

WEST OF ENGLAND

Combined Authority

BATH & NORTH EAST SOMERSET
BRISTOL
SOUTH GLOUCESTERSHIRE

**Minutes of the
West of England Combined Authority
Committee Meeting
Friday 2nd February 2018**

Members:

Mayor Tim Bowles, West of England Combined Authority

Cllr Tim Warren, Bath & North East Somerset Council

Mayor Marvin Rees, Bristol City Council

Cllr Matthew Riddle, South Gloucestershire Council

1.	<p>Welcome & Introductions</p> <p>The Chair welcomed everyone to the meeting, drew attention to the evacuation procedure and reminded everyone that the meeting was being webcast.</p>
2.	<p>APOLOGIES FOR ABSENCE</p> <p>No apologies were received.</p>
3.	<p>DECLARATIONS OF INTEREST UNDER THE LOCALISM ACT 2011</p> <p>None.</p>
4.	<p>MINUTES</p> <p>Decision:</p> <p>That the minutes of the meeting on 7th December 2017 be confirmed and signed as a correct record.</p>
5.	<p>CHAIR ANNOUNCEMENTS</p> <p>The Chair extended his thanks to South Gloucestershire Council for hosting the meeting in Kingswood Civic Centre.</p> <p>He introduced the annual budget meeting agenda which covered the Mayoral and West of England Combined Authority Budget, Treasury and Investment Management and Borrowing Regulations.</p> <p>The Chair explained the 2018-19 budget sets out the plans to invest:</p> <ul style="list-style-type: none">• £17.5m in highways maintenance and transport improvement schemes• £14.7m for continued support for concessionary fares, community transport grants and bus information services.• £2.3m to support social housing tenants already in work into secure, more meaningful and better-paid careers. <p>The Chair noted that the budget report also looks further ahead to 2020-21 and sets out indicative investment over the next four years including:</p> <ul style="list-style-type: none">• £34.2m for major new schemes aimed at getting the region moving, and securing more homes and jobs for local people.• £93 to support the emerging regional strategy – for which WECA will be seeking match funding to enable significant investment in transport. This will focus on suburban rail and more regular services on key routes as well as homes, digital connectivity, business support and improving workforce skills.
6.	<p>COMMENTS FROM CHAIR OF LOCAL ENTERPRISE PARTNERSHIP</p> <p>The Chair welcomed Professor Stephen West and congratulated him on his appointment as the Chair of the LEP.</p>

	<p>Professor West updated the members that the LEP Board had recently been through a process to identify new Board Members, and noted that they had received 55 applications from the business community. He was delighted to announce that 12 new business members have been appointed to the LEP Board, as well as further 12 members who will form an advisory group to the Board. This advisory group will represent significant sectors that are important to the region's economy..</p> <p>The new LEP Board have met for first time and it will be looking at the Local Industrial Strategy and how this will enable delivery of economic growth for the region.</p>
<p>7.</p>	<p>ITEMS FROM THE PUBLIC</p> <p>One question had been submitted. A written response had been provided and is appended to the minutes of the meeting in Appendix 1.</p> <p>The Chair confirmed that 5 statements had been received and invited attendees to speak in the order their statements had been received. All statements are attached in Appendix 2.</p>
<p>7.1-3</p>	<p>David Redgewell spoke regarding transport matters, the importance of Bus and Rail integration system for the region, the need for a bus strategy and to ask that the GWR franchise be kept as one complete business unit and not be split up as proposed by the Department of Transport.</p> <p>The Mayor noted the points raised and thanked Mr Redgewell for his comments</p>
<p>7.3</p>	<p>Christina Biggs spoke and welcomed the budget report which included transport provision. . She felt there was a need to be more ambitious regarding rail in the region and that Rail and Bus integration should be considered.</p> <p>The Mayor noted the points raised and thanked Ms Biggs for her comments.</p>
<p>7.4</p>	<p>Cllr Clive Stevens did not attend to speak in person but his statement is attached to the minutes.</p>
<p>7.5</p>	<p>William Sanzo, Eurotaxi in South Gloucestershire, presented a statement to the Committee. Mr Sanzo spoke of how in his opinion Clean Air is a real issue for the region. He suggested that the region could provide grants or free licences for low carbon cars to encourage taxi firms to purchase more low carbon vehicles.</p> <p>Mayor Bowles noted this is an important issue for the whole region and he is currently in discussion with Mayor Rees, Cllr Riddle and Cllr Warren.</p>
<p>8</p>	<p>PETITIONS</p> <p>None</p>

