

WEST OF ENGLAND
Combined Authority

Minutes of the meeting of the West of England Joint Committee 7 December 2017

Members:

Cllr Tim Warren, Bath & North East Somerset Council
Mayor Marvin Rees, Bristol City Council
Cllr Nigel Ashton, North Somerset Council
Cllr Matthew Riddle, South Gloucestershire Council
Mayor Tim Bowles, West of England Combined Authority

<p>1.</p>	<p>Welcome & Introductions</p> <p>John McCormack, Interim Monitoring Officer for WECA, introduced the first item of business, to elect a chair for this meeting as apologies had been received from Cllr Matthew Riddle (Chair) and Mayor Marvin Rees (Vice-Chair).</p> <p>Cllr Nigel Ashton nominated Cllr Tim Warren as Chair, this was seconded by Mayor Tim Bowles.</p> <p>Cllr Tim Warren took the Chair and welcomed everyone to the Conference Hall in Bristol for the third meeting of the West of England Joint Committee. He introduced his colleagues Cllr Craig Cheney, Deputy Mayor of Bristol City Council, Cllr Toby Savage Deputy Leader of South Gloucestershire Council, Cllr Nigel Ashton, Leader of North Somerset Council and Mayor Tim Bowles of the West of England Combined Authority.</p> <p>The Chair drew attention to the fire evacuation procedure and reminded attendees that the meeting was being webcast live, and that a recording would be available on the website following the meeting.</p>
<p>2.</p>	<p>APOLOGIES FOR ABSENCE</p> <p>Apologies had been received from Mayor Marvin Rees of Bristol City Council, Cllr Matthew Riddle, Leader of South Gloucestershire Council and Professor Stephen West, Chair of the West of England Local Enterprise Partnership.</p>
<p>3.</p>	<p>DECLARATIONS OF INTEREST UNDER THE LOCALISM ACT 2011</p> <p>None were declared.</p>
<p>4.</p>	<p>MINUTES</p> <p>Resolved: That the minutes of the meeting on 30th October 2017 were confirmed and signed as a correct record.</p>
<p>5.</p>	<p>CHAIR’S ANNOUNCEMENTS</p> <p>The Chair thanked Mayor Rees, Cllr Cheney and colleagues at Bristol City Council for hosting the Joint Committee and confirmed that the following items would be considered at the meeting:</p> <ul style="list-style-type: none">• To consider allocations of funding through the Local Growth and Revolving Infrastructure Funds for schemes across the West of England.• To endorse the proposed approach to the consultation on the new Joint Local Transport plan.• To approve the submission of a bid to the Department for Transport for funding for MetroWest Phase 1, Stage B which would see the introduction of an hourly service to Portishead.

6.	COMMENTS FROM CHAIR OF LOCAL ENTERPRISE PARTNERSHIP Professor Stephen West had sent his apologies for this meeting. The Chair thanked Professor West for his work to date with the Local Enterprise Partnership and LEP Board.
7.	ITEMS FROM THE PUBLIC The Chair thanked everyone who had submitted items to the public forum. The Chair confirmed that no questions had been received. The Chair confirmed that 6 statements had been received and invited attendees to speak in the order their statements had been received.
7.1	David Wallace, The Helicopter Museum Mr Wallace was not in attendance. His statement regarding funding for the Helicopter Museum is appended to the minutes of the meeting.
7.2	Robert Crockford Mr Crockford addressed the committee and spoke about his experience within rail for the Southern Region (SR) and his findings in the SR Economic and Planning Research Office. He expressed concern that in his view Gloucestershire generates the fewest rail journeys per head per annum in the region. He welcomed the opportunity for joined up public transport for the region through MetroWest. The Chair thanked Robert Crockford for his comments and confirmed that his statement would be included with the minutes of the meeting.
7.3	Christina Biggs, Friends of Suburban Bristol Railway Ms Biggs addressed the committee and expressed concern that in her opinion many schemes had not been included in the Joint Transport Study, for example the Thornbury Line and Henbury Loop. She was concerned that there might not be enough infrastructure for the number of planned housing. She felt that the West of England Combined Authority should develop a regional rail plan as part of the Joint Local Transport Plan. The Chair thanked Christina Biggs for her comments and confirmed that her statement would be included with the minutes of the meeting.
7.4	Steve Maslin Mr Maslin addressed the committee and expressed concerns that in his opinion strategic opportunities were being missed when considering the health, wellbeing, living, education, employment and economic implications of project decisions. He believed a West of England Inclusive Sustainability Unit should be

