

Minutes of the meeting of the West of England Joint Committee Friday 2nd February 2018

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 and Introductions</p> <p>Chair Cllr Matthew Riddle, Leader of South Gloucestershire Council welcomed everyone to the Kingswood Civic Centre in South Gloucestershire for the meeting of the West of England Joint Committee. He introduced his colleagues Cllr Tim Warren, leader of Bath & North East Somerset Council, Mayor Marvin Rees of Bristol City Council, Cllr Nigel Ashton, leader of North Somerset Council, Mayor Tim Bowles of The West of England Combined Authority, John McCormack, Interim Monitoring Officer for The West of England Combined Authority, and Tim Richens, Interim Director of Investment and Corporate Services at 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>None were declared.</p>
<p>3.</p>	<p>Declarations of Interest Under the Localism Action 2011</p> <p>None were declared.</p>
<p>4.</p>	<p>Minutes</p> <p>Resolved: That the minutes of the meeting on 7th December 2017 were confirmed and signed as a correct record.</p>
<p>5.</p>	<p>Chair’s Announcements</p> <p>The Chair welcomed everyone to the Council Chamber in Kingswood for the West of England Joint Committee meeting, and confirmed that the following items would be discussed at the meeting:</p> <ul style="list-style-type: none"> - To consider and approve the Budget in respect of the Local Enterprise Partnership and Invest in Bristol and Bath for 2018/19 - To set out the West of England’s response to the Department for Transport’s consultation on the new Great Western Franchise and recommend the preferred location for the new Henbury station. - To consider business cases seeking approval for funding through the Local Growth and Revolving Infrastructure Fund.
<p>6.</p>	<p>Comments from Chair of Local Enterprise Partnership</p> <p>The Chair invited Professor Stephen West to address the Committee on the work of the Local Enterprise Partnership and LEP Board.</p>

	<p>Professor West began by reintroducing the LEP and who it serves to the Committee. He noted that they are working closely with the leaders and mayors of the authorities and the combined authority to ensure that we are positioned as a successful region. Professor West advised the Committee that the LEP have recently appointed 12 new Board members, as well as an additional advisory group to engage with the wider business community. The view is that this will enable wider city reach to include a diversity of sectors to shape the future, with a focus on creating a sustainable future which is inclusive and benefits all.</p> <p>Professor West confirmed that the LEP board are detailed on the website with a list of new members, who are all enthusiastic about the future. Their initial focus will be on the Local Industrial Strategy. Professor West suggested that we think about place, our local assets and what it is that makes us stand out, what we can build on and our existing plans. The next feature was to consider people and more specifically talent development, skills and education, all of which were stressed to be of great importance. Professor West also recognised the work that was needed amongst early start ups, and concluded that health and well-being should be considered to ensure overall success. In summary, Professor West felt there were three key elements for the future – place, people and potential to tell the narrative of our region and posed the question ‘what does our global future look like?’</p> <p>The Chair thanked Professor West for the update and wished him well with the new Board members. Further to this the Chair added that it was a pleasure to meet the new Board at their recent meeting and felt there was a good breadth of where they all represent and looks forward to working with the Board in the future.</p>
<p>7.</p>	<p>Items from the public The Chair thanked everyone who had submitted items to the public forum.</p> <p>The Chair confirmed that no questions had been received.</p> <p>The Chair confirmed that eight statements had been received and invited attendees to speak in the order their statements had been received.</p>
<p>7.1.</p>	<p>David Redgewell, South West Transport Network, TSSA and Director of Bus Users (UK)</p> <p>Mr Redgewell addressed the committee to raise three important issues, the first being the need for a bus strategy that includes cooperation with North Somerset Council. He also expressed the view of SWTN towards the GWR franchise, stressing that they believe it should be kept as one complete unit and not split up as proposed by the DFT. Mr Redgewell noted with concern that on the franchise consultation itself, under the equality section Nailsea and Backwell ramp is not there and in general he</p>