9.	<p>MAYORAL BUDGET 2018-19</p> <p>The Chair introduced a report requesting the Committee consider and approve a budget in respect of the Mayoral Functions for 2018-19. The Total Mayoral Budget for 2018-19 is estimated at £30.9m and will provide the following items:</p> <ul style="list-style-type: none">• Running costs for the West of England Mayor's Office• An annual provision for future election costs• Provisions of £17.5m funding directly to the constituent councils for Highways and Transport work and improvements.• Investments in feasibility and business case work to bring forward priority infrastructure schemes <p>The chair noted that the funding for the Mayoral budget comes from a combination of retained business rates and the WECA investment fund..</p> <p>The Chair noted that the comments from WECA Overview and Scrutiny Committee from 31 January regarding the Mayoral Budget had been reviewed by the Committee.</p> <p>The Chair moved the recommendations in the report.</p> <p>Cllr Riddle seconded the recommendations.</p> <p>The Chair moved to the vote, and confirmed that in line with the constitution for the two recommendations required a majority vote of the three Local Authorities.</p> <p>On being put to the vote the motion was carried unanimously by the three Local Authorities.</p> <p>Resolved:</p> <ol style="list-style-type: none">1. Approve the Mayoral Budget for 2018/19 together with the funding contribution from the WECA Budget of £3.372M as set out in Appendix 1.2. Agree the specific Highways and Transport Capital Grant allocations totalling £17.572M to the constituent councils for 2018/19 as set out in Appendix 1, Annex 2 (table 2).
10	<p>WECA BUDGET SETTING REPORT FOR 2018-19</p> <p>The Chair introduced a report requesting the Committee consider and approve the WECA Budget for 2018-19. This budget included the provision for Governance, Management and Administration together with considerable funding streams for Infrastructure, Transport and Skills. The Chair noted that this report confirms no additional costs will fall on the constituent councils, and that where possible efficiencies will continue to be sought through optimising the use of existing resources. This report also provides a Medium Term Financial Plan narrative covering the next three years, a proposed Capital Programme and the Pay Policy for 2018-19.</p> <p>The Chair moved the recommendations in the report.</p> <p>Cllr Warren seconded the recommendations. Cllr Warren went on to raise his concerns that work to review Bus Subsidies is moving slowly, however he understood the challenges the Councils are facing for Local Bus Services. He confirmed he was happy</p>

to see this was moving forward and believed it would be more effective for WECA to look after the local bus services to help subsidise services within the area that members of the public require to travel to work.

Cllr Riddle noted his agreement with Cllr Warren and noted the Bus Strategy would be a good example of effective cross boundary working in the region to provide better services and better value for money.

The Chair moved to the vote, and confirmed that in line with the constitution recommendations 1-3 required a unanimous vote by the three Local Authorities. The Chair clarified recommendation 2 is in relation to the year 2018-19.

On being put to the vote the motion was carried unanimously by the three Local Authorities.

Resolved:

1. Agree the Transport Levy to be issued to the constituent councils totalling £14.670M in respect of Transport functions as set out at Appendix 1.
2. Agree that no additional contributions should be requested from the constituent councils to meet the costs of the WECA for 2018-19.
3. Agree the commission and grant arrangements for the delivery of concessionary fares, community transport grants and bus information services from the constituent councils for 2018/19 in accordance with the budgetary provisions set out in Appendix 1.

Recommendation 4 required a majority decision of the three Local Authorities and the Combined Authority Mayor.

On being put to the vote the motion was carried unanimously by the three Local Authorities and the Combined Authority Mayor.

Resolved:

4. Agree that the detailed allocation of Mayoral Capacity Funding will be delegated to the WECA Chief Executive in consultation with the WECA Mayor and the WECA S151 Officer, and in accordance with the grant offer conditions

Recommendations 5-6 required a majority decision of the three Local Authorities.

On being put to the vote the motion was carried unanimously by the three Local Authorities.