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	<p>created to support public sector, to provide technical support in relation to wellbeing of diverse people within the region, and to help public sector organisations to address short term and long-term costs.</p> <p>The Chair thanked Steve Maslin for his comments and confirmed his statement would be included with the minutes of the meeting.</p>
7.5	<p>David Redgewell, South West Transport Network, TSSA and Director of Bus Users (UK)</p> <p>Mr Redgewell addressed the committee to express his concerns regarding accessibility to Bristol Temple Meads for disabled people, luggage and mothers with buggies. He also expressed concerns with regards to transport security and urged for Committee to speak with the Transport Police for all public transport including MetroBus. He spoke about his view that MetroBus should be integrated with rail at Bristol Parkway station and MetroWest, and the need to work closely with Network Rail regarding franchising. He also raised concerns about negative reporting of MetroBus.</p> <p>The Chair thanked Mr Redgewell for attending this meeting and for his comments, and confirmed his statement would be included with the minutes of the meeting.</p>
	<p>The Chair thanked everyone who had spoken at the public forum, and those who had submitted statements but had been unable to join the meeting. He confirmed that all statements would be appended to the minutes of the meeting.</p>
8.	<p>PETITIONS</p> <p>No petitions were presented.</p> <p>.</p>
9.	<p>LEP ONE FRONT DOOR FUNDING PROGRAMME</p> <p>The Chair introduced a report seeking approval for funding through the Local Growth Fund and Revolving Infrastructure Funds for schemes across the West of England, together with change requests relating to schemes within the One Front Door programme. He noted this was an opportunity to encourage economic growth within the region.</p> <p>No members spoke on the item.</p> <p>The Chair moved the recommendations and moved to the voting, which was in line with the constitution.</p> <p><u>Recommendations 1-5</u></p> <p>The Chair confirmed that the voting on these recommendations was a majority vote for the four local authorities and the West of England Combined Authority Mayor.</p> <p>Cllr Nigel Ashton seconded the recommendations.</p>

	<p>On being put to the vote the motion was carried unanimously by the four local authorities and the West of England Combined Authority Mayor.</p> <p>Resolved:</p> <p>The West of England Joint Committee agreed to:</p> <ol style="list-style-type: none"> 1. Approve the Bristol SETsquared Centre Urgent Expansion Full Business Case. 2. Request a Full Business Case for the Hive 2, noting the current overprovision of the LGF. 3. Request that an updated Outline Business Case for the Somer Valley Business Centre is produced when the scheme is better defined, noting the current overprovision of the LGF 4. Subject to a) the project establishing the final State Aid position, and b) further clarification of the economic impact, the Vertical Growth project is added to the pipeline should funding become available. 5. Approve the change requests for LGF schemes set out in Appendix 2. <p><u>Recommendations 6 and 7</u></p> <p>The Chair confirmed that the voting on these recommendations was a majority vote by the four local authorities</p> <p>Cllr Nigel Ashton seconded the recommendations.</p> <p>On being put to the vote the motion was carried unanimously by the four local authorities.</p> <p>Resolved:</p> <p>The West of England Joint Committee agreed to:</p> <ol style="list-style-type: none"> 6. Approve the Full Business Case for the South Bristol SUD Intermediate Body with the condition that Technical Assistance funding is secured from the European Regional Development Fund (ERDF). 7. Approve the change requests for EDF and RIF schemes set out in Appendix 3.
<p>10.</p>	<p>WEST OF ENGLAND JOINT LOCAL TRANSPORT PLAN CONSULTATION PLAN</p> <p>The Chair introduced a report requesting the committee endorse the proposed approach to consultation on the new Joint Local Transport Plan. He noted the report details the proposed approach in which has been developed with officers from the local councils and West of England combined Authority and aims to engage as widely as possible, in particular with younger people. He noted that this was a fantastic opportunity to join up transport within the region.</p>

	<p>No members spoke on the item.</p> <p>The Chair moved the recommendation and confirmed that the voting on this recommendation required the unanimous decision of the four local authorities.</p> <p>Cllr Toby Savage seconded the recommendation</p> <p>On being put to the vote the motion was carried unanimously by the four local authorities.</p> <p>Resolved:</p> <p>The West of England Joint Committee endorsed the Joint Local Transport Plan consultation plan.</p>
<p>11.</p>	<p>METROWEST PHASE 1 UPDATE AND FUNDING</p> <p>The Chair introduced a short report providing an update on MetroWest Phase 1 and requesting approval to submit a bid to the Department for Transport for additional capital funding for MetroWest Phase 1 Stage B, subject to a gateway sign off by the Joint Committee in July 2018.</p> <p>The Chair expressed the need to improve rail for the region and supported this report to take it forward.</p> <p>Cllr Ashton requested clarification on the next steps following the announcement in the Budget to release £1.7m for Transport Projects within the region.</p> <p>Patricia Greer, Chief Executive of the West of England Combined Authority, confirmed WECA was waiting for written confirmation from Government regarding the funding.</p> <p>Cllr Savage proposed an amendment to recommendation 4a) with revised wording as follows</p> <p><i>4a) To seek appropriate assurance form the Government and Network Rail that Bristol East Junction upgrade will be funded delivered in 202 by Network Rail.</i></p> <p>The Chair approved this proposed revision and asked for a seconder, Cllr Cheney seconded this revised recommendation.</p> <p>The Chair moved to the vote and reminded members that the voting on these recommendations required a majority vote of the four local authorities and the West of England Combined Authority Mayor.</p> <p>On being put to a vote the motion was carried unanimously by the four local authorities and the West of England Combined Authority Mayor</p>

