

West of England Combined Authority Committee

19 July 2019

Items from the public

Agenda item 8 – Items from the public

Statements & Petitions received:

1	David Redgewell Transport Issues
2	Name: Cllr Sarah Warren, B&NES Subject: Climate Change
3	Name: Dorothy Stein Subject: Climate Emergency
4	Name: Cllr Joanna Wright, B&NES Subject: Climate Emergency
5	Name: Cllrs Tim Kent and Harriet Clough, BCC Subject: M1 Metrobus Bamfield Bus Stop
6	Name: Max Langer (Petition) Subject: Bus Franchising
7	Christina Biggs Subject: Rail Services and Transport Issues
8	Andy O'Brien Subject: Zero-carbon society
9	Andrew Shore Subject: Hambrook Lane Lights
10	Alison Allan Subject: Climate Emergency
11	Cllr Clive Stevens, BCC Subject: Climate Emergency
12	Nikki Jones Local Rail Services

Statement by David Redgewell for WECA Scrutiny on Wednesday 17th July 2019 and WECA Board on 19th July

In the middle of negotiations with the Mayor's plus the Combined Authority and N Somerset about a Regional Bus Deal talk of franchising is a complete distraction.

It looks like a fruitful deal that benefits bus passengers with clear timescales can be agreed, with partnership working and cross operator support. This has been very successful elsewhere such as in Leeds. The First investments will start on routes 1 & 2 and then 75 & 76. Working alongside the Mayor's the Authorities will deliver bus priorities to tackle congestion that holds the buses back and causes unreliability and adds costs. There will be more integration and we have already achieved commitments and government funding for an interchange at Bristol Parkway. First will add more integration and will be delivering 77 gas buses through the partnerships and 9 new buses for Bath. New buses cost between £200 – 400k and there is no spare money for the authorities to be buying fleets of buses and when operators are willing to buy them the money can be spent on other vital areas. The freedom pass which allows bus and rail travel in the City Region has had a price cut and there will be more marketing to publicise this ticket. Of course there is more to do and we need to fill the off peak buses when they have capacity. We can work with Destination Bristol to promote public transport to our important visitors in the tourist economy in this region.

In view of the JSP Inquiry I would urge WECA to meet with the operators over the summer to work on the public transport plans to make sure that the new communities are provided with accessible and sustainable public transport.

It is with great concern that we learn of the potential removal of the bus lane at Hambrook, this will have a severe impact on the reliability of bus services at a time when all local authorities across the region should be doing everything possible to promote buses and public transport use. Buses are part of the solution to the Air Quality problems and more should be done to give priority to buses. Services 19 and 19A serving Bath – Keynsham – Kingswood – UWE – Parkway (for connections to the hospital) – Patchway will be re routed around the roundabout at Hambrook adding time and delays and unreliability to this important route. The removal of bus lanes at Hambrook will also have a disruptive effect on the new MetroBus route between Bristol and Emerson's Green which is the start of a wider network and I believe carries over 2000 people per day.

Bus lanes and priority are essential to make the bus as reliable as possible and must be progressed across the region so I call upon all local authorities to work together and with WECA to promote the bus. Regardless of who actually operates the buses the company needs priorities to make the case for on going investment. A Bus Deal for the West of England is important to grow the use of buses in the region and reduce the dependence on cars.

We also need good quality infrastructure in terms of bus stations and interchanges so that connecting between buses, trains and taxis and coaches is easy, there needs to be public toilets and cafes provided too. Integrated ticketing also needs to feature to make it as easy as possible for users both current users, potential users and not forgetting tourists. We are still waiting to see the WECA wide Bus Strategy.

We welcome the funding announcements for the Metro West rail packages and need to see the work progressed quickly. We also understand that the DfT are looking at the possibility of a Tram – Train solution in this area.

Speech to West of England Combined Authority 19th July 2019 by Councillor Sarah Warren

Mayors Bowles and Rees, Councillors Savage and Romero, thank you for giving me this opportunity to address you in relation to climate chaos. I was elected to Bath and North East Somerset Council in May. Having entered politics because of my concerns about the planetary climate emergency, I am **humbled** to have been appointed to the corresponding Cabinet portfolio at this critical time in humanity's history.

Environmental changes are now unfolding **faster** than predicted, with **7** of the hottest years on record, occurring **within the last 10**, and an ice-free Arctic expected **within a handful of years**, some **70 years** earlier than predicted. This will be a global tipping point with huge consequences, including an **acceleration** in global heating. Meanwhile, world-wide, carbon emissions are rising faster than ever. As a parent I find this news terrifying.

The Intergovernmental Panel on Climate Change reported last October, on the enormous increase in harm of 2 degrees of warming (compared to pre-industrial levels), *versus* 1.5, including, and I quote, "**risks to health, livelihoods, food security, water supply, human security, and economic growth**". That may include risk to our food supplies here in the West of England. The report also told us that we have 12 years to bring about an **unprecedented** transformation to our economy and our lifestyles, in order to avoid this increased harm. And our media has only recently **begun** to acknowledge the **true** seriousness of our situation, with the airing of David Attenborough's "Climate Change: The Facts" in April.

In response to public concern, the West of England's three constituent authorities have now recognised the climate emergency, along with around 120 other UK authorities - and you **must** now do likewise. 73 of those authorities have an aspiration to achieve zero emissions by 2030. As policy-makers, **only you** have the power to draft the policies that will determine our way of life here in the West of England: the long-awaited bus strategy, the Joint Spatial Plan, the Joint Local Transport Plan. Only **you** can ensure they reflect the new, frightening reality of climate chaos. There can be no more car-dependent development. There can be no more airport expansion.

Last summer Greta Thunberg, a 16-year-old Swedish activist, began a lone school strike outside the Swedish Parliament, seeking action to counter the

environmental crisis, that is **proportionate** to its enormous risks. She has since inspired a world-wide movement of school strikes, as young people rise up to demand a future. There are thousands of demonstrators on the streets of Bristol again this week. David Attenborough told last week's Business, Energy and Industrial Strategy Select Committee meeting "We **cannot** be radical **enough** in dealing with this issue. Dealing with these problems means we are going to have to change our lifestyles. Dealing with these problems is **going to cost money**. The question is: 'how fast can we go?'" Young people finding their voice gives me, like David, new hope. And these concerned citizens are not going away. They are the voters of the future.