Resolved:

5. Agree the WECA capital programme for 2018/19 as set out at Appendix 3 including Approved and Indicative allocations together with the planned sources of funding, and noting that no borrowing is required for 2018/19.
6. Notes that the WECA will continue to operate with limited financial reserves for 2018/19 and that any unforeseen costs will be met in accordance with the options set out in Appendix 1 (Para 9.3).

Recommendation 7 required a unanimous decision of the three Local Authorities and is a named vote which was taken in alphabetical order. The Chair noted for clarification this recommendation is in relation to 2018-19.

Cllr Tim Warren voted in favour.

Mayor Marvin Rees voted in favour.

Cllr Matthew Riddle voted in favour.

On being put to the vote the motion was carried unanimously by the three Local Authorities.

Resolved:

7. Approve the WECA Budget for 2018/19 as set out at Appendix 1.

Recommendation 8 required a majority decision of the three Local Authorities and the Combined Authority Mayor.

On being put to the vote the motion was carried unanimously by the three Local Authorities and the Combined Authority Mayor.

Resolved:

8. Approve the Pay Policy Statement as set out at Appendix 4

The Chair expressed his thanks for all the work going on behind the scenes at all constituent councils and at the West of England Combined Authority offices to produce these reports.

11. TREASURY MANAGEMENT STRATEGY STATEMENT AND INVESTMENT STRATEGY 2017-18

The Chair introduced a report seeking approval for a Treasury Management and Investment Strategy which was in accordance with the Chartered Institute of Public Finance and Accountancy Code of Practice. It was noted that WECA is required to approve this before the start of each financial year.

The Chair also explained the Committee were being asked to note that the relevant budget proposals for 2018-19 will be based upon the assumptions and indications these included.

The Chair moved the recommendations in the report.

Mayor Rees seconded the recommendations.

The Chair moved to the vote, and confirmed that in line with the constitution for recommendation 1-2 required a unanimous decision of the three Local Authorities.

On being put to the vote the motion was carried unanimously by the three Local Authorities.

	<p>Resolved:</p> <ol style="list-style-type: none">1. Approve the proposed Treasury Management Strategy Statement at Appendix 1.2. Approve the Investment Strategy as detailed in Appendix 2. <p>For recommendation 3 all three Local Authorities and the combined Authority Mayor noted this item.</p> <p>Resolved:</p> <ol style="list-style-type: none">3. Note that the relevant Budget proposals for 2018/19 will be based upon the assumptions and indicators set out in these strategies.
12	<p>COMBINED AUTHORITIES BORROWING REGULATION</p> <p>The Chair introduced a report seeking the Committee's consent to the Combined Authority Borrowing Regulations, including the setting of a borrowing cap for the West of England Combined Authority. The report set out that the Government plans to bring forward regulations to come into force for the financial year 2018-19 to extend borrowing powers for all functions of the combined authority. Combined Authorities will have a maximum annual borrowing limit agreed with Treasury. The proposed cap for WECA will not exceed £120m by 2010-21.</p> <p>It was noted within the report that this is a maximum limit and not a commitment or expression of intention to borrow. Further, any proposed borrowing for WECA is subject to the unanimous consent of the constituent councils as part of the annual budget setting process.</p> <p>The report request the Committee's consent to the Combined Authorities Borrowing Regulations and to delegate authority to the Chief Executive to implement this.</p> <p>Tim Richens, Interim Director of Investment & Corporate Services, noted the borrowing limit would start in 2018-19 and would not be in effect until the 2019-20 budget.</p> <p>The Chair moved the recommendations in the report.</p> <p>Cllr Riddle seconded the recommendations.</p> <p>The Chair moved to the vote, and confirmed that in line with the constitution for recommendation 1 required a unanimous decision of the three Local Authorities.</p> <p>On being put to the vote the motion was carried unanimously by the three Local Authorities.</p> <p>Resolved:</p> <ol style="list-style-type: none">1. Give consent to the Combined Authorities Borrowing Regulations