Resolved:

The West of England Joint Committee agreed to:

- 1) Support the progression of MetroWest Phase 1 Stage A and B and note progress on the revised scheme design, programme, and estimated capital cost and:
 - a) Request officers continue discussions with Government, Network Rail and Wiltshire Council to explore the extension of MetroWest Phase 1 to Westbury to remove the need for the Bathampton turnback to reduce capital costs.
 - b) To continue to look at options to reduce revenue running cost subsidy which may be required by the Unitary Authorities over the first three years of operation.
- 2) In respect of MetroWest Phase 1 Stage A (Severn Beach to Bath Spa):
 - a) Agree to proceed with delivery of Phase 1 Stage A subject to a further gateway sign off by the Joint Committee in July 2018.
- 3) In respect of MetroWest Phase 1 Stage B (Portishead):
 - a) Agree to continue the development work for Phase 1 Stage B subject to a further gateway sign-off by the Joint Committee in July 2018.
 - b) Agree to submit to the DfT by 22nd December 2017 a Large Local Major Scheme funding bid seeking £46m of additional funding. Submission of the funding bid to be delegated to the CEO of the LEP, in consultation with the Chair of the Joint Committee and the local authorities Chief Executives and S151 Officers, on behalf of the West of England. Sign off to be subject to appropriate assurances being received through the Outline Business Case, Mott MacDonald review of costs and the completed Large Local Major Transport Scheme bid template.
 - c) In the event of 3b) being unsuccessful to continue to explore all options to secure additional government funding to close the identified funding gap of £58.6m before the next gateway sign-off.
- 4) In respect of MetroWest Phase 2 (Henbury and Yate/Gloucester) and Phase 1:
 - a) To seek appropriate assurance from the Government and National Rail that the Bristol East Junction upgrade will be funded and delivered in 2020 by Network Rail.
- 5) WECA and council officers to investigate the MetroWest programme approach and future governance and bring a report on options to a future meeting of the Joint Committee

12.	ANY OTHER ITEM THE CHAIR DECIDES IS URGENT There we no urgent items. The Chair thanked public, officers and members of joint committee for their attendance. He confirmed the next meeting would take place on Friday 2 nd February at South Gloucestershire Council, Kingswood Civic Centre and declared the meeting closed at 11:50.
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Appendix 1 – Public Statements

Public Forum

Statements Received

Statement	Name, organisation
1.	David Wallace, The Helicopter Museum <i>Vertical Growth Statement</i>
2.	Robert Crockford <i>MetroWest Strategy Phase 2</i>
3.	Christina Biggs, Friends of Suburban Bristol Railways <i>Regional Rail Plan</i>
4.	Steve Maslin <i>West of England Inclusive Sustainability Unit Proposal</i>
5.	David Redgewell, South West Transport Network, TSSA and Director of Bus Users (UK) <i>Bristol Temple Meads Station and Portishead Railway Line</i>
6.	David Redgewell, South West Transport Network, TSSA and Director of Bus Users (UK) <i>Disable access for all public transport</i>

Statement 1

David Wallace, The Helicopter Museum

Vertical Growth Statement

The Helicopter Museum is the world's largest rotary wing collection, with exhibits ranging from the early 1930 autogyros to the current helicopter world speed record holder. We are a registered charity, accredited by the Arts Council and recognised internationally for the breadth of our exhibits.

Since being established in 1980 we have received a number of grants from the Heritage Lottery Fund and other organisations, have never borrowed funds ourselves and yet own outright our site, engineering and education facilities, display hangars and approx 100 aircraft etc. Most recently we secured a Coastal Communities fund grant to restore the original airport control tower and adjacent pilots block to create a broader "History of Aviation at Weston-super-Mare" exhibition and two weeks ago became the first aviation museum in England to be recognised by the Federation Aeronautique Internationale as a "Recommended Venue for Education"...one of only 17 world wide.

However this success means that we now desperately need to upgrade our Visitor Services facilities which, because they are not directly linked to historic conservation, fall outside the HLF and similar heritage funding criteria. The current buildings, based on two temporary second hand structures erected many years ago, are beyond economic repair and no longer fit for purpose, with failed heating, roof leaks and rotting timbers, giving a very negative first image to visitors. They both urgently need replacing and, having explored all avenues over the past two years, we see the LEP Local Growth Fund as our last hope to make up the shortfall in funding that we are now faced with.