I will finish with Greta's words to the World Economic Forum in Davos in January, "**Our house is on fire,**" she said. "**I want you to panic, I want you to feel the fear I feel every day, and then I want you to act as if the house was on fire – BECAUSE IT IS.**"

Why I am asking WECA to declare a Climate Emergency

My name is Dorothy Stein, I'm an IT project manager from Bath. I moved from London 20 years ago and my 3 children have grown up here. I co-founded an IT services company and I have worked with UWE and the Future Economy Centre here in Bristol, and I have some experience of the challenges of getting a business going and just how difficult it is to create jobs and opportunities.

Why am I appealing to WECA to declare a climate emergency?

The Paris Climate Agreement in 2015 set a target of holding the global temperature increase to a further 2 °C or less. The IPCC report which came out in 2018 looked at the impact of a 1.5 °C of warming and makes grim reading. 1.5 °C has hugely destructive effects globally including sea level rise, loss of land which can be cultivated, reduced productivity of crops, acidification of oceans and destruction of ecosystems on which we depend.

The UK government's independent Commission for Climate Change released a report last week 10th July 2019. "Climate Change is here today ... Annual average temperature in England has increased by 1 degree C and will keep increasing ... by 4 °C if current trends continue."

Every report that comes out shows that climate breakdown is occurring faster than predicted. Climate change has no borders. And at any point we may reach the tipping point, where the earth's own systems start fuelling climate change.

It's hard to take this in. Our life's work, our hopes and dreams for the future have been broken and the younger that one is, the more this is true. This crisis will be the backdrop to the rest of our lives and there will be no business as usual.

I understand that WECA's priorities are to drive inclusive growth, improve productivity, foster innovation and invest in affordable housing and transport infrastructure. Everything that WECA is striving to do will be affected by climate breakdown. A habitable world which can sustain life is a pre-requisite for every one of WECA's objectives.

Bristol City Council declared a climate emergency in Oct 2018, North Somerset followed in Feb 2019 and Bath City Council in March 2019. South Gloucestershire is debating this on July 17th. Bristol University declared a Climate Emergency in April 2019.

Aviva, a big employer in Bristol, joined 415 investors at the Poland climate conference calling on governments to step up action.

What is the point of an emergency declarations?

- It is commitment to a step change in how the organisation will behave. Incremental steps are not going to be enough. We are facing an existential threat and we need to be bold.
- It is a commitment to put emissions reduction and protection of the environment at the heart of everything that we do. For every decision, whether it is on housing, transport or economic development, we will take this dimension into consideration
- It sends a message across the region, the UK and Internationally that we understand the gravity of what is happening and we are appealing to others to work with us

The UK CCC report of 10th July says “the Government of the day holds the responsibility to act to protect future generations. That principle is at risk The need for action has rarely been clearer. Our message to government is simple: Now, do it.”

At local, regional and national levels we need to play our part. WECA has a key role to play. Act now!

Statement 04 – Cllr Joanna Wright

50 years ago tomorrow man first landed on the moon. The world 50 years ago was full of hope. If we could put a man on the moon, we could use technology to solve things. The future was in our grasp, it was going to be brighter, shinier and faster.

50 years on from landing on the moon, Scientists on the Intergovernmental panel on Climate Change, have told us quite categorically that if we do not change our land use, our transport use and our energy use in 50 years time we will face catastrophe. The rise of global temperatures is causing habitat loss and the extinction of thousands of species, the sea levels are rising and we are all already starting to suffer the economic and social impacts of this.

In 50 years time, if we carry on as we are, our children and their children will not have a future. Our only hope is to drastically change the way we live now.

50 years ago we were full of hope that science was going to change the world. Science can change the world, but it can only do this if it is enabled by political will. Political will that recognises that we have stark choices to make. Political will that unites citizens, whilst informing them that our individual behaviour has a collective effect. Political will that recognizes the decision we have to make are not easy, but they are necessary.

The West of England Combined Authority and the Metro Mayor have political will, they have been given power and money to make change. We know that in this region approximately 34% of our carbon emissions are due to transport. WECA has the authority to change how we move around. Does the Mayor have the political will to imagine and begin to implement a Zero Carbon future? WECA is surrounded by major players in innovation from Airbus to Dyson. WECA is surrounded by all the science and technology that enabled us to put man on the moon, but does it have the political will to put hope into people's hearts?

Passing the Climate Emergency Motion at the WECA level shows political will and commitment, it shows leadership, it shows Vision. Passing the Climate Emergency Motion shows that our community values our collective future. Passing the Climate Emergency Motion shows that we understand the need for partnerships of many kinds to prevent and mitigate catastrophe.

All of us need to lessen our impact on the world around us. We have to make a shift in our daily actions and activities, rethink our energy use, our means of travel and commodity use and realize that together we can still have rich and fulfilling lives and communities. To create a Zero Carbon World, change needs to happen.

In 50 years time will mankind look at our decisions and say: they were willing to take one small step, they were ambitious enough to make one giant leap for mankind.

Never doubt that a small group of thoughtful, committed citizens can change the world. Indeed, it is the only thing that ever has" - Margaret Mead

Dear Mayor Bowles and Council Leaders,

I am sure you are aware that with the introduction of the M1 Metrobus to the Hengrove and Whitchurch area First Bus decided to withdraw the 50 bus service from the area. This decision has left around 500 properties in the Bamfield area effectively cut off from a local bus service. Where previously there were several nearby bus stops many of these residents now face a walk of half a mile. In addition residents across the wider area have been effectively cut off from the Asda Supermarket, Whitchurch Health Centre, Whitchurch Library and the Whitchurch District Centre.

When initially planned Metrobus was supposed to work alongside local bus services. But with no advancement on quality contracts or use of the new franchising powers Bristol and the region have seen how little say they have in planning bus routes.

Added to this Whitchurch only received one of the three planned MetroBus routes for the area. Two having been long ditched by the powers that be (although no one appears to wish to own up to who those powers are).

