to the Greater Bristol area moving forward.

## **Cribbs Mall Transport Response to Representation by Christina Biggs**

### **Summary of Representation**

1. Dr Christina Biggs on behalf of Friends of Suburban Bristol Railways identified that the group is lobbying for the reintroduction of daily rail services to Pilning rail station approximately 4.8km from the Mall site. Dr Biggs identified that the station would require the provision of a new footbridge (apparently costed at £2 million) and suggested that the station could be used by those travelling to the Mall from Wales, with the Mall providing a shuttle bus service to collect/drop off visitors.

### **Response to Representation**

2. Regulation 122(2) of the Community Infrastructure (CIL) Levy Regulations, 2010 states that:

*“A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:*

- a. necessary to make the development acceptable in planning terms;*
- b. directly related to the development; and*
- c. fairly and reasonably related in scale and kind to the development.”*

3. The pedestrian footbridge at Pilning rail station is not considered necessary to make the development acceptable in planning terms, nor is it directly related to the development. Furthermore, the cost of provision is not considered to be reasonably related in scale and kind to the proposed development. This measure would therefore not meet the guidance set out in the CIL Regulations 2010, and cannot be required to be provided by the proposed development.
4. With regard to the shuttle bus to Pilning rail station, if the proposed development is granted planning consent the s.106 agreement requires that the Applicants make contributions towards sustainable travel. The use and spending of these contributions will be monitored through the Travel Plan, as overseen by the Transport Review Group (TRG). *If* more frequent rail services are reintroduced to Pilning station, the TRG will be able to consider the suggested shuttle bus measure and whether funding should be made available to support such a service.

**Sent by email to Christina Biggs**

**November 2017**

## Employment density for Severnside Local Area

**Author:** Andrew. G. Short 27/2/17, for Friends of Suburban Bristol Railways.

**Business area: Central park, Western Approach and West Gate.**

HMG document 'Employment Density Guide (3<sup>rd</sup> edition Nov 2015)' issued by the Homes & Communities Agency suggest that a typical density of employees in 'regional Distribution Centres is 77 square metres (M<sup>2</sup>) per person average.

This is per Full Time Equivalent (FTE). This equates to a single shift through the average working week. The occupancy would thus be 2 persons per 77 per M<sup>2</sup> if everyone in every company worked a two-shift system, 3 persons per 77 M<sup>2</sup> for 3 shifts.

Brochures for the business areas quote:

Westgate development overall	4,000,000 sq ft.
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Tesco (not in above) estimated	500,000 sq ft.
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Central park development overall	3,775,000 sq ft.
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Western Approach (estimated)*	3,000,000 sq ft
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( \* Brochure not available 16-1-17).

Red figures below from <http://sites.southglos.gov.uk/insouthglos/enterprise/avonmouth/key-facts/>

Total business building floor area	11,275,000 sq ft.
------------------------------------	-------------------

At 10.7 ft sq per M <sup>2</sup> , this equates to	1,105,400 (1,323,630) M <sup>2</sup>
--	--------------------------------------

At 77 M <sup>2</sup> per person, this equates to some	13,700 (17,190) FTE persons.
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It is assumed that 50% of employees are on the businesses are on 2 shift and 15% on three shift. This equates to:

$(13,700 * 0.35) + (13700 * 0.5 * 2) + (13,700 * 0.15 * 3) = 24,660$  (30,941) FTE persons.

Assuming an occupancy of 3/4 (allowing for vacancies, automation, sickness, business premises vacated, etc.) this gives a level of 18,500 FTE persons.

**Thus on an average day, there could be 18,500 (23,200) persons commuting to and from the three distribution parks** and to be targeted as possibilities for public transport (e.g. a 1% take-up of public transport equates to 185 (232) return journeys per day.