	<p>The Chair moved to the vote, and confirmed that in line with the constitution for recommendation 2 required a unanimous decision of the three Local Authorities and the Combined Authority Mayor.</p> <p>On being put to the vote the motion was carried unanimously by the three Local Authorities and the Combined Authority Mayor.</p> <p>Resolved:</p> <ol style="list-style-type: none">2. Delegate to the Chief Executive, authority to make all related decisions and provide written authority to the Secretary of State of consent to the Combined Authorities Borrowing Regulations.
13	<p>HIGHWAYS AND TRANSPORT CAPITAL GRANTS – SUPPLEMENTARY ALLOCATIONS 2017-18</p> <p>The Chair introduced the report which asked the Committee to consider and approve a supplementary grant funding allocation for 2017-18 in respect of Mayoral Functions. The Chair noted this additional funding is in relation to the Pothole Action Fund, for which further funding was announced by the Department for Transport as part of the budget statement in November 2017. The Formal confirmation of the funding is expected later in February 2018 and it was anticipated to be £646k, and it is proposed this would be allocated directly to the constituent councils in line with the Department for Transport formula.</p> <p>The Chair moved the recommendations in the report.</p> <p>Mayor Rees seconded the recommendations.</p> <p>The Chair moved to the vote, and confirmed that in line with the constitution for recommendation 1 and 2 required a majority decision of the three Local Authorities.</p> <p>On being put to the vote the motion was carried unanimously by the three Local Authorities.</p> <p>Resolved:</p> <ol style="list-style-type: none">1. Approve the Mayoral allocations of Pothole Action Fund grants totalling £648K to the constituent councils as set out in the table at paragraph 3.3 above.2. Request the S151 Officer to make corresponding adjustment to the Mayoral Budget for 2017/18 together with the associated capital grants.

<p>8.</p>	<p>ANY OTHER ITEM THE CHAIR DECIDES IS URGENT</p> <p>There were no urgent items.</p> <p>The Chair thanked all the members and officers from the Local Authorities and WECA for their hard work and highlighted the work of the other committees such as the Advisory Boards and Overview and Scrutiny who have provided contribution to these committees.</p> <p>Mayor Rees noted the GKN hostile takeover and suggested this be brought for further discussion at the Joint Committee. He noted the Aerospace sector is very important to the region for the economy and jobs and the LEP and West of England region need to discuss how to respond.</p> <p>The Chair extended thanks to Members and Officers and declared the meeting closed at 10.48am.</p>
	<p>.</p> <p>Signed:</p> <p>Date:</p> <p>Chair, West of England Combined Authority</p>

APPENDIX ONE – PUBLIC QUESTIONS WITH ANSWERS

APPENDIX TWO – PUBLIC STATEMENT

Public Forum – Question with answer

Paul Wheeler

WECA Committee

The research body Centre for Cities has recently published a study showing the beneficial impact after five years of a Workplace Parking Levy in Nottingham. The levy raises £9 million a year for Nottingham City Council to invest in public transport improvements. The Council has used this to lever in additional match funding investment of £3-4 for every £1 invested for levy revenue. Nottingham is the only core city where congestion on A roads in the morning rush hour has fallen since 2012 and during the time since the levy was introduced CO2 emissions in the city have fallen by a third. The benefits of introducing a Workplace Parking Levy have also been recognised by Cambridge and Oxford Councils, which are in the process of bringing in WPL schemes in those cities. Combined authorities such as the West of England Combined Authority do not have the legal power to introduce a Workplace Parking Levy across their area, but the Mayor could take the lead in encouraging and co-ordinating work with the three Council leaders to investigate introducing WPL schemes in each of their authority areas.

Will the Mayor give a commitment to look at the Centre for Cities study on Nottingham's experience and bring a report back to the WECA committee for discussion later this year?

Paul Wheeler

Answer:

The West of England Joint Transport Study (JTS) was endorsed by our Joint Committee on 30 October 2017. The report is available at the following weblink address <https://www.westofengland-ca.gov.uk/wp-content/uploads/2017/10/Joint-Committee-Full-Papers-30-October-for-WEBSITE.pdf> and go to p51.

The report sets out an ambitious investment programme to address current challenges on the network and accommodate future growth in a sustainable manner. Chapter 13 of the Final Report includes a commentary on potential funding sources and notes that consideration should be given to the potential role of fiscal restraint measures (workplace parking levies and road user charging) to help fund the investment programme.

The JTS will inform the forthcoming Joint Local Transport Plan (JLTP) for consultation in Summer 2018. The JLTP will set out an updated major scheme programme taking account of the recommendations in the JTS including funding options.