Putting the issue above aside a petition was presented to Bristol City Council and WECA from around 900 local residents in February asking that a new Metrobus stop be installed near the Oatlands Avenue junction using the now defunct Thurlestone bus stops.

As local councillors we were very pleased that the Metrobus board agreed to this in principle as long as agreement on the funding of the upgrade of the bus stops also occurred.

On meeting Bristol City Council officers at the time we were shocked to be told that this could cost around £300,000. Now months later, we have been informed that to meet the Metrobus standards costs would now be circa £500,000 for two stops that already exist.

It appears that this is now stuck in limbo. Two transport authorities, Bristol City Council and WECA, both not wanting to pay gold plated costs created by our own rules, leaving hundreds of residents effectively cut off from bus services. This was never the vision of Metrobus. This should not be happening in a modern city that needs people to switch from car to bus.

As local councillors we have provided to Bristol City Council practical solutions to reduce costs greatly. We fear though that this will be rejected by the Metrobus board. Simple solutions that will save public money. Simple solutions that will ensure this project can get going.

We are heartened to read the response from Mayor Rees that negotiations have been continuing and that it is hoped that the Bus Infrastructure fund can deliver the programme. If

Statement 05 – Cllrs Tim Kent & Harriet Clough

this is the case, that an agreement for the way forward has been agreed then we are delighted and thank all those involved and ask that arrangements be made for the M1 service to stop as soon as possible at the stop. But we are also concerned about drag and delay hence our questions below.

We ask Mayor Bowles to please respond with a timetable for when the works will occur to upgrade the M1 Metrobus stop at Thurlestone on Bamfield? We ask the Mayor what agreement has been made for funding this works between BCC and WECA? We ask the Mayor if the cost reduction solutions suggested by us will be adopted? We ask the Mayor to confirm that by September that the M1 Metrobus will be using the Thurlestone bus stop and allow our residents to once again have a bus service. We would appreciate a full response in writing.

We look forward to your response.

All the best

Cllr Tim Kent and Cllr Harriet Clough
Lib Dem councillors for Hengrove and Whitchurch Park Ward
Bristol City Council

Statement 06 (petition 01) – Max Langer

Petition No. 1:

Lead Petitioner: Max Langer

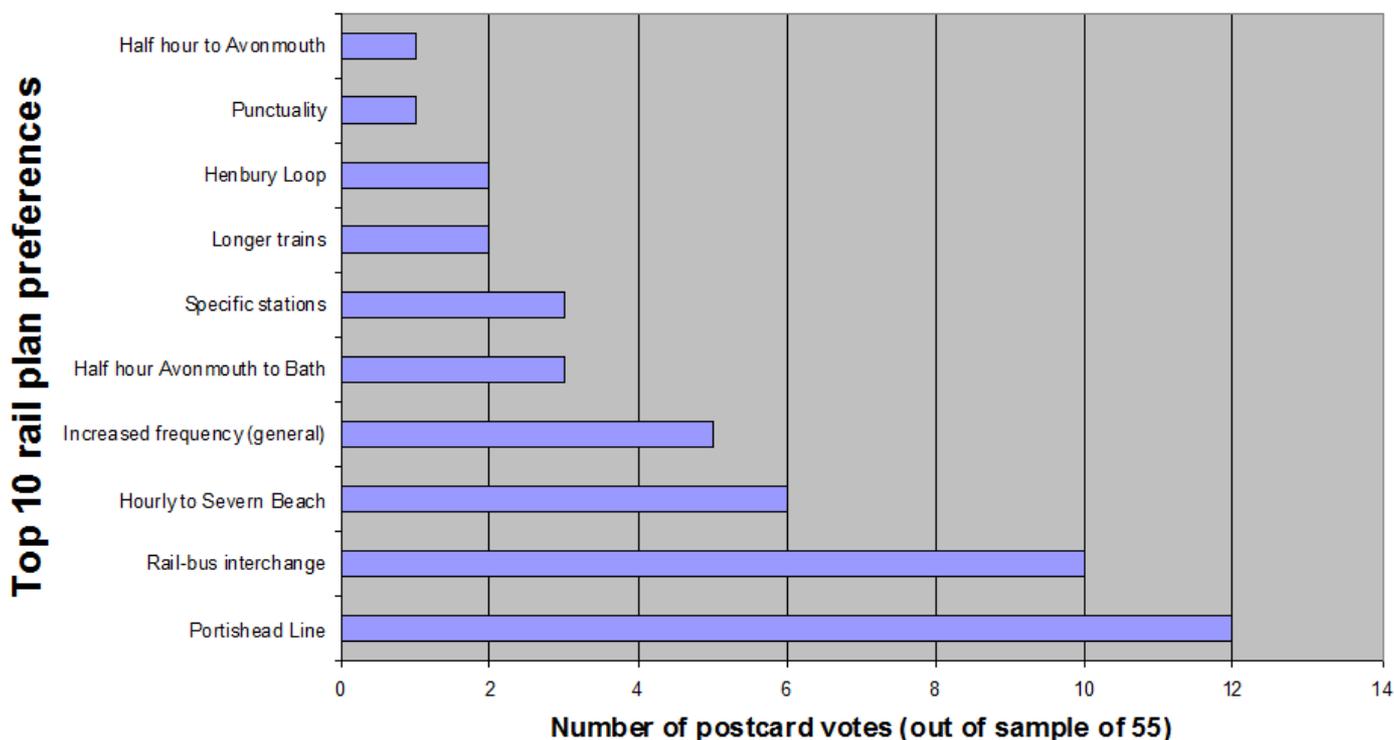
3793 verified signatures

“We the undersigned call on Mayor Marvin Rees, Regional Mayor Tim Bowles, Bristol City Council and the West of England Combined Authority to work towards a bus franchising scheme for Bristol.”



1. FOSBR Rail Plan 2018 – We are pleased to report that all 3000 postcards have been distributed and therefore we are formally closing our postcard campaign today. We have conducted an analysis of 55 of the cards that people have entrusted to us for hand delivery and present our suggested analysis in this bar-chart below. We understand that WECA cannot release the postcards already posted direct due to GDPR regulations so we will be handing the remaining cards in today to be analysed as WECA wishes.