A G Short, Weds 21 Feb 2018



# West of England energy study

West of England Scrutiny Committee

21 March 2018

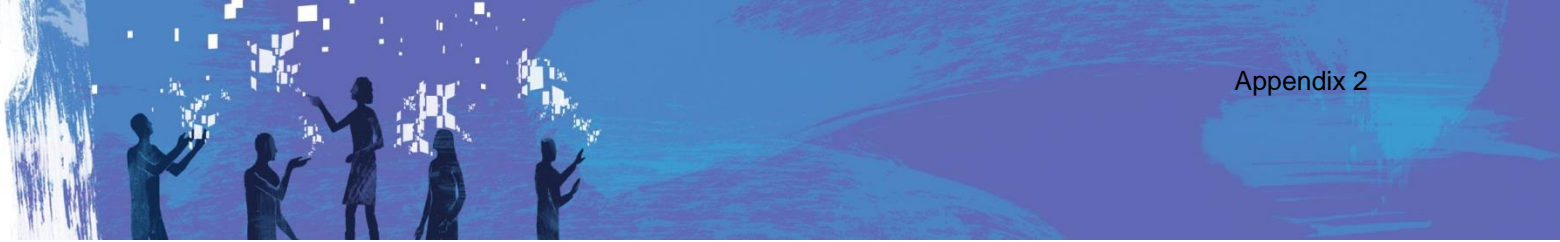
Simon Roberts OBE, Chief Executive



# National policy & practice have right intentions

But...