We do recognise and understand the current funding situation with the LEP but if we could be considered for the next LGF opportunity resulting from any underspend in the current budget, we would be very grateful. In the grand scheme of things our ask is very small!

Further, if we can erect the structure through the LGF then we already have offers of funding from the HLF to help our volunteers with the fit out of displays and, in addition, have been shortlisted by the Association of Independent Museums for funding to create a major display in the proposed new building on local rotorcraft pioneer Raoul Hafner, based around his R2 helicopter, the oldest surviving helicopter in the world which is part of our collection.

LEP funding for this project would also enable us to reopen discussions with the HLF to build an additional display hangar, for which we already have planning permission but have had to put on hold pending a solution to our Visitor Services dilemma.

So, in essence, early LEP support could kick start twice the value and double the tourist and heritage offer we currently provide in the Junction 21 Enterprise Zone.

David Wallace
Secretary
The Helicopter Museum

Statement 2

Robert Crockford

METROWEST STRATEGY PHASE 2

I make this statement as a former career railway manager on the Southern Region, learning the 'sharp end' operation and short-term planning of an intense rail network. Later I operated and planned BR's European surface services, working with every railway in Europe. Finally I was part of the Union Railways planning, consultation and construction team for HS1 (CTRL).

As a transport economist, I spent 5 years in the SR Economic and Planning Research Office. Here I analysed a detailed passenger survey of all SR stations, discovering the determinants of trip generation. I found that generally 60% of a station's origins arrived on foot/bicycle from up to 1.5/2m. From 2-4m 60% of the rest came by bike, bus or 'drop off'. The levels of generation were a function of the 'pull' of main destination(s) and the service level (eg. hourly, half-hourly, directness, speed). My detailed analyses informed the strategic planning for new stations, service changes, electrification, infrastructure projects & pricing policies in the aftermath of Dr Beeching, when funding was as elusive as ever!

I welcome Bristol's joining the ranks of Regional Cities that benefit from 'joined up' public transport, and that it seeks the mutual benefits of better links with its neighbours. Simple research reveals that Gloucestershire generates the fewest rail journeys per head per annum (jph/a) in the West Country – 40% below most counties and lower even than Hereford! **Typically the Shire counties have 15jph/a; Glos has just 9. Down a level, Cheltenham has 16, the City has 9 and Stroud District just over 7.** From my transport/economics background plus a detailed knowledge of the Gloucester and Stroud areas I can see some clear reasons for the poor performance.

1 The Stroudwater Corridor (*Stonehouse + Stroud*) is probably England's largest economic entity, with a population of over **50,000**, astride a strategic main line yet without a direct rail link to its Regional Centre. Stroudwater has historic trade connections with Bristol, and now shares a vibrant ethos of sustainability and modern technology. And yet it is disconnected from a sustainable rail option. As a broad-based community it ticks every 'journey purpose' box (*work, business, education, family, leisure*) plus a great inward tourism/leisure potential from the beautifully restored Stroudwater Canal, and a planned football stadium. A '**recycled**' station at **Stonehouse** is adjacent to first class walk, cycle, and road access plus good bus service potential. It is yards from the Canal where the station would be at its western gateway.

Using pair-wise comparisons, I expect a new station would generate around 400k journeys a year (ie twice Cam&Dursley and similar to Yate). In 2001 Halcrow did a soundly based local survey to assess the case for re-opening Stonehouse (BR) and found a 'good case' with around 200,000k jpa. Since then Stroudwater has grown generally and Stonehouse has substantially more housing/jobs on the way. Local rail traffic has grown c150% since 2004, suggesting that my initial figure is conservative.

2 Gloucester has a slow hourly service to its most significant neighbour, Bristol (*cf express trains from the Spa for a similar population!*). It *needs* to have two services, one faster than the other.

3 Charfield is in the WECA area, with the nucleus of a good catchment population. If developments within 2m give a total of 8-10k residents or more a station would be a viable, valuable asset to MWest. with benefits to parts of Glos.

I conclude that re-opened stations first at Stonehouse, next at Charfield and with a half-hourly service for Gloucester (*?? one non-stop from Stonehouse to Yate*) would generate over **1m**

passenger journeys a year, and give a beneficial 'network synergy' for further journey possibilities eg. to S. Wales.

I welcome the opportunities Gloucestershire is offered by MWest and seek your support for the re-opened station at Stonehouse to serve the Stroudwater corridor. I would add that a proposal for a 'greenfield' station at an inaccessible site north of Stonehouse is nonsensical; another site on the fringe of Gloucester's housing estates has some value but has a rather low priority.