FOSBR Rail Plan 2018 - suggested analysis method

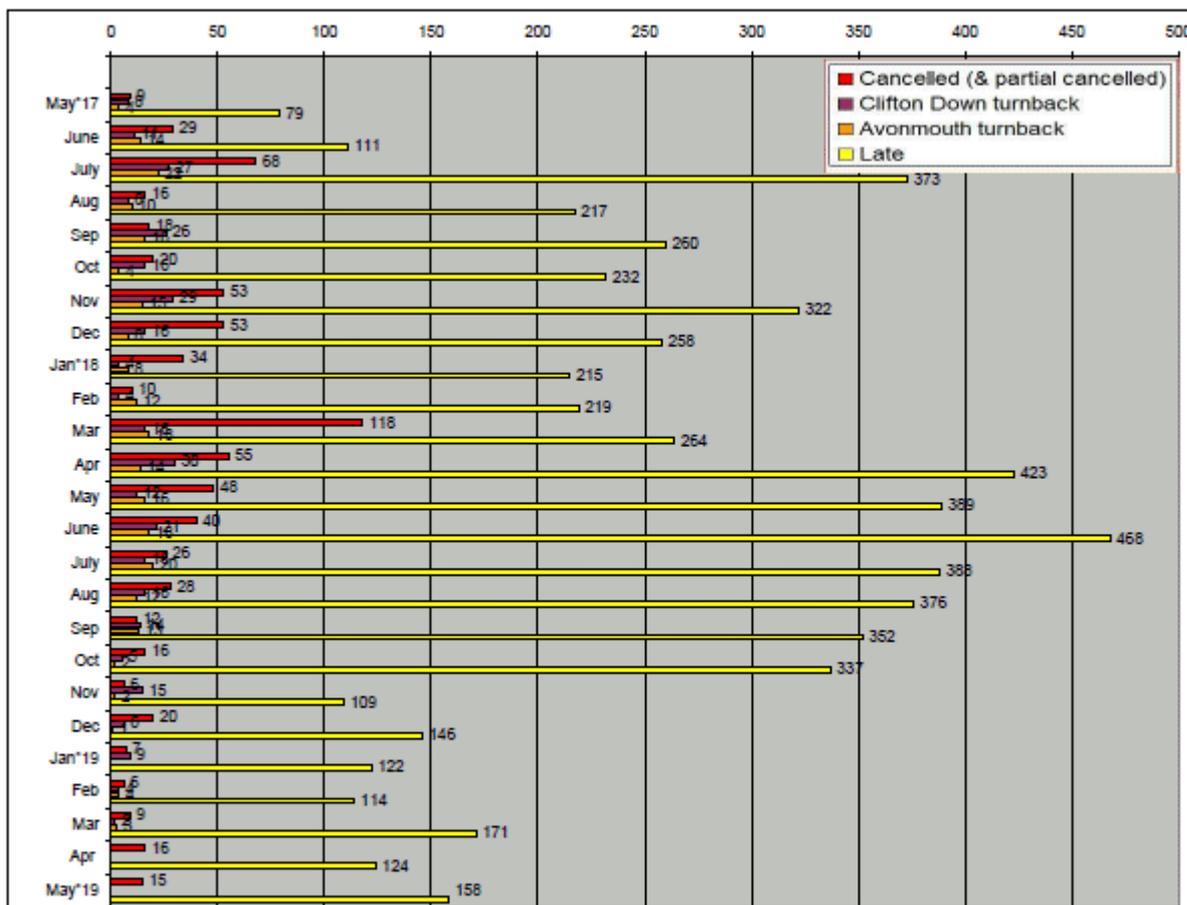


2. Filton Bank and the green light for MetroWest Phase 1A

- a) FOSBR notes that since the implementation of Filton Bank in November 2018 (for which we have campaigned for over 10 years), the reliability of the Severn Beach Line can now be considered to be restored to pre-2017 levels (see chart below), and urges WECA to urgently conclude negotiations and **implement MetroWest Phase 1A, initially half-hourly from Temple Meads to Avonmouth and hourly to Severn Beach, in the May 2020 timetable at the latest.**
- b) We appreciate the urgency (and the political necessity to WECA) of a half-hour service to Keynsham, Oldfield Park and Westbury, but as we understand this is dependent on the remodelling of Bristol East Junction, we would urge WECA to implement the Temple Meads to Severn Beach service first, as soon as possible, and not wait for Bristol East Junction as this is not yet approved.
- c) It is in any case advisable to test the resilience of the half-hour timetable on a small scale before linking to a through service to Westbury. It is quite possible that with knock-on delays through the single-track section of the Severn Beach Line, there will be delays and cancellations initially, much as for the Class 166 introduction in 2017-18 (see reliability chart for evidence of this completely unacceptable disruption to the service)

- d) We have accordingly launched an online (via Change.org, link on our website) and paper petition for this half-hour service which we will present to the September WECA meetings. We appreciate that it is not solely in WECA's gift to implement the service and so the petition calls on all decision makers, including WECA and DfT, to work together on this.
- e) In the mean time we urge WECA to press the DfT to approve funding for the remodelling of Bristol East Junction so that MetroWest Phase 1A can be extended to Westbury, and to initiate discussions on selective double-tracking of the Severn Beach Line.
- f) In the light of the climate crisis FOSBR would recommend that **no fare rise** be discussed, negotiated or implemented at this point as i) the reliability of the new service cannot be guaranteed, ii) the running costs to GWR should be covered by the subsidy agreed by the Outline Business case of £1.1 million, much as in 2008 by BCC, and iii) that the resulting rise in ridership together with smart ticketing may well cover the running costs after the proposed 3 years of pump-priming.
- g) As WECA has already committed £9m for capital delivery and the timetabling work is complete, there is no reason to be negotiating with DfT or GWR about service delivery. WECA should honour its Outline Business Case agreement to subsidise the MetroWest services for the first three years and not haggle over service delivery at this point.
- h) ***MetroWest Phase 1A should be considered as WECA's highest priority contribution to combat climate change and air pollution, and if implemented by May 2020 would fall well within the current timescale of Bristol's Clean Air Plan.***