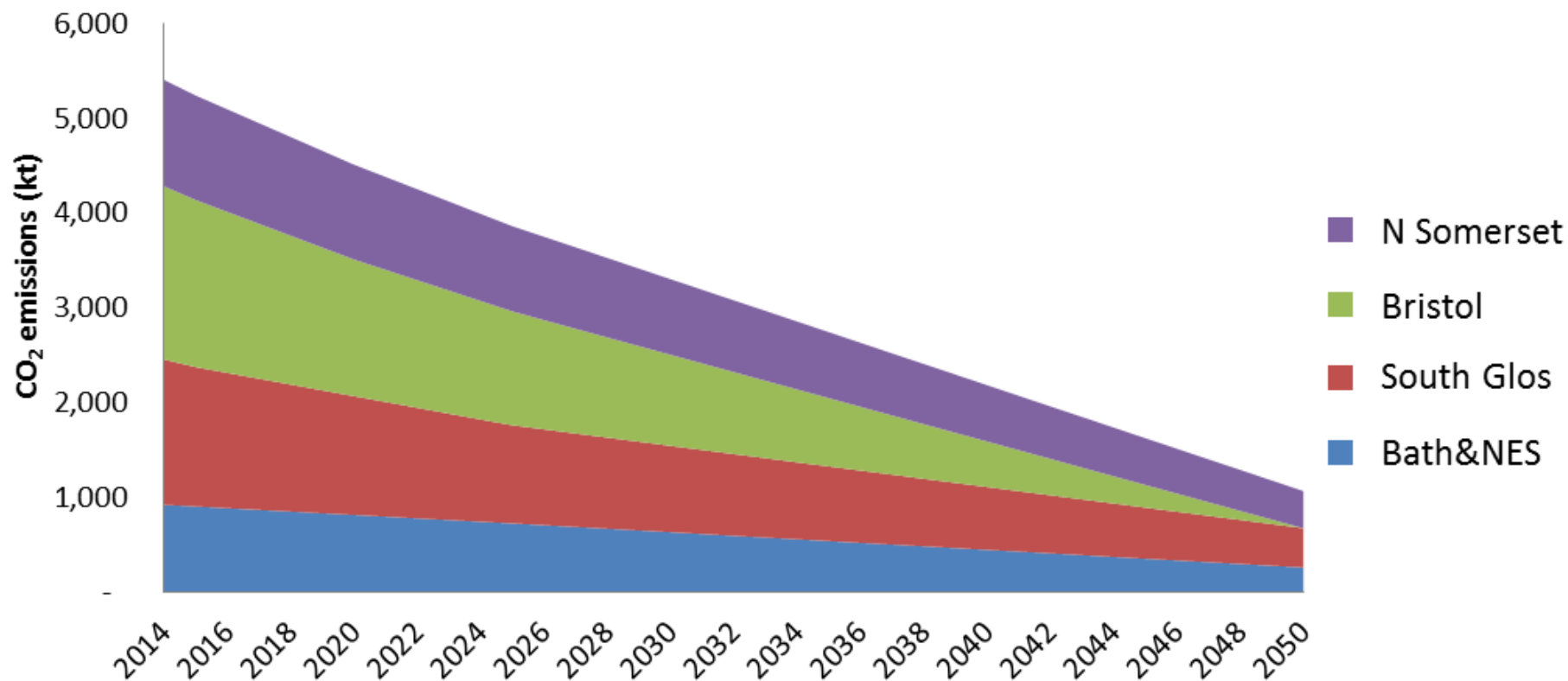


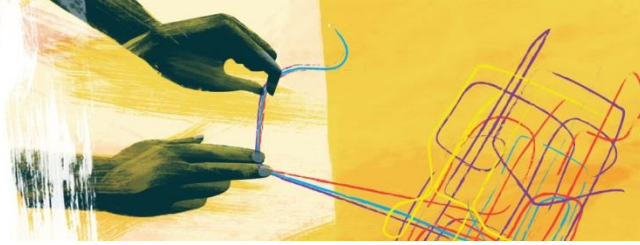


## **We know ‘what needs to be done’ (everywhere)**

- A complete shift to very low and zero carbon electricity, mostly renewable, much of it decentralised
- Smarter and more flexible management of demand, including storage, to enable higher penetration of renewables
- Huge reductions in energy demand in buildings and the equipment and processes within them
- Decarbonisation of heat
- A dramatic rise in use of electric vehicles and other steps to cut the carbon emissions of road transport
- Ensuring new build developments achieve their full low carbon potential and contribute effectively to a smarter energy system

## West of England local authorities' CO<sub>2</sub> emissions reduction commitments to 2050





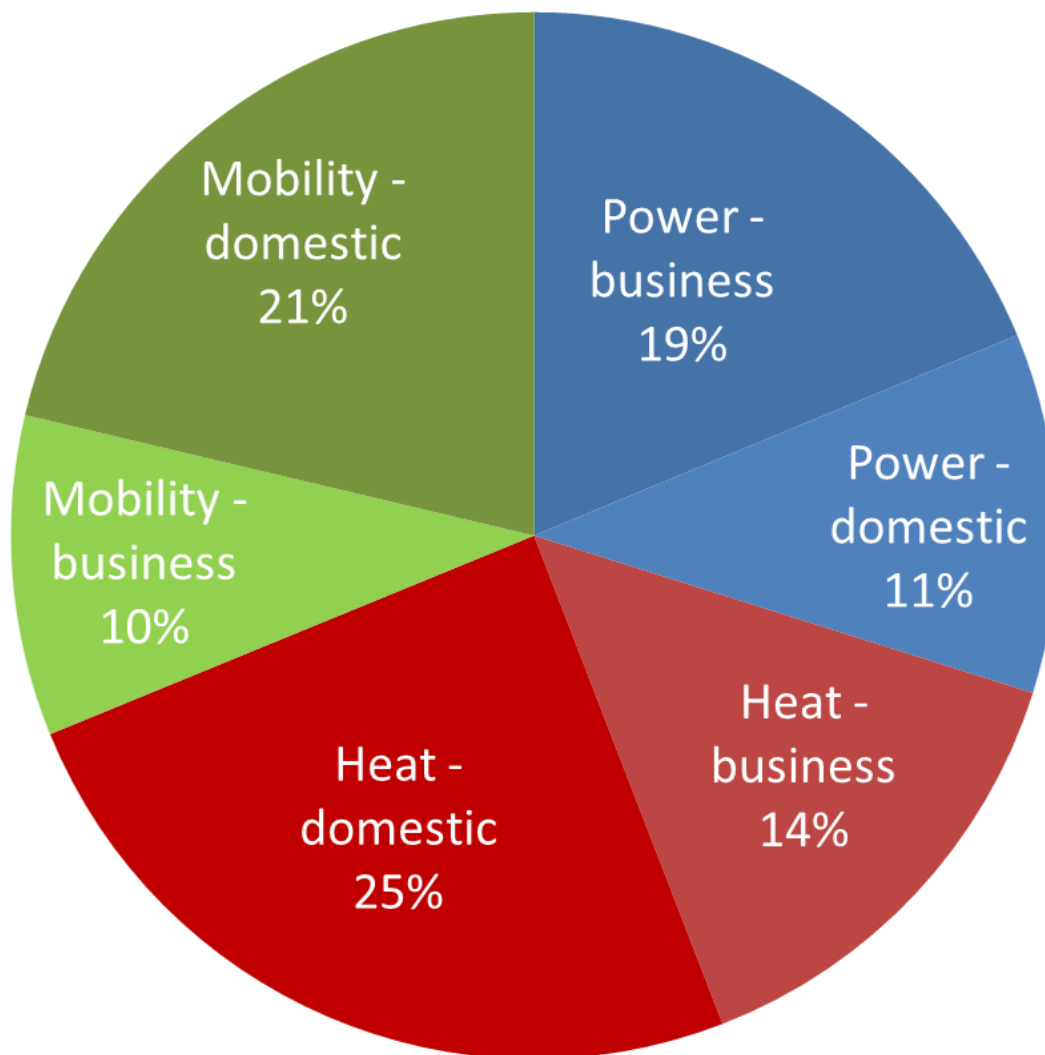
Clear intentions and binding commitments are in place nationally, regionally and locally.