Public Forum

Statements Received

Statement	Name, organisation
1	David Redgewell, South West Transport Network, TSSA and Director of Bus Users (UK) <i>Comments from South West Transport Network on the Joint Spatial/ Transport Plan</i>
2	David Redgewell, South West Transport Network, TSSA and Director of Bus Users (UK) <i>Transport Plan and Brabazon Hanger</i>
3	David Redgewell, South West Transport Network, TSSA and Director of Bus Users (UK) <i>West of England Transport and Greater Bristol Health Policy</i>
4	Christina Biggs, Friends of Suburban Bristol Railways <i>Suggestions for Great Western Franchise 2020</i>
5	Cllr Clive Stevens <i>Industrial Strategy</i>

Statement 1

David Redgewell, SWTN

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

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 2
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

Temple Meads Arena will 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.

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 and 10 minute shuttle bus service on main routes to the Arena.

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 address.

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 3

David Redgewell, SWTN

West of England Transport and Greater Bristol Health Policy

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.

SWTN 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.

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

We note with concern the complete closure of public toilets in Bristol on showcase bus corridors including the Bearpit, Fishponds Park, Eastville Park and Shirehampton affecting passengers interchanging between bus/rail routes.

DAVID REDGEWELL SWTN/TSSA

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:

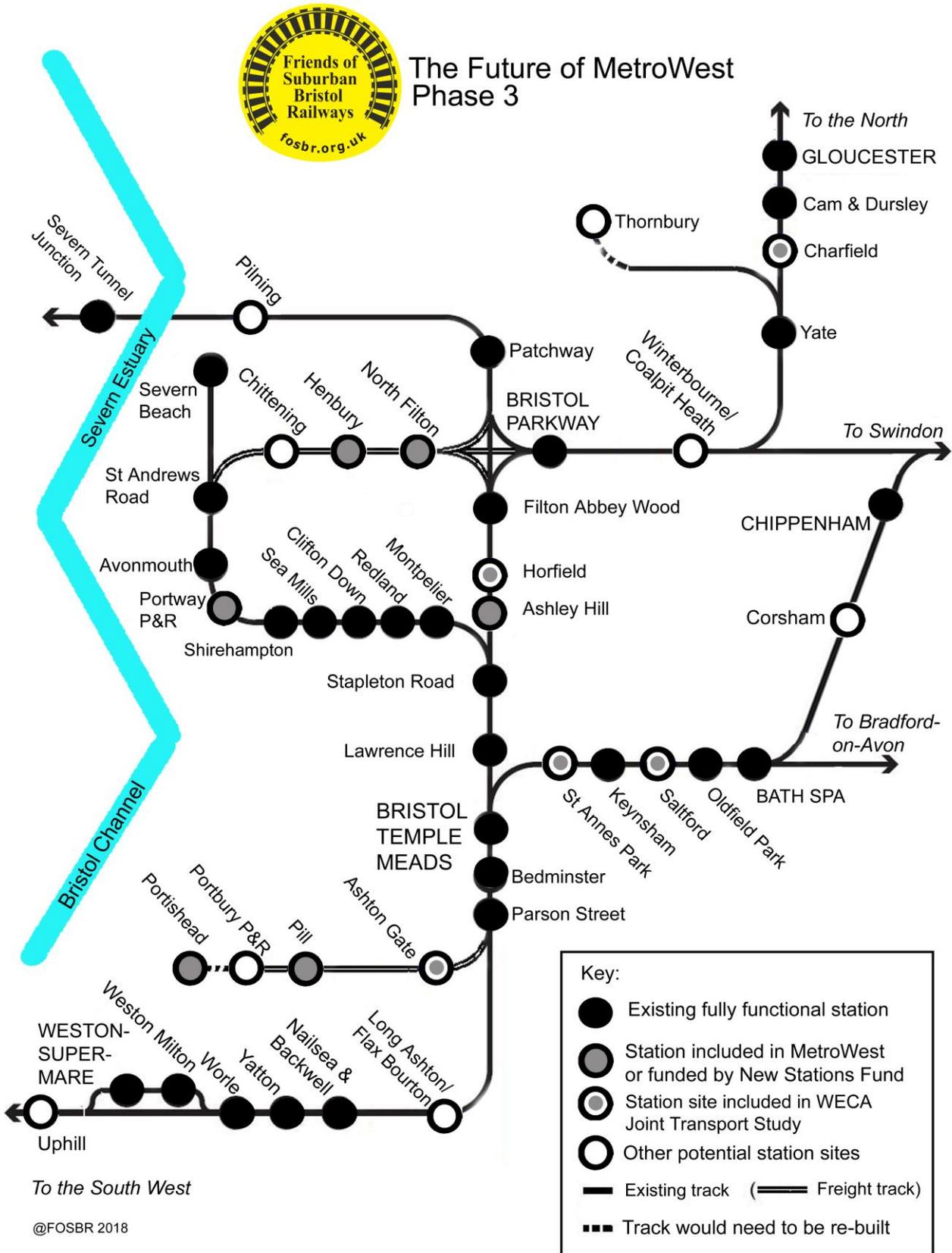
13. Supporting delivery of MetroWest Phase 1 and 2, and planning for future phases of MetroWest, such as rail plans in the WECA Joint Transport Study and our own suggestions for MetroWest Phase 3.
14. Completing a 30 minute frequency to all currently operational stations not already in MetroWest Phase 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