Number of train services cancelled, turnback or late, by calendar month on Severn Beach Line: May 2017 - May 2019



"Late" = train service 5 or more minutes late on arrival at final destination
 "Cancelled" = cancelled throughout, "Cancelled partial" = skipped scheduled stops at intermediate stations
 "Turnback cancel" = turned back prior to (or started after) scheduled stations

From baseline 316 Severn Beach Line services per week*, 5*50 weekdays, 46 on Saturdays, 20 on Sundays**

*Fewer during bank holidays and Filton Bank 4-tracking blockades inc 13/14 Oct, 27 Oct-18 Nov, 24/25 Nov, 1/2 Dec

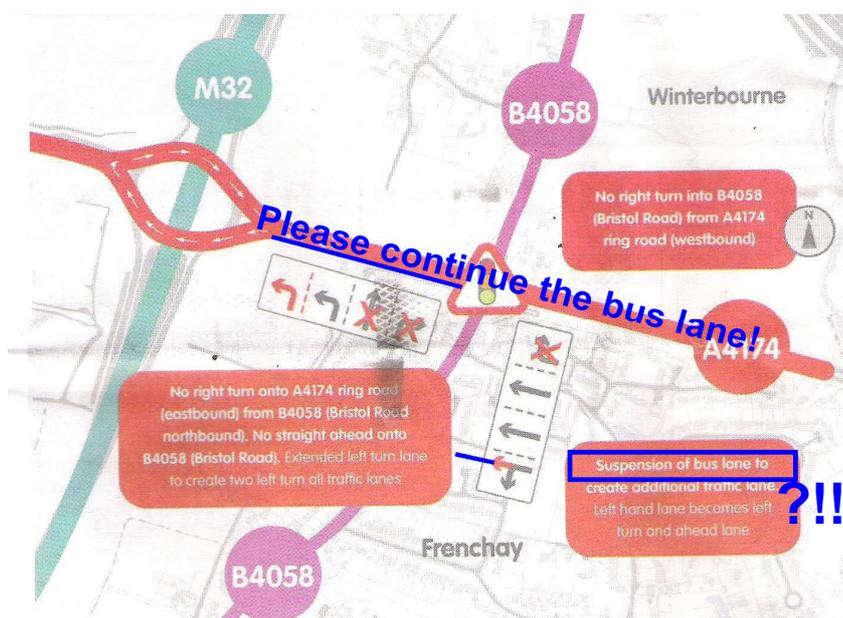
**Summer Sunday service increases from 20 to 26

Compiled for FOSBR by TM, collated by CJD

2. MetroWest Phase 2 – We welcome the WECA decision passed on Friday 14 April to proceed MetroWest Phase 2 to the Full Business Case (GRIP 3) and would urge that plans for a full station are developed with YTL for the Arena at Filton, a direct connection to Bristol Parkway and at least a half-hour service. We would continue to urge WECA to hold talks with Bristol Port Authority to resolve the issue of road access at St Andrew's Gate, and suggest a study into a bridge at St Andrew's Rd station or internal roads linking to Holesmouth Bridge.

3. Joint Spatial Plan – FOSBR recommends that investigations be carried out into all the proposed Strategic Development Locations, not just Charfield. In particular we would like draw your attention to our JLTP4 consultation submission where we show 2011 census data that 26,000 cars each day drive from S Glos into Bristol. To that end we therefore recommend that studies be undertaken into reopening stations at Coalpit Heath, Flax Bourton, Uphill/Locking and that a study be undertaken of remodelling of Westerleigh Junction, perhaps using the Westerleigh Oil Depot freight line and reinstating Ram Hill Loop, to facilitate the delivery of the Thornbury Line, initially as a Park and Ride from Tytherington Quarry. In the mean time we commend Pilning as a Park and Rail for Thornbury as Pilning (unlike Charfield) is to the south of Thornbury.

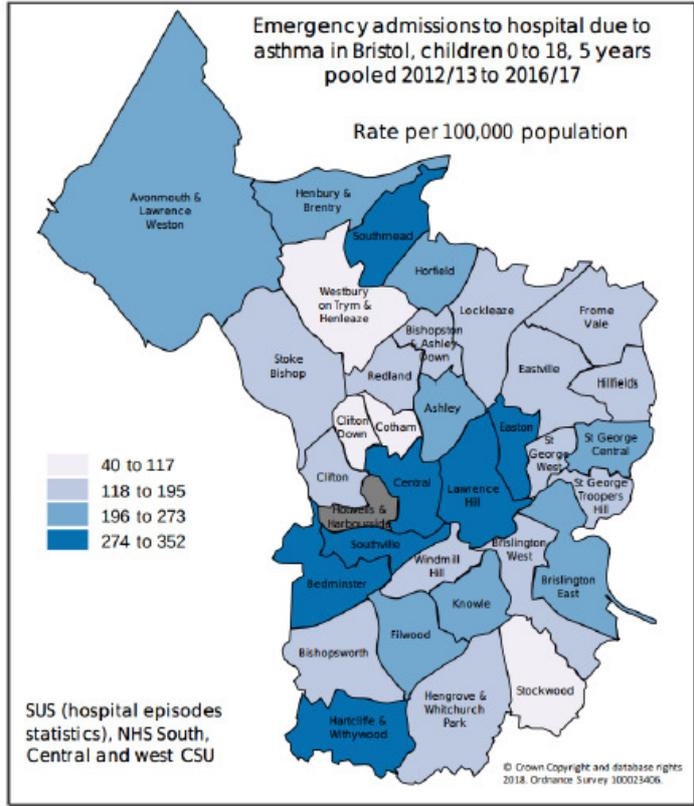
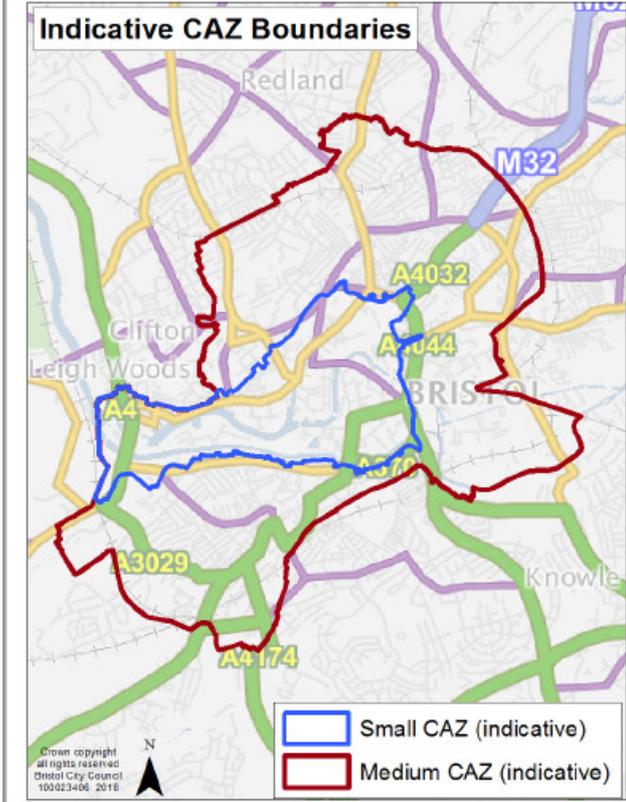
4. Clean Air Plan – In light of the above-cited 26,000 cars per day travelling into Bristol from S Glos, FOSBR regard the proposed remodelling of the B4058 Junction as cynical in the extreme. FOSBR support the suggestion by James Freeman of FirstBus to modify the proposed remodelling of Hambrook Junction by retaining the forward bus lane. FOSBR supports FirstBus' suggestion to remove the right hand turn to the north and to instead use this as a third lane going forwards towards the M32. Removing the forward bus lane will only disincentivise bus travel and make air pollution in Bristol even worse!