Friends of Suburban Bristol Railways (FOSBR)
Statement to West of England Combined Authority Committee
and West of England Joint Committee, Thursday 7 December



FOSBR note that WECA still do not have a regional rail plan, and urge WECA to develop such a rail plan as part of the Joint Transport Plan 2018, along the lines of the attached FOSBR Rail Manifesto 2017. In particular we urge WECA to:

A. Henbury Loop re-examination

We note that the proposed Bristol City Council Rail Resilience Study referred to by WECA at the meeting on Monday 30 October 2017 is currently unfunded. We ask that WECA address FOSBR's challenges (attached) to the flawed 2015 CH2MHill report that we consider grossly underestimated the potential ridership on the Henbury Loop at that time, as follows:

1. recalculating the benefit–cost ratio (BCR) by including Severnside employment, the boost to existing Severn Beach Line stations from connectivity with the Henbury Loop, and ridership from Portway Park and Ride (none of which were considered in 2015);
2. carrying out a well-publicised public survey of likely new orbital journeys around the Henbury Loop and comparing rail transit times with bus times (not assuming everyone has a car, as in the 2015 study);
3. keeping the BCR on a level playing field by not assuming (as in 2015) a 30-year subsidy for the Loop line as against a 3-year subsidy for the Spur, and bringing the study up to date by:
4. revisiting the case for extending the Henbury Loop to Bristol Parkway now that Parkway's fourth platform has been built, and considering double-tracking across the Filton Diamond;
5. considering recent employment growth at Severnside and a possible station at Chittingen;
6. including the potential of the Brabazon hangar at North Filton, whether for the arena or another public amenity;
7. considering engineering solutions to mitigate the effect of the current level crossing at St Andrew's Gate on road traffic to the port, whether by resignalling or alternative road access;
8. investigating sources of funding from Highways England and the DfT (e.g. their fund for eliminating level crossings) for solving the port access issue;
9. considering other park and ride sites around the Henbury Loop, such as Henbury West and an A38 park and ride to serve Filton College.

B. Rail Infrastructure – Bristol East Junction and Westerleigh Junction

We draw WECA's attention to the works currently proceeding well on Filton Bank, just four years after Filton Bank was made a campaign priority by local politicians. Please continue to make the case for Bristol East Junction to be funded in Control Period 6 (2019–24) to allow MetroWest Phase 1 and 2 local services to run. In addition we note that Westerleigh Junction is currently inadequately configured for the current high volume north–south and east–west services.

C. Maximising use of existing suburban rail stations

We note that WECA is being offered further funding from central government, and urge that those funds are not simply spent on feasibility studies alone. We suggest WECA construct a list of minor infrastructure improvements that can be delivered by using the new funding, such as replacing the footbridge at Pilning for £2m to permit a Park and Ride service. This could be used by Thornbury residents, for example, as soon as 2018.

D. Joint Transport Plan 2018

We also ask WECA to consider station and line reopenings not mentioned in the Joint Transport Study (September 2017). We are cheered that WECA has promised to look again at our Thornbury Line proposal, and we draw WECA's attention to the full list of stations (including Chittingen, Coalpit Heath, Corsham, Long Ashton and Locking) contained in our FOSBR Rail Manifesto 2017. We believe the FOSBR proposals would better serve the needs of the Joint Spatial Plan.

Christina Biggs (FOSBR Secretary)

FOSBR Rail Manifesto 2017

FOSBR calls on the West of England Combined Authority, our MPs and councillors to secure funding for the following projects for Network Rail to deliver within Control Period 6 (2019-2024):