FOSBR Rail Plan 2018 – a short walk, cycle or bus hop to your local station



A half-hour train service to existing stations:

- **Visible suburban stations** with convenient amenities;
- **Longer** trains with more seats and **room for cycles**;
- Park and Ride, nearby bus stops and real-time bus timetable information on the station platform;
- multi-modal **smart ticketing**, with guards for safety;
- Delivery of MetroWest Phase 1A **half-hour train service between Avonmouth and Bath**;
- A reliable **hourly service to Severn Beach**;
- 30 min service for Patchway, Parson St and Bedminster;
- Future15 or 20 minute frequency.

Robust infrastructure to unlock capacity:

- Filton Bank four-tracking and Bristol East Junction;
- Electrification to Bristol Temple Meads;
- Extra platforms and bus hub at Temple Meads;
- Selective double-tracking of Severn Beach Line;
- Replace footbridge at Piling for Severnside commuters;
- Battery, hybrid or hydrogen-fuelled local trains.

Reopening stations across the network:

- Deliver Portishead line with an initial hourly service with planning for half-hour service;
- Henbury Spur planning to allow for Henbury Loop;
- Welcoming WECA's proposals for Horfield, St Anne's, Salford, Ashton Gate & Charfield;
- Consideration of further stations at Coalpit Heath, Chittening, Uphill/Locking, Corsham & Long Ashton;
- Exploring an extension of Tytherington line to Thornbury.

Statement 5

Cllr Clive Stevens, Bristol City Council

INDUSTRIAL STRATEGY

I am pleased that the UK now has an industrial strategy, one that means we can focus on value adding industries which bring prosperity to employees as well as shareholders rather than no strategy which tended towards prosperity for shareholders at the expense of employees.

It lists four big challenges, one of which is clean growth; a very exciting prospect and one the UK is well suited for because our manufacturing base is relatively low compared with most other countries. Comparative advantage is at the core of national wealth generation and a sector that designs products that last longer, that can be upgraded, repaired and have a lower footprint brings benefits to the environment and the consumer too.

This should be something that all the universities in Bristol and Bath can support us with and indeed I have just written a case study for 3rd Year engineers at Bath University that combines the drive to Clean Growth and Future Mobility.

Please ensure WECA embraces these four grand challenges and especially clean growth which should really be the overarching theme encompassing the other three.

In practice I would imagine Scrutiny should set up a regular review of WECA and perhaps its constituent Authorities reviewing WECA's support for these "big four" strategy challenges. An annual report on capital investment, assistance to start ups, community initiatives, university R&D, spin outs and other initiatives and being open about successes and failures towards transforming our economy. This also means encouraging demand for such technologies, for it is rare for business to succeed without a local and home market. Clean growth support would cover not just energy generation, but industries and supply chains too. Restructuring the economy from manufacture, use, throw away business models to new models based on repair, design for reuse, extended life and service.

More controversially WECA will need to decide whether to disincentivise demand and support for non-clean growth industries.

We are taking the first teetering steps to entering a sustainable world that doesn't need three planets worth of resources. WECA should lead our region that direction, review previous investments against these new criteria, and publish its own local industrial strategy based on these four big challenges.

Cllr Clive Stevens, Clifton Down ward (and Lecturer at Bath University)