4. FOSBR support bus travel and bus-rail interchange as part of the complete solution, and are very disappointed to hear that despite committing £2 million a year ago to an upgrade of the real-time bus information system, that this has not been planned or considered yet by WECA.

Dear Marvin,

Please clean up Bristol's dangerous air pollution in the fairest, fastest and most comprehensive way. Both nitrogen dioxide from diesel vehicles and particles from wood burning are known to hasten death from respiratory illnesses, reduce lung capacity in children and to exacerbate asthma. All road traffic, whether from petrol or diesel cars, contributes to poor air quality and climate change. I pledge to examine my own travel patterns and act to reduce my pollution production now. *Please implement a Medium Clean Air Zone!*



FOSBR Rail Plan 2018 – car-free travel from your door



A reliable half-hour train service:

- WECA to have rail powers and operational oversight;
- **Longer** trains with more seats and **room for cycles**;
- Rail-bus interchanges at Filton Abbey Wood for Southmead Hospital and Nailsea & Backwell for Bristol Airport, accurate real-time bus information at stations;
- Multi-modal **smart ticketing**, with guards on all trains;
- Delivery of MetroWest Phase 1A **half-hour train service between Avonmouth and Bath**, hourly to Severn Beach;
- 30 min service for Patchway, Parson St and Bedminster;
- Future 15 or 20 minute frequency.

Robust infrastructure to unlock capacity:

- Completion of Filton Bank four-tracking;
- Bristol East and Westerleigh Junction remodelling;
- Replace footbridge at Piling for Severnside commuters;
- Emission-free trains: electrification to Bristol Temple Meads and battery or hydrogen-fuelled local trains;
- Extra platforms and bus hub at Temple Meads;
- Selective double-tracking of Severn Beach Line.

Reopening stations across the network:

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

I’m speaking as a founder of Zero West, which is a collaboration to accelerate the transition to a zero-carbon society in the West of England.

Last night South Glos became the final West of England local authority to declare a climate emergency. This is good news, and I trust that all four are 100% committed to the huge actions that must now follow urgently.

We have to adopt a war-footing approach, nothing less. Policies have to change across the whole economy, and we have to **demand** that national government facilitates this.

Even though the zero-carbon transition will bring many new jobs, we cannot assume that the government will act appropriately. This is because vested fossil fuel interests are deeply embedded in our political and government institutions, and exert a powerful influence. Together we must call this out, whatever our political allegiance. Our local MPs similarly need to tell the truth to their bosses.

Current government action on the transition falls woefully short. Last week the Committee on Climate Change said UK action to curb greenhouse gas emissions is lagging **far behind** what’s needed, and that over the past year the Government has delivered just **1** of **25** critical policies needed to get emissions reductions back on track.

Andy O’Brien

Unfortunately I am unable to attend the WECA meeting in-person on Friday 19th July.

However, I am providing this statement (which is a slightly modified version of what I presented to South Gloucestershire Full Council on 17th July)

As WECA have overall responsibility for Transport in the area, I am asking the West of England Mayor to consider my points below, to investigate the lack of consultation and, given other question-marks about the restrictions, impact on bus lanes etc, to request the scheme is put on-hold pending a review

- I'd like to raise the subject of the turning restrictions due to be implemented at the traffic lights junction of the A4174 at Hambrook, on 11th August, under the guise of a so-called 'Experimental Traffic Order'
- My concerns fall into two broad categories
 - Firstly the process
 - Secondly, the proposals themselves
- May I say that I recognise there is an element of government direction
- Also I think we would all agree reducing pollution and emissions, where feasible, is a good thing
- But I don't believe that central government stipulated this had to be done by way of an Experimental Traffic Order, nor do I believe they specified the particular detailed proposals

Firstly, the process –

- I believe government set South Glos a challenge, yes, but it was a matter of South Glos Council's **choice** to implement this particular set of restrictions and **choice** to proceed using an ETO
- I believe that an Experimental Traffic Order is being used wrongly here
- Even with an Experimental Traffic Order, with its 'so-called' consultation & review later, I still see no reason why there couldn't still have been a consultation up-front
- Community engagement has been woefully inadequate, with not just residents but also many Members who live in the nearby areas unaware until **after** it was decided
 - As we have Community Engagement Forums in South Glos, I would ask "Why has this issue not been tabled at these forums?"
- Instead of proper & timely community engagement, your officers seem to be rushing headlong into one particular solution, which I believe has some real flaws, and in a way which makes local residents feel consultation is a dirty work in South Gloucestershire's dictionary