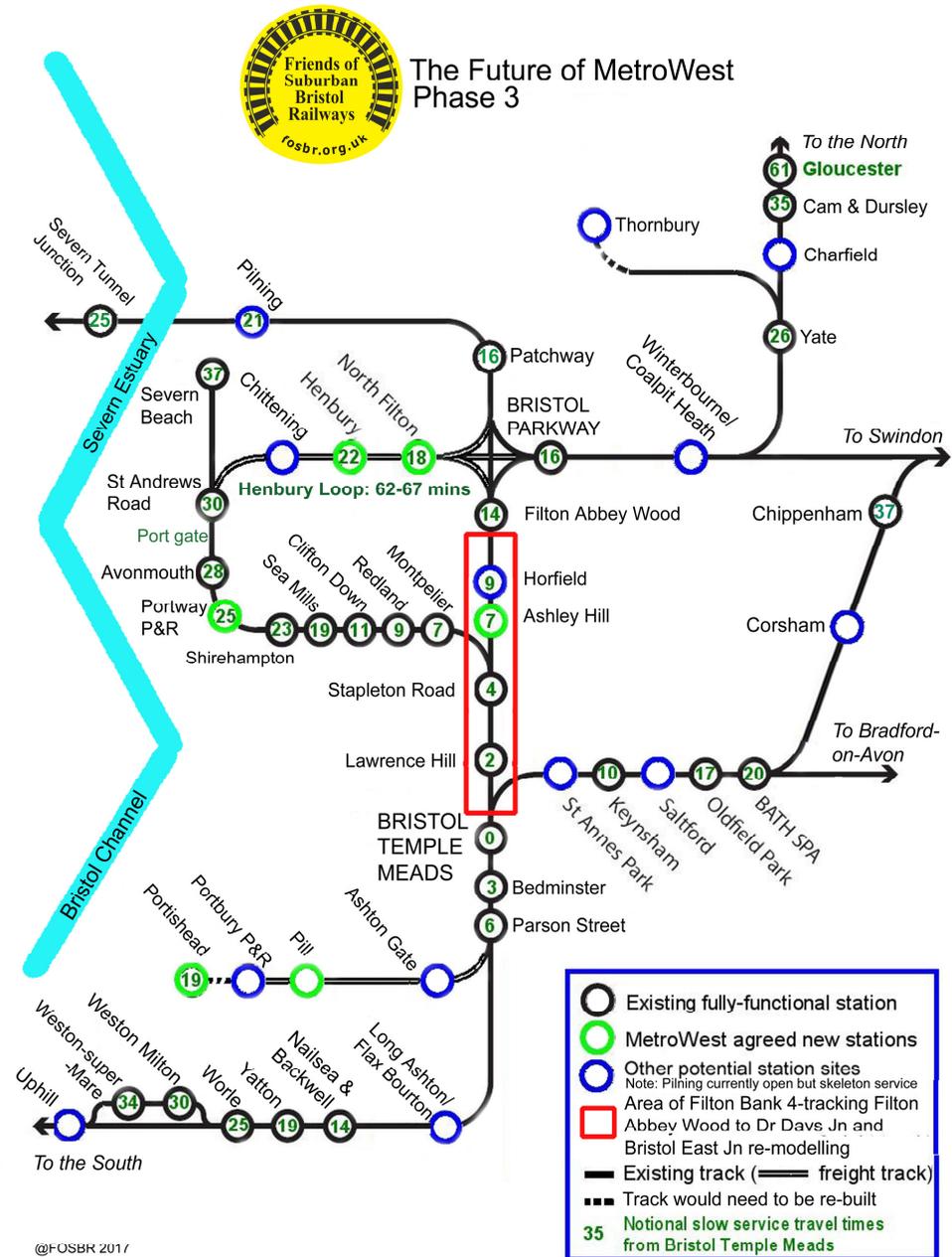
- four-tracking of Filton Bank and remodelling of Bristol East Junction;
- cross-regional plan for Park and Ride, prioritising Portway P&R;
- MetroWest Phase 1 to Portishead via Pill and a half-hour service from Avonmouth to Bath, as these are long overdue and urgently needed;
- MetroWest Phase 2 to Henbury, Yate and Gloucester via Ashley Hill;
- electrification to Bristol Temple Meads via Filton and Bath;
- Temple Meads Spatial Plan to include Station Street as a minimum;
- redeveloping and regenerating suburban stations for best use of land.

We also press WECA and the constituent local authorities to make sure the following is included in the Great Western Franchise 2020—2027/2030:

- maximising use of the existing local rail network by optimising public access to all local stations (disabled access, local signposting and cycle storage at stations and on trains, rail-bus interchange, shelter);
- multi-modal smart ticketing, with guards for safety on all trains;
- improve the timetable to complete a 30 minute service to currently ill-served local stations such as Parson St, Bedminster and Patchway;
- ensuring that the Phase 1 hourly service to Severn Beach is reliable;
- increasing service frequency to 20 or 15 minutes according to passenger demand, by providing passing loops such as at Sea Mills;
- replace the footbridge at Pilning to permit a meaningful commuter service, starting with a trial daily commuter service to build the business case for a Park and Ride serving the M49.

In the longer term, we also urge WECA to make sure the following are included in the Joint Spatial Plan (JSP) and Joint Transport Study, and that these elements are funded by the 30-year devolution deal as a priority:

- JSP stations Horfield, St Anne's, Salford, Ashton Gate & Charfield;
- Completion of Henbury Loop and double-tracking Severn Beach Line;
- Adding FOSBR MetroWest Phase 3 proposals for five further stations at Coalpit Heath, Chittening, Uphill/Locking, Corsham & Long Ashton;
- electrification of local lines using hybrid or battery trains;
- extending the Tytherington freight line to Thornbury.