	<p>would have liked to have seen more response to equality section on community rail.</p> <p>The Chair thanked Mr Redgewell for attending this meeting and for his comments, and confirmed his statements would be included with the minutes of the meeting.</p>
7.2.	<p>Cllr Ian Adams, South Gloucestershire Council</p> <p>Cllr Ian Adams was not in attendance. His statement regarding Cyclists in the West of England is appended to the minutes of the meeting.</p>
7.3.	<p>Christina Biggs, Friends of Suburban Bristol Railway</p> <p>Ms Biggs addressed the committee to suggest that even if West of England does not have the same budget as WECA, there are still ways of delivering game changing impact to passenger experience and usage. A key idea was to use each rail station as a hub for cycle and bus use around the region. Ms Biggs also raised that Nailsea and Backwell do not have a bus link but are 11 minutes by car from the Airport, and suggested this could be looked at by the West of England as a business case for the Bristol Airport. In Bristol for Temple Meads train station, she suggested that the ferries could link in with the buses. Ms Biggs suggested that the rail plan should be region wide, and felt that there are things that could be done right away to unlock capacity of the region.</p> <p>The Chair thanked Ms Biggs for attending this meeting and for her comments, and confirmed her statements would be included with the minutes of the meeting.</p>
7.4.	<p>Nigel Bray, Railfuture Severnside</p> <p>Nigel Bray was not in attendance. His statement regarding the Great Western Rail Franchise is appended to the minutes of the meeting.</p>
7.5.	<p>Geoff Mills, CMLT</p> <p>Mr Geoff Mills addressed the committee as a Weston-Super-Mare resident to propose that Bristol, as a cultural and leisure centre, should be able to at least provide a service on all transport routes that facilitates those attending evening events at major City Centre venues. Mr Mills expressed his view that it does not make sense to have later services during the week (Monday-Friday) than at the weekend (Saturday) when a vast amount of these events take place. Mr Mills felt there was opportunity to improve the situation to prove success in the region.</p> <p>The Chair thanked Mr Mills for attending the meeting and for his comments, and confirmed his statement would be included with the minutes of the meeting.</p>

7.6.	<p>Steve Preddy, GKN Hostile Takeover</p> <p>Mr Preddy addressed the committee to express his concern over the ongoing GKN Hostile Takeover bid and the consequent outcomes that he feels will be suffered by the industry. He felt it was imperative we keep the skills linked to Aerospace and that we need to work together to protect the industry for the South West. Mr Preddy asked that Cllrs should oppose this hostile bid.</p> <p>The Chair agreed that this was of concern for the Committee Members and that they would be writing to the Secretary of State.</p> <p>Mayor Marvin Rees thanked Mr Preddy and assured him that action will be taken. He noted how critical this is as a source of jobs in the region.</p> <p>Mayor Tim Bowles thanked Mr Preddy, and agreed that recognising the value of the GKN and what they will bring to us in the future is of high importance. Mayor Bowles recognised the importance of the GKN's role to our supply chain and that it is vital this is retained. He was keen to work with his colleagues to bring this matter forward.</p> <p>Professor Steve West agreed that it was important this was addressed as a matter of urgency.</p>
8.	<p>Petitions</p> <p>No petitions were presented.</p>
9.	<p>Local Enterprise Partnership Budget and Invest Bristol and Bath Budget for 2018-2019</p> <p>The Chair introduced a report that outlined the proposed budgets for the Local Enterprise Partnership and Invest in Bristol and Bath for the financial year 2018 to 2019.</p> <p>It was noted that the report proposed the annual contributions from each of the West of England Councils to the LEP is reduced by £40k to reflect efficiencies realised through aligning the LEP functions with those of the Combined Authority office.</p> <p>It was also noted that a strategic review of IBB was proposed, in the light of the new Industrial Strategy and the establishment of the Combined Authority.</p> <p>Tim Richens, Interim Director of Investment and Corporate Services, was available to provide any points of clarification on the report.</p> <p>Mayor Rees felt the report needed to be more explicit about Inward Investment Strategy.</p>