Now for the actual proposals –

- They seem to follow from data back in 2017, modelled or projected forward
- But there have been changes since then, for example the relatively recent Stoke Gifford Transport Link (or bypass) Road, which may have changed things
 - Another thing that may well have changed the position since 2017 is that more vehicles are now fitted with stop-start technology, thereby reducing emissions from stationary vehicles (which this scheme is supposedly aimed at).
 - And there are further changes coming soon, eg. a new road linking the Stoke Gifford Bypass into Harry Stoke, which when they come on-stream, might also change and ease the situation
- If people, like me, drive a Euro 6 compliant vehicle with start-stop technology that cuts out the engine when stationary at the traffic lights, it is frustrating to be inconvenienced by these changes, especially when by driving further, we will actually emit **more** pollution

- I drove the proposed route last week (at a quiet time) travelling from Downend to Harry Stoke. It added 0.8 mile to my journey, leading to more emissions
 - And whilst I didn't turn right at the lights into Hambrook, on the extra loop I got held at **three** sets of lights on the A4174/M32 roundabout instead
 - So how does that help reduce emissions & pollution?
- Then drivers wanting to go from Frenchay to Downend. They might take the new, longer route.
 - Alternatively, they might decide to cut through the back roads, over traffic-calming measures, putting out the emissions closer to pedestrians and people's houses.
 - That makes little or no sense.
- And then this scheme means removing a bus lane! How crazy is that!?
- I can't cover all the detail in the 5 minute slot here this evening
- So, in summary:
 - I am frustrated at the lack of community engagement
 - It is really important that locals don't continue to feel ignored and simple 'done to' with a stick
 - We need a fundamental change in ethos, so the Council is not simply using the words 'consultation' or 'engagement' in a lip-service or reluctant way.
 - Residents, Members, and local Parish Councils need to feel **genuinely** consulted and **actually** listened to. They might have practical suggestions to make!
 - My final ask, and I realise this is a big one
 - I ask that this scheme is put on hold pending proper community consultation
 - And to enable a review of the data, assumptions, modelling, changing road network and unintended consequences.
 - This, **before** any restrictions are put in place at the Hambrook lights
 - Because the best of Officers intentions might not actually deliver what is desired
- I realise the Executive Member has a difficult role and a fine balance to strike, but I would welcome a separate discussion or meeting with Cllr Reade
- Thank you all for listening, and I trust you will reflect on my community consultation points

Statement

WECA and Joint Committees 19.7.19

Statement submitted by – Alison Allan, Extinction Rebellion

Statement

WECA and Joint Committees 19.7.19

Statement submitted by – Alison Allan, Extinction Rebellion

We note from your last agenda that your own Chair of the Combined Authority Overview and Scrutiny Committee, Cllr Stephen Clarke, asked this body to declare a climate emergency and this was further supported by a statement from Cllr Martin Fodor.

This is NOT GOOD ENOUGH!

As a regional authority, WECA must show leadership; all of the councils within WECA have declared a climate emergency now. How is it that WECA, has not done the same? This proves that the threat we face has not been taken seriously enough by Mr Bowles and the members of the board.

WECA can and must declare a climate emergency immediately; and having done so, it must work with its councils in a cross party effort to put in place bold schemes that will ensure that the region is actively combatting climate change. As David Attenborough said, “We cannot be radical enough in dealing with these issues”...

In terms of being radical, Extinction Rebellion is not an anarchist movement, despite what was suggested on R4’s Today programme by a one Richard Walton. Mr Walton is a former Metropolitan police commander who was forced to step down when accused of misconduct by the Stephen Lawrence enquiry. He represents a right wing think tank with unknown funding. Extinction Rebellion is a grass roots movement made up of ordinary citizens from countries around the world; citizens who are terrified by the inaction of their governments in the face of climate change; citizens who are well aware of the havoc that will be caused by anthropogenic climate change and ecological collapse; citizens who see that political apathy has left them, and more importantly their children, in a desperate situation; citizens who feel that their only course of action is non-violent protest, to force governments to act and to put the situation front and centre for the public, who are at the moment desperately ill informed

We are losing species at a rate not seen since the meteor strike that wiped out the dinosaurs – this change is driven explicitly by human factors. The loss of species diversity means that we are eroding the very foundations of the natural systems upon which we as a species depend.

The Ice Cap is melting faster than predicted and sea level rise is already impacting communities in the global south (eg. Bangladesh). In the near future the UK is set to lose many of its coastal villages, towns and cities due to rising tides and increased storm activities.

This IS an emergency and WECA, along with every body, organisation, authority, person who wields any power and control must recognise this and ACT NOW.

Our window of opportunity is so desperately short and our children will judge us for the actions and decision we take now....

ends

Statement to WECA Committee meeting - agenda item 5: Motion - Climate Change Emergency - Councillor Clive Stevens, Clifton Down, Bristol

“Dear Mayors and Council Leaders

Unfortunately I cannot be with you today to read this out, on a day of such good news too.

I am delighted to read that you will be declaring a climate emergency. And only a month after your Overview and Scrutiny Commission, incidentally chaired by my Green colleague Stephen Clarke, recommended you do so. Also, coincidentally, a month after I and my fellow Bristol Councillors Carla Denyer and Martin Fodor urged you to do so too. And I see South Glos have declared one. That is extremely quick work certainly befitting of an emergency.

I am now wondering which of your policies you will urgently review following your declaration.

Perhaps it will be the Joint Transport Plan which I understand still predicts absolute numbers of car journeys to stay the same even by the end of its time period. And if those journeys are to be by drivers and passengers in electric vehicles what are you going to do to incentivise the switch across and put in the necessary infrastructure.