Proposal:

- To establish a unit to support public sector entities within the West of England (former Avon area) with regards to fostering and delivering Inclusively Sustainable Environments under the Social Value Act, Health and Social Care Act, Health and Social Impact Assessments, and the Equality Act (including its Public Sector Equality Duty). In other words providing technical support in relation to wellbeing of diverse people in the region, including disabled people, younger people and older people, whilst also seeking to help public sector organisations to address short term and long term costs.
- There is also scope to source/ provide additional assessment capabilities within a Systems approach to wider Sustainability, such as: Social Return on Investments assessments, Environmental Accounting, Environmental Impact Assessments, Strategic Environment Assessments and Economic Evaluations. This could then provide opportunity of wider contextual insights if sought after - in addition to diverse public engagement and inclusive health and social (environment and service) assessment.
- Envisaged participants include:
 - Public sector entities such as:
 - West of England Combined Authority (WECA),
 - West of England Local Enterprise Partnership,
 - Bristol, South Gloucestershire and BANES within WECA,
 - North Somerset,
 - local NHS trusts,
 - local Universities
 - and other organisations within the region who undertake public functions, such as utilities;
 - Other organisations within and outside the region wishing to participate, who wish to better address their duties under legislation
- Incubated via the Schumacher Institute as a Social Enterprise (possibly CIC) aimed at assisting participating organisations with their statutory duties - in keeping with the Schumacher institute's 'People Matter' theme.
- To provide a context in which expertise and public engagement can influence decision making as it impacts on the people who live in, work in and visit our region – particularly disabled, younger and older people.
- To provide means by which members of existing representative / stakeholder groups can, not only continue to interact with decision makers, but that outcomes might also improve as a result of a change of approach.

Reasons:

- Strategic opportunities are being missed as it applies to considering the health, wellbeing, living, education, employment and economic implications of project decisions.
- Meanwhile, It is apparent that projects are being delivered in the region (either through public bodies or through the planning and building regulations) process that often fail to engage with people and fail to properly scrutinise proposals nor properly apply legislation, regulations, standards and guidance.
- By establishing such a unit, one could achieve economy of scale through regional pooling of resources.

Core Aims:

- To provide strategic Inclusive Sustainability Design thinking on **Policy** to the extent that it impacts on project briefs through to execution.
- To provide brief development input and scrutiny to:
 - **Project Proposals** emanating within participating organisations and
 - through the pre-application and **Planning** application processes of Local Planning Authorities and Building Control

Core Objectives:

- To enable participating organisations to better consider health and diverse social needs, including disabled, younger and older people during decision making processes - *with* the intention of raising the quality of the User Experience / Usability of environments for everyone – (including people from different cultures and identities) - ranging from young children through to older people.
- To enable participating organisations to better instruct their project managers, design consultants, contractors and facilities managers – whilst better understanding the implications and impacts upon their own overall duties under the Public Sector Equality Duty, Equality Act and Social Value Act etc.

Additional Opportunities:

- To develop methodology, standards and means for evaluating and accrediting cities and regions with regards to the organisational **Attitude** and **Action** towards inclusive sustainability and the level of **Accessibility** achieved within given contexts relating to disabled, younger people, older people etc...
- To foster and engage in action research.
- In order to sustain and support the core aims there are potential opportunities:
 - To facilitate training and to mentor members of representative / stakeholder groups wishing to up-skill and participate in audits and reporting.
 - To facilitate Continuing Professional Development (CPD) and mentoring to employees of participating organisations involved in policy, decision making, facilities management and scrutiny.
 - To facilitate CPD and mentoring to members of external organisations contracted into project delivery - ranging from design team members through to construction team members.

Core Cost Drivers:

- Base, Oversight, Administration, Employing Expertise, Transport, use of Engagement Venues and Inclusive Communication / Interpretation.

Revenue Sources:

- Baseline membership fee from participating organisations in order to sustain a core functions.
- Not for-profit based fees for undertaking virtual in-house project by project support services
 - In order to enable participating organisations to address their statutory duties
 - supported by standing orders within participating organisation to submit their projects
- Not for profit fees for supporting project by project core planning and building control scrutiny processes.
- Training course fees
- Research grants.

Strap Line: *A region where everyone – i.e. “We is You” - are included in project decisions and outcomes: We is You - WE IS U - WEISU - West of England Inclusive Sustainability Unit*

Statement 5

David Redgewell, SWTN

Bristol Temple Meads station

We are concerned about the lack of a master plan for the station due to the works that are about to commence on listed building consent for new new entrances and a gate line.

Our concerns are :-

- 1) On the Bonnaparte corridor it is the effect of having new gates on the platform of the listed building.
- 2) The need for full disabled access and ticket gates wide enough for wheelchairs.
- 3) a full DIA of the scheme by Network Rail including the addressing the issue of the bollards on the North entrance.
- 4) The need to design the scheme to be adaptable for when Platforms 1 & 0 are brought into use to allow cross platform interchange and connections with buses/taxis in the Friary and the ferry terminal. How will this work when these platforms are open ?
- 5) Queen Annes gate should be fully accessible and the cobbles/setts need to be removed for full disabled access. This could mean relaying the setts for wheelchairs/buggies. A full DIA is required.
- 6) The ferry terminal needs to be fully accessible.
- 7) Bus shelters should be provided on the approach road.
- 8) Zoe Willcox needs to fully involved in the decision making process.