	<p>The Chair moved the recommendation and confirmed that the voting on this recommendation required a unanimous decision of the four local authorities.</p> <p>Cllr Nigel Ashton 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> <ul style="list-style-type: none">1.1. The LEP Budget for 2018/19 as set out in Appendix 1, is approved.1.2. The contribution required from each of the WoE Councils to support the LEP Budget is set at £110K each for 2018/19.1.3. The IBB Budget for 2018/19 as set out in Appendix 2, is approved,1.4. The LEP Chief Executive be asked to commission a Strategic Review of IBB with the Terms of Reference to be agreed in consultation with the members of the Joint Committee
10.	<p>Transport Update</p> <p>The Chair introduced a report that provided an update on two Transport matters.</p> <ul style="list-style-type: none">- A request for the Committee to endorse the West of England's response to the Department for Transport's consultation on the new Great Western Franchise. The current franchise finishes at the end of March 2020 and DfT are seeking views on how a new franchise might operate.- A request for the Committee to note the preferred location for the new Henbury station <p>James White, Interim Head of Transport at the Combined Authority, was available to provide any points of clarification on the report.</p> <p>The Chair moved the recommendation and confirmed that the voting on this recommendation required a unanimous decision of the four local authorities.</p> <p>Mayor Tim Bowles seconded the recommendation.</p> <p>Cllr Tim Warren shared his concerns about the GWR franchise splitting and how he feared one of the routes would become less sustainable. He commented that he was pleased to see comments were in the report.</p>

	<p>The Chair commented that the report was very thorough and felt it addressed common concerns.</p> <p>On being put to the vote the motion was carried unanimously by the four local authorities.</p> <p>Resolved</p> <p>14.1 The Committee is asked to endorse the response as set out in Appendix One to the Great Western Franchise consultation.</p> <p>14.2 The Committee is asked to note the decision to progress MetroWest Phase 2 Henbury station to the next stage of design and development at the Henbury East location as identified in the MetroWest Phase 2 Henbury - Station Location Advice Note.</p>
11.	<p>LEP One Front Door Funding Programme</p> <p>The Chair introduced a report requesting the Committee consider business cases for the following schemes seeking approval for funding through the Local Growth and Revolving Infrastructure Funds:</p> <ul style="list-style-type: none">- Transport enhancements to Weston-super-Mare Town Centre which will improve pedestrian links, public transport and cycle routes and introduction of a new bus interchange- Improvements to the A4018 Corridor which will improve public transport reliability and punctuality through new bus lanes and upgrades to signals between Bristol City Centre and Cribbs Causeway- Preparation of a commercial business plan for the Somer Valley Enterprise Zone <p>Pete Davis was available to provide any further information about the proposals should Members require this.</p> <p><u>Recommendations 1-3</u></p> <p>The Chair moved the recommendation and confirmed that the voting on recommendations 1-3 is a majority decision of the four Local Authorities and the Combined Authority Mayor.</p> <p>Cllr Tim Warren seconded the recommendation.</p> <p>On being put to the vote the motions were carried unanimously by the four Local Authorities and the Combined Authority Mayor.</p> <p>Resolved</p> <p>1. Approve the Full Business Case for the Weston-super-Mare Town Centre Transport Enhancement Scheme</p>

	<p>2. Approve the A4018 Corridor Improvements Outline Business Case.</p> <p>3. Approve the change requests for LGF schemes set out in Appendix 2.</p> <p><u>Recommendations 4-5</u> The Chair moved the recommendation and confirmed that the voting on recommendations 4-5 is a majority decision of the four Local Authorities and the Combined Authority Mayor.</p> <p>Cllr Nigel Ashton commented on the Weston-super-Mare Town centre regeneration in that this would mean traffic flow and stops, and new bus routes would need to be looked at.</p> <p>Cllr Tim Warren commented that he was pleased to see this coming through as a real growth area, and feels it will help the economy and mean sustainability.</p> <p>On being put to the vote the motions were carried unanimously by the Four Local Authorities.</p> <p>Resolved</p> <p>1. Approve the Full Business Case for the Somer Valley Commercial Delivery Framework.</p> <p>2. Approve the change requests for EDF and RIF schemes set out in Appendix 3.</p>
<p>12.</p>	<p>Any Other Item the Chair Decides is Urgent</p> <p>There were no urgent items.</p> <p>The Chair thanked the public, officers and members of joint committee for their attendance. He confirmed the next meeting would take place on Wednesday 18th April 2018 at Bath and North East Somerset Council, Guildhall.</p> <p>The Chair declared the meeting closed.</p>
	<p>Signed:</p> <p>Date:</p>

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 Barbizon 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	Cllr Ian Adams, South Gloucestershire Council <i>Cyclist in the West of England</i>
5	Christina Biggs, Friends of Suburban Bristol Railways <i>Suggestions for Great Western Franchise 2020</i>
6	Nigel Bray, Railfuture Severnside <i>Great Western Rail Franchise</i>
7	Steve Preddy <i>GKN Hostile Take Over</i>
8	Geoff Mills, CMILT <i>Great Western Rail Franchise</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

Statement 4

Cllr Ian Adams, South Gloucestershire Council

Cyclists in the West of England

Dear West of England Combine Authority Members, my name is Ian Adams. I am the District Councillor for Siston, but here today to speak to you in my capacity as a resident and commuter.