Or perhaps the first one you will look at will be the West of England Energy Strategy which was deemed so short on detail or action just a few months ago, despite the expensive studies with all their recommendations. That of course was before the latest round of local elections. It was the Joint Committee meeting delayed by the snow when the then Leader of North Somerset Council took exception to my statement about demonstrating good leadership. I realise that Councillor Nigel Ashton might well be back one day so will keep further thoughts to myself.

Or perhaps it will be the seemingly blind support for Bristol Airport expansion.

Maybe you will choose something else to tackle first. But one thing’s for sure, once you have declared an emergency you will need to act like there is an emergency.”

Thank you - Councillor Clive Stevens (Bristol - Clifton Down)

Statement 12 – Nikki Jones

I am writing to urge WECA to move fast on improvements to the Severn Beach line, as outlined in FOSBR's statement to WECA. I live in Sea Mills and we urgently need an improved, half-hourly minimum, service.

I also fully support FOSBR's call for an urgent focus on the opening up of South Gloucestershire train stations such as Charfield, Coalpit Heath, Flax Bourton and Uphill/Locking. Given the urgency of our air quality and climate change challenges all previous plans need to be reviewed. We do not have time to wait - upgrading our local rail network should be an absolute priority.

I fully support FOSBR and James Freeman's contention that the remodelling of Hambrook Junction should be modified, keeping the bus lane.

I am also pretty outraged to hear that funding allocated to the real-time bus information system has not yet been used, or even planned for. This is an essential part of modern day travel, absolutely key to getting more people to use the buses.

Yours faithfully

Nikki Jones

WECA COMMITTEE – 19 JULY 2019

QUESTIONS

The following questions were submitted by the deadline (full details enclosed):

1. Cllr Martin Fodor, Bristol City Council – Subject: Integrated Ticketing
2. Cllr Eleanor Combley – Subject: Budget outturn report (agenda item 11) – transport infrastructure budget
3. Cllr Eleanor Combley – Subject: Employment and Skills Plan (agenda item 16)

Question from Cllr Martin Fodor, Bristol City Council

Subject: Integrated Ticketing (agenda item 13)

The report at Friday's meeting proposes further work on Integrated ticketing.

I'm happy to endorse practical steps to allow seamless journeys across the West of England and would like to see this enable travel by various modes and operators to be as widespread an option as possible.

This week Bristol City Council also discussed bus franchising, and others would like to see locally owned not for private profit bus operators and a fully integrated passenger transport authority – above all a system with high investment, better services, and seamless transfers on journeys. We can't expect a reduction in reliance on cars without prioritising such improvements.

Question:

Can the Metro Mayor explain what progress is underway to ensure each of these options is fully explored and presented to the region:

- Bus franchising
- Mixed mode/multi operator tickets
- An integrated passenger transport authority with funds for investment.

REPLY:

The consideration of various forms of bus legislation is part of the ongoing work of the Bus Strategy which officers from across the constituent authorities are jointly working on and contributing to.

Section 2 of agenda item 14 for this committee provides some context to the consideration of operating models. Our overall aim when considering the development of the Bus Strategy, Bus Programme and Integrated Ticketing is to work closely with all operators to build on the positive growth that we have seen in bus passenger numbers across our region, which is bucking the national trend, and to continue to grow bus patronage. Operating models are therefore a consideration here but it's equally important to note that they in themselves bring no more revenue into the system.

Mixed mode / multi operator tickets is part of our plans for integrated ticketing which is being taken forward with investment today.

Transport authority integration is a parallel workstream which is being jointly developed between WECA and the constituent authorities. This is due to report back to WECA committee later in the year and will initially consider the integration of statutory functions. These functions of the integrated passenger transport authority are funded through levy drawn from the Constituent Authority's revenue budget. I note your request for funds for investment in these functions.

Question from Cllr Eleanor Combley, Bristol City Council

Subject: Budget outturn report (agenda item 11) – transport infrastructure budget

Given the WECA transport strategy objectives to

- Support sustainable and inclusive economic growth
- Enable equality and improve accessibility
- Address poor air quality and take action against climate change
- Contribute to better health, wellbeing, safety and security
- Create better places

active transport is clearly a key priority.

In the light of this, what proportion of the transport infrastructure spend in this budget is going on walking and cycling, rather than motorised transport?

REPLY:

Item 15 on this agenda sets out the themed Investment Fund Programme to 22/23. In line with Joint Local Transport Plan objectives, there is an expectation that transport schemes will deliver multimodal benefits and support active transport. With projects delivering multiple benefits, classification of spend by mode is not possible.

As examples, the following projects all have associated active travel infrastructure investment:

- Bath Riverline
- Cribbs Patchway Metrobus Extension
- Cribbs Patchway New Neighbourhood Cycle Links
- Keynsham Town Centre improvements
- South Gloucestershire Sustainable Transport Package (includes cycling and safety improvements around schools)
- Aztec West Roundabout improvements

Many of the currently funded projects are in an early stage of development, and will have active travel objectives included through their evolution to facilitate effective multi-modal links.

In addition, we are developing our regional plan for cycling and walking improvements (Local Cycling and Walking Infrastructure Plan) and continue to work with developers across the region to ensure that cycling and walking improvements are integral to any development proposals.

Question from Cllr Eleanor Combley, Bristol City Council

Subject: Employment & Skills Plan (agenda item 16)

We already know that there is a skills gap in low carbon technology. If the West of England region is going to respond appropriately to the climate emergency, we are going to need a great many more people with the skills and knowledge to, for example, install renewable energy generation and energy efficiency measures but in new build and retrofit. Is there any plan to start increasing the availability of training in these fields immediately?

REPLY:

The West of England Employment and Skills Plan highlights the importance of contributing to our regional ambition to drive clean and inclusive growth. The plan makes specific reference to the importance of developing clean construction and retrofit skills to drive clean growth opportunities across the region.

The West of England Combined Authority has already invested in developing construction skills across the region, including the purpose-built facility at Bath College's Somer Valley Campus, Westfield, which was built with £2.73 million funding from the West of England Combined Authority and Local Enterprise Partnership and opened in September 2018. An implementation plan to deliver on the actions set out in the Employment and Skills Plan will be developed shortly, which will build on investments such as this, ensuring skills provision across the region is focused in developing the skills needed to drive low carbon technology.