We now need to create the conditions round here in which these can actually be achieved.

That starts with understanding:

- (a) the current context
- (b) the sorts of interventions that will both establish the conditions for future success and capture the benefits of that success for the region's businesses and citizens.

### WoE energy-related carbon emissions by application and sector (2015)





## Potential near term actions *(subject to further testing)*

- Large scale (post subsidy) solar programme – roofs, storage, peer-to-peer trading, local energy markets
- Smart Energy Enterprise Cluster (potential GVA growth leader)
- Home-owner low carbon retrofit supply chain and market accelerator
- Co-ordinated anti-fuel poverty programmes
- Co-ordinated energy management capacity across public sector
- Shared approach to energy efficiency in commercial buildings
- New focus on heat decarbonisation
- EV growth co-ordination (working with WPD)
- Policies across regional and local plans to ensure that all new developments zero carbon & ‘smart enabled’





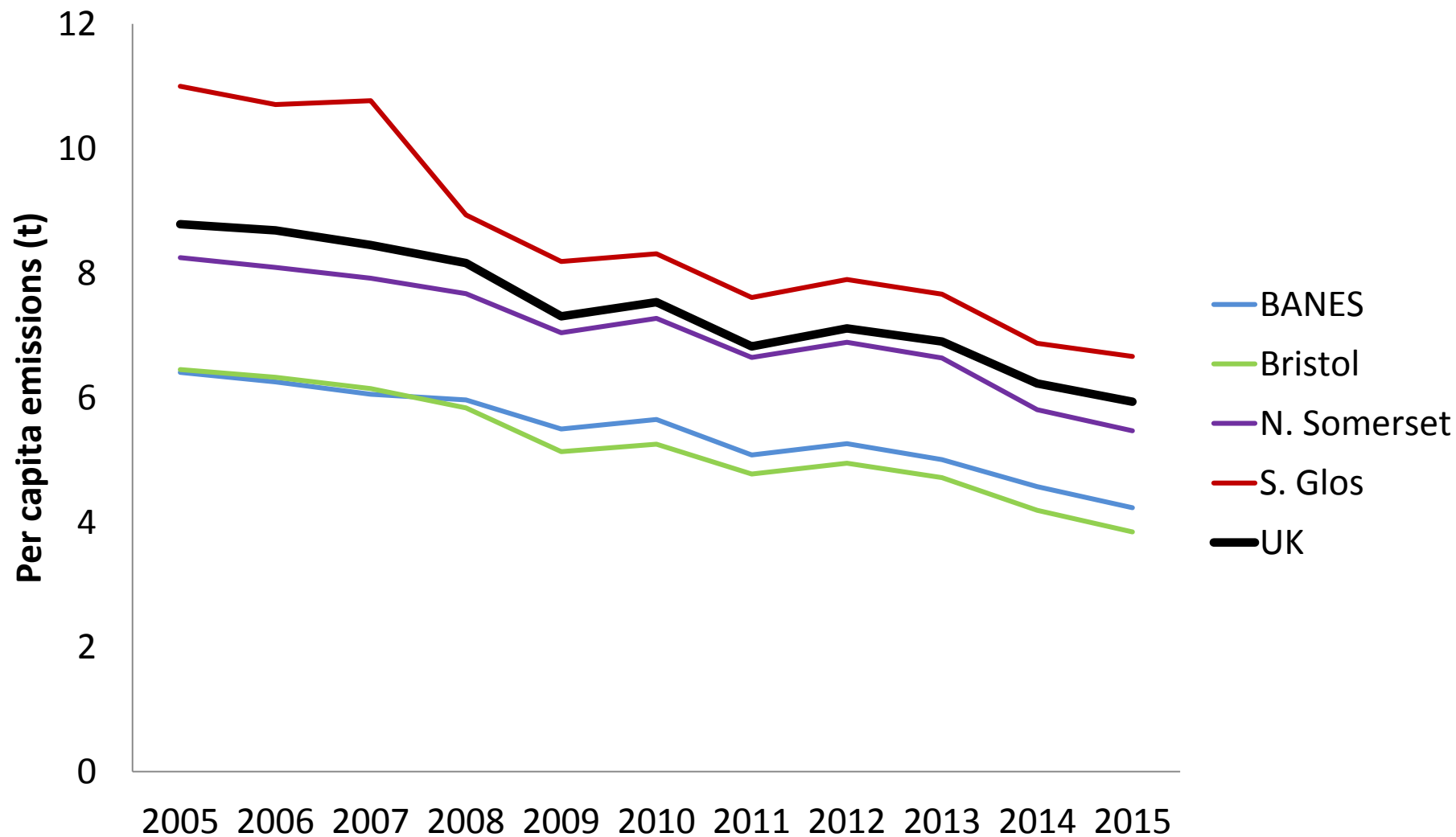
# Thank you

[simon.roberts@cse.org.uk](mailto:simon.roberts@cse.org.uk)