Prior to this meeting I looked at the West of England Combined Authority's Website and was really pleased to read its infrastructure mission statement, which says:

“One of our challenges to unlocking the West of England's full potential is ensuring we have the right infrastructure to enable people to move around our region”.

There is a fantastic asset sat under our noses that traverses and links Bristol, South Glos and Bath. It's known as the Bristol to Bath pathway. This brilliant 21km legacy has changed over the years and is nowadays used in many different ways in the pursuit of health and leisure activities.

Since the 80's the pathway has seen a number of enhancements, which has taken it from Asphalt to Tarmac. Icy to Grit. Dark to Light. With every enhancement we see an increase in usage. This clearly demonstrates residents will take advantage of alternate transports methods if provided.

Businesses are doing their bit by offering finance schemes that make purchasing bikes very cost effective. Many businesses also provide shower/changing facilities and secure weatherproof bike racks.

Bike technology has also improved massively. One noticeable improvement is battery powered bikes, which now means cycling is no longer reserved for Ex-mayors or the Hi-Viz Lycra fraternity. People less able or people who rather not turn up to work sweaty can now commute more easily and safely.

One recent improvement on the pathway had been lighting, which makes leisure pursuits like walking the dog, walking to school and running a lot safer during the darker days. I have spoken to a number of running clubs and since the implementation of lighting their runners prefer to use the pathway over running on the roads for obvious reasons. At the moment approx. 9.5km of the pathway is lit. 8km lit by Bristol City Council. 1.5km lit by South Glos Council. The remaining 11.5km (Warmley to Bath) remains unlit.

It's not all good news. The increased popularity of the pathway has resulted in a number of clashes and criticisms by its users. Unfortunately, cyclists face the brunt of criticism. Sure, more can be done regarding education, safety and respect, but the underlying problem is space and the lack of adequate distance between all users of the pathway.

With any important infrastructure capacity planning has to be considered and under constant review. I therefore think it's time the combined authorities investigated widening and lighting it. This would improve safety and create more space for its users. In budgetary terms lighting the remaining stretch would cost around £XXXK per kilometre. Widening it would cost £XXXK per kilometre. So, in total it's around £XXX, which I am sure you will agree in infrastructure terms it is very, very cheap.

Creating a safer environment for residents and users of the pathway will encourage people out of their cars and take up a healthier lifestyle. With road congestion and air quality getting worse, Bristol South Glos and BaNES residents are looking for leadership and real alternatives to their current commuting woes. I truly hope the words in the infrastructure statement can be turned in action.

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:

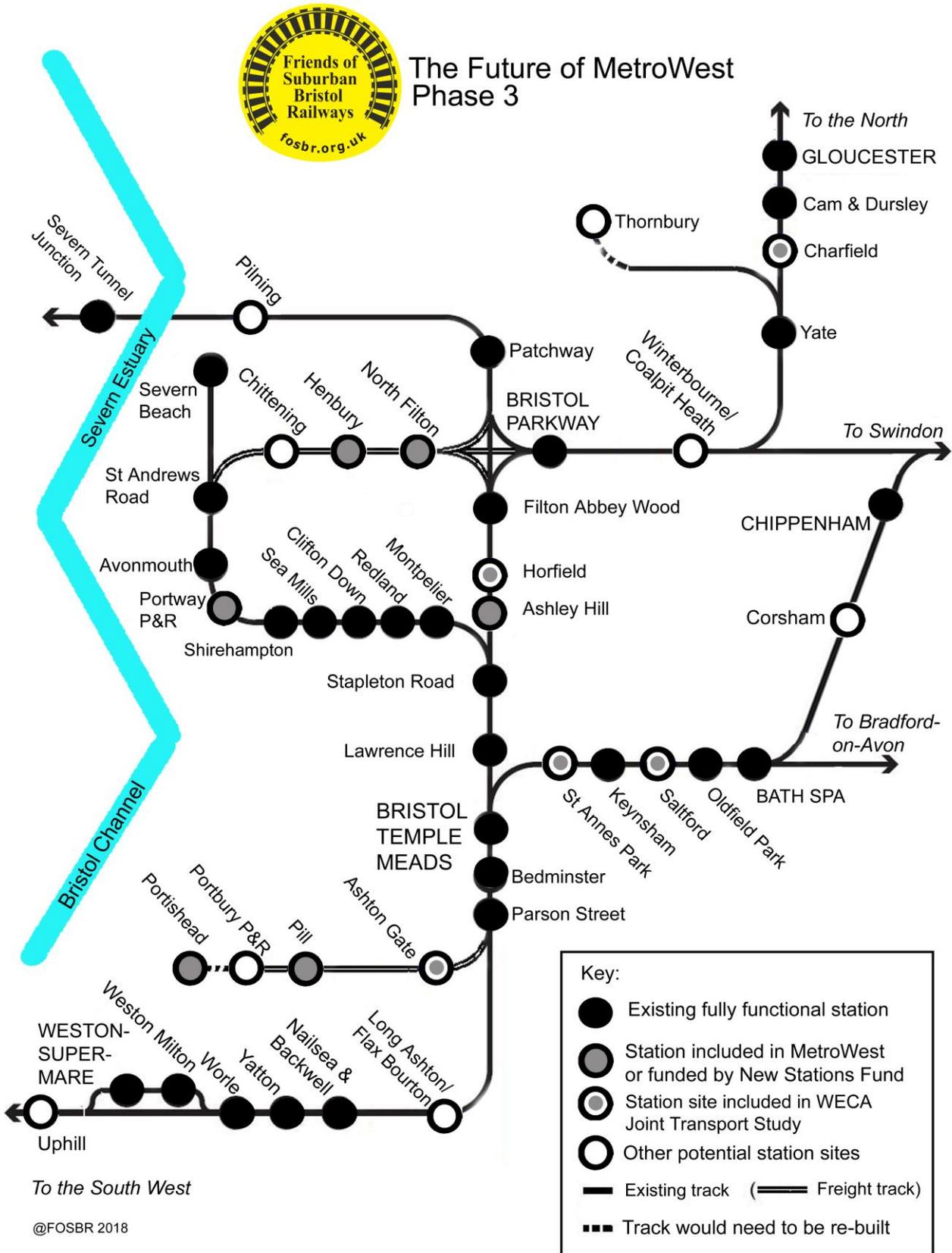
13. Supporting delivery of MetroWest Phase 1 and 2, and planning for future phases of MetroWest, such as rail plans in the WECA Joint Transport Study and our own suggestions for MetroWest Phase 3.
14. Completing a 30 minute frequency to all currently operational stations not already in MetroWest Phase 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 Pilning 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 6

Nigel Bray, Railfuture Severnside

Great Western Rail Franchise

Railfuture hopes WECA will support the Great Western rail franchise remaining a single entity as it would be better resourced to promote enhancements and manage disruption than if it were split into two or more smaller franchises. We suggest that, instead of separate franchises, a geographical business unit structure would enable the franchisee to engage more closely with stakeholders. These business units would be based on significant local rail networks in the GW franchise area, eg West of England, Devon, Thames Valley.

We welcome WECA's continuing support for MetroWest and look forward to a decision in favour of extending the scheme to Gloucester and Westbury.

Extension to Gloucester offers the best hope of reopening stations at Charfield and Stonehouse Bristol Road, as well as avoiding the need for turnbacks at Yate and Bathampton.

We hope there will be no additional delay to the delivery of MetroWest Phase 1 because the longer that reopening of the Portishead line is put back, the more difficult it will be to persuade people to leave their cars at home.

Nigel Bray,
Secretary, Railfuture Severnside.

Statement 7

Steve Preddy, UNITE South West

GKN Hostile Take Over

Unite the union addresses this meeting in respect of the ongoing hostile take over bid, by Melrose, an asset stripping company, for GKN

This major engineering business is a world leader in motor manufacturing, aerospace, and defence

The Filton site employs one thousand six hundred people, with the highest skills sets and engineering expertise, high skilled, high tech, well paid, producing high quality product for blue chip companies like Airbus and Boeing

The Western Approach site employs hundreds more, at one of the worlds most advanced Composite materials wing production sites on Severnside.