Portishead railway line

- 1) Portishead railway station needs a full DIA of interchange between modes bus/taxi/wheelchair space.
- 2) Ease of connection to local buses needs to be designed into the scheme.
- 3) Pill station - a full DIA is required including links to the X4 bus stops from Station Road to the main road including Castle kerbs/dropped kerbs and waiting shelters.
- 4) with regards to the ramp an evaluation should be made for a lift alongside it.
- 5) Ashton Gate - the ramp is useful but not essential but passive provision should be made for the station at Barons Court.
- 6) Parson Street - provision should be made for a lift within Phase 2 of MetroWest.
- 7) Handrails and access improvements to the subway and CCTV are required at Bedminster station.
- 8) Lawrence Hill and Stapleton Road station need full disabled access.
- 9) Avonmouth station requires handrails for disabled access.
- 10) Sea Mills and Shirehampton need CCTV as does Severn Beach which should have a new car park.
- 11) MetroWest Phase 2 needs fully accessible stations at Charfield, Ashley Down, Henbury for the Mall, Filton North.
- 12) An evaluation is required for Saltford, Ashton Gate, Corsham, Stonehouse Bristol Road, Horfield and St Annes as part of ongoing works on MetroWest with MetroBus connections to Yate, Wotton-Under-Edge, Thornbury, Clevedon, Whitchurch and Clevedon.
- 13) On tram-train evaluation needs to take place on the Thornbury line, Whitchurch line and Midland Railway line from Bath to Bristol and Yate shared with a cycle path similar to Midland Metro.
- 14) We urgently require a WECA bus strategy and work on interchanges such as Bath Spa bus station and MetroBus to Bristol Parkway/Temple Meads/Cribbs Causeway.

A lack of a master plan means that the project is going ahead in a piecemeal fashion.

Regards

DAVID REDGWELL SWTN

Statement 6

David Redgewell, SWTN

Disable access for all public transport

Please find our response to the following issues :-

RAIL

We wish to see a rolling programme of fully accessible stations with each Network Rail route having a budget eg the .Western Region should be able to provide full disabled access at Lawrence Hill, Stapleton Road, Patchway, Parson Street as part of Metro West, lifts at Weston-Super-Mare, Nailsea and Backwell and Cheltenham Spa. Rural stations Saltash, Crediton, Yeoford, Bruton, Dorchester West, Yeovil Pen Mill and Junction also need to be fully accessible. There should be no derogation to Network Rail under the Equalities Act.

First Group has been pushing hard for Network Rail to adhere to design standards for accessible railway stations to include fully accessible toilets and baby changing places.

The Access For All Programme is far too slow and needs speeding up on a Mayoral and regional basis especially around Temple Meads station North entrance.

We believe it is important to maintain buffets to be specified with railway branding by Network Rail and the DFT with adequate opening hours in the same way as they did with British Rail (Travellers Fayre). On train catering is very important to disabled people and should be maintained in the franchise agreements by the DFT and Welsh/Scottish Governments.

We are concerned over the move away from maintained buffet services to trolleys and no buffet/trolley service whatsoever on Chiltern Railways and Southern Railways.

Action Point 9, 10, 11, 12, 13, 14, 15 & 16 we want to see the delivery of fully accessible trains speeded up by 2020. The scrapping of all Pacer units in the South West, all units refurbished to PRM-TSI standards. There should be no derogation by DFT/ORR and the Welsh Government.

Action 20 all buses should be fully accessible with folding ramps including rail replacement services which should be specified by the DFT as part of franchises.

Many areas of the South West don't have fully accessible taxis and this needs to be rectified in West Dorset and Stroud.

All new franchises should have an Equalities Customer Panel including Network Rail routes and disabled mystery travellers in all franchises similar to First Group operations.

All disabled facilities should be tested.

We need to respond to the new Great Western franchise keeping it as one whole unit with Network Rail Western. We do not support a loss making West of England Seven County franchise + the line to London.

You should also respond to the South West Railways consultation Bristol - Exeter - London/Weymouth lines.

COACHES/BUSES

All coach stations should be audited and fully accessible including Megabus and National Express.

The worst examples of poor facilities are Bridgwater services, Birmingham Hill St, Newcastle library.

Coach stations and stops need improving including dropped kerbs, shelters, RTI and subsidy.

FERRIES

These should be fully accessible on estuary's and local services eg Falmouth, Bristol Harbour.

AIRPORTS

Need improvement in customer service assistance to disabled people in the Airport Master Plan.

METROBUS

It needs to be developed at Bristol Parkway with access to the station as a matter of urgency and we support the UWE - Parkway link to Cribbs Causeway.

We must not use standard wheelchair widths from the DFT as it traps my wheelchair at Temple Meads.

Regards

DAVID REDGWELL SWTN