[www.cse.org.uk](http://www.cse.org.uk)

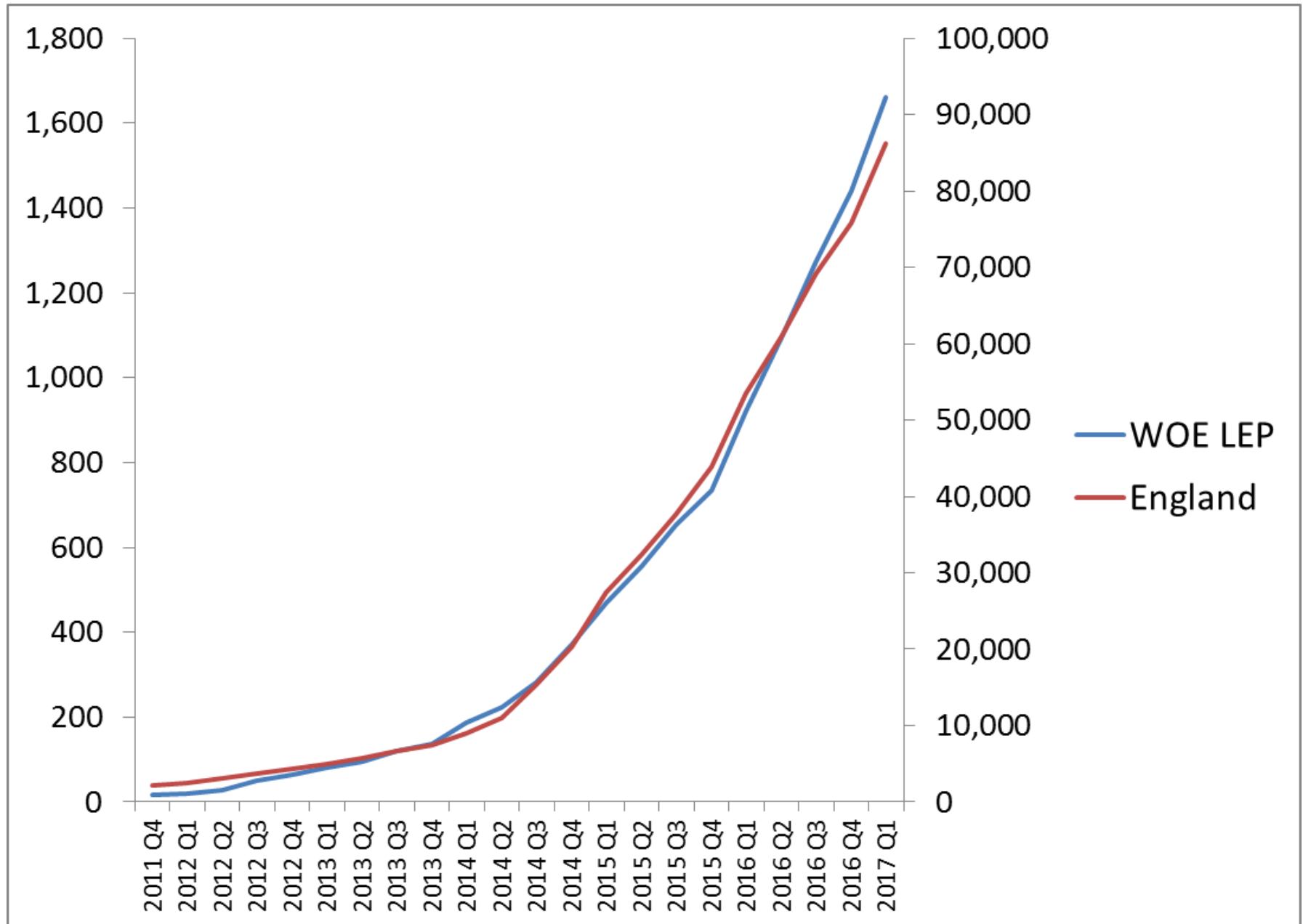
21 March 2018

# Per capita carbon emissions 2005 - 2015: local vs national



# Take up of EVs since 2011: WoE vs England

Appendix 2



## West of England 2015 energy mix (incl. transport)