The aerospace sector in the south west, is the UK's largest. Some 17,000 people are employed across numerous direct & supply chain companies, barely a town or constituency in the region is left untouched by this profoundly important sector of our economy.

GKN is a large investor and stakeholder of the National Composite Centre, and it has invested £30 million into Airbus's future wing development here, so it is critical GKN remain in place as a supporter of all these projects critical to the local economy and future employment, as opposed to Melrose, who have stated openly that they will look at jobs and sites as disposable assets to fund shareholder dividend returns, removing growth opportunities for the region and its aerospace cluster at a stroke.

Regards

Steve Preddy
Regional Coordinating Officer
UNITE South West

Statement 8

Geoff Mills, CMILT

Statement Relating to Agenda Item 10 - GW Franchise

I broadly support the draft response as set out in Appendix One to the report. In particular I welcome the response to Questions 15, & 20-22 which identifies the importance of focusing on the needs of passengers rather than the operational needs of the railway, e.g. better Sunday timetables and evening services (to which I would also add a Boxing Day service).

This statement focuses on one aspect of the current service level which is very deficient, namely the late evening departures from Bristol Temple Meads, particularly on Saturday. When attending evening events, the early last departures mean that it is often necessary to drive; those people without a car and who cannot afford a taxi or overnight stay often won't experience the whole performance. For journeys to/from destinations outside the city, buses where they exist, are not a suitable alternative to rail due to the longer journey times and lack of toilets. Regardless of whether or not an arena is built there is a need to provide later departures on all routes. This is an issue I've raised periodically with railway managers since I first started working in public transport planning in this area in 1985. I'm aware that the issue has also been raised by the Community Rail Partnership. The train operators' response has been that an early finish is needed to facilitate maintenance works &/or that there is no requirement in the Franchise.

Because Bristol is a regional cultural and leisure centre, I contend that, as a minimum, the last departure on all routes should be late enough to allow people to attend evening shows/concerts at all the major city centre venues, eg Colston Hall, O2 Academy, Hippodrome, etc, as well as enjoying a night out in the restaurants, pubs and bars. As many concerts don't finish until 23:00, Temple Mead's off-centre location means allowing a 25min walking time. Consequently the last departures should be around 23:30. Currently only limited stations on the Weston-s-Mare route have this facility and then not on a Saturday.

The table below gives the last train departure times on each of the routes out of Temple Meads.

Route	Mon-Fri	Sat	Sun
Newport/Cardiff	22:54	22:55	22:48
Yate/Gloucester	22:42	22:11	22:30
Avonmouth/Severn Beach	22:21	22:16	17:53
Chippenham/Swindon	22:35	22:30	22:10
Bath/Westbury	23:20	23:10	23:15
Weston-s-Mare (limited stop)	23:36	22:16	21:55
W-s-M (all Stations)	23:06	22:01	23:10

From a customer perspective one might expect that Friday and Saturday evenings would provide the latest departures. However, although the last Friday departures are as for Monday to Thursday, the last Saturday departures are, with one minor exception, earlier. This is significantly so on the Gloucester (31min earlier) and Weston-s-Mare (1hr 20mins) routes. Perversely on these routes the last departures on a Sunday are later than on a Saturday.

The situation in Bristol is in marked contrast to the **London** end of the GW line. Here services operate between Paddington and Reading almost 24/7, the exception being Saturday night/Sunday morning when there is a 4 hour break after 01:00. Looking at the North West quadrant of London, on both the Chiltern routes out of Marylebone the last departures are around midnight Monday to Saturday and only a little earlier on Sunday. Out of Euston the last departures are after midnight and the St Pancras to Bedford Service operates all night except Saturday with a last departure at 01:40. A similar picture of services operating until or after midnight can be found on other routes out of London.

In other major cities the situation is patchier but from what I've researched to date the Saturday service provision is generally better than Bristol's, ie more departures after 23:00. For instance, out of **Birmingham**, except for the Tamworth route, the last departures are after 23:00 Monday to Saturday.

The GW Franchise renegotiation/renewal now gives us the opportunity to rectify this long standing deficiency thereby supporting Bristol's night time economy and improving access to cultural and leisure facilities for people living outside Bristol. However, we shouldn't wait for the new franchise in 2022 or 2024, the renegotiation of the existing contract provides the opportunity to realise improved late evening services from 2020.

Geoff Mills CMILT