

WECA Overview & Scrutiny Committee

Item 5 – Items from the public – statements & questions

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WECA OVERVIEW & SCRUTINY COMMITTEE

17 JUNE 2020

Agenda item 5 – Items from the public

Statements received (full details set out in following pages):

1. David Redgewell – Transport issues
2. Alison Allan – Climate Emergency Action Plan
3. Gordon Richardson – Protecting disabled passengers - social distancing on buses and trains
4. Cllr Geoff Gollop – Item 19 - Cycling and Walking Infrastructure Plan specifically. Other items generally on WECA committee agendas
5. Dave Andrews – Trams
6. Gavin Smith – West of England bus strategy / rapid transit
7. Cllr Clive Stevens (Bristol councillor) – West of England Bus Strategy
8. Christina Biggs – Covid-19; MetroWest; Joint Local Transport Plan
9. Dick Daniel – Sustainable transport improvements
10. 'One Voice Bath' – reallocation of road space (*Note: this statement is included but is subject to the organisation confirming the name of the individual submitting the statement on behalf of the organisation, to comply with Standing Orders*).

Questions received (full details set out in following pages)

1. Question from: Alan Morris - Funding of walking and cycling measures

STATEMENT 1 – DAVID REDGEWELL

On the Coronavirus Transport network issues:

We need clear information on the use of wheelchair and disabled access to all Ferries, Buses and Trains, on reductions in capacity on the Public transport network, and protection of disabled passengers on getting people home and not left at road side bus stops, Bus stations, interchange facilities, and Railway stations. With radio controlled buses, mobile phones and as stagecoach west do along with First great western railway. use taxis.

Spare bus on standby have AI's been used by first south west, in Taunton. We need a disabled policy in WECA mayoral transport authority and North Somerset council.

WECA mayoral transport authority and north Somerset council.

Need urgently to update roadside and information displays and at interchanges and railway stations.

This is happening in Somerset and Cornwall.

We would like to know what progress is being made of marking out bus stops in the Bristol city council area, and S Gloucestershire/BANES/ North Somerset and if WECA the mayoral transport authority have these social distancing measures in hand now? This should also include managing Local Railway stations including Bristol Temple Meads, Bath Spa, Bristol Parkway and Weston super Mare.

Access by Bus service by routes 36 and 96 to south Bristol hospital urgently need to operate evening and Sunday services from Bristol city centre to Brislington and to Knowle and Hengrove. Also we need service 37 Bath – Bristol via Longwell Green and service 35 Bristol – Marshfield via Kingswood to operate out of core times. We understand that focus is on Mon – Fri 0700 – 1900 but there are essential journeys outside of these times too.

X5 Weston super Mare, Clevedon, Portishead bus service operating for North Somerset council to be extended to Cribbs Causeway bus station. New contract from 15th June 2020

Work needs to be carried out in Kingswood Town Centre , Staple Hill, Downend, Warmley, Cadbury Heath, Longwell Green, Emerson's Green, Filton, Patchway, Hanham, Yate ,Thornbury, Chipping Sodbury, Broadmead, city centre, Harbourside, Westbury on Trym, Hengrove hospital, south Bristol, Midsomer Norton, Radstock, Keynsham, Peasedown St John, Weston super Mare town centre, sea front, Clevedon, Portishead, Nailsea, Winscombe, Banwell, Backwell, village centre.

There needs to be clear management plans for the Bus stations at:

Yate, UWE, Cribbs Causeway, Southmead Hospital bus station, Bristol bus and coach station, Broadmead city centre, the Harbourside, Clifton Down Station, Old Market, Lawrence Hill Station, Westbury on Trym, Hartcliffe, Knowle and Brislington.

We currently have challenges with social distancing on the 75 route between The Wellington, Gloucester Road and Bedminster and routes 3/4 Bristol city centre to Shirehampton, Avonmouth and Cribbs Causeway bus station.

The Government guidance from the Department for Transport has requested local authorities to work with bus operators on marshalling at key bus stands and extra cleaning of Bus shelters. Are Bristol City Council improving information on bus shelters and stations on social distancing notices and realtime information.

On public toilets what plans do councils have to reopen public toilets at Bus stations, coach station, Avon street coach station, Bath bus station and interchanges, and Railway stations.

On bus services, there is a need for extension by the Department for Transport for covid 19 bus operators grant . To enable social distancing of buses only 20 passengers on a double decker and 10 passengers on a single decker can be carried.

We are concerned about the bus services being withdrawn:

X14 Chepstow bus station to Cribbs Causeway bus station.

Newport bus station to Chepstow bus station and Bristol bus and coach station. Now funded by Transport for Wales and Monmouthshire council as part of trans Cymru coach network.

Between major peak journeys only and Chepstow bus station, Cribbs Causeway bus station, Clifton Down station shopping centre, and Bristol bus and coach station. Operated by Nats group. From 15th June 2020 Monday to Friday service we need a Saturday and Sunday services.

X5 Cribbs Causeway bus station to Portishead, Clevedon and Weston super Mare. Need to extend to Cribbs Causeway bus station. And weekend service.

All are Operated by Stagecoach west but with no public subsidies from Monmouthshire council and Newport city council and Transport for Wales and WECA.

Services terminate on the 14th June 2020. The x5 is being retendered by North Somerset and WECA. But with no service from Portishead to Cribbs Causeway bus station.

Service 19 Bath spa bus station to Cribbs Causeway bus station via Hillfields and Kingswood, needs an evening service and Sunday services.

What plans do the councils have to provide extra cycling space pavements and Bus Stabling facilities in line with Department for Transport instructions. What progress is being made on lifts at Patchway station. and work on metro bus two at Gypsy Patch Lane Bridge to Cribbs Causeway bus station and Bristol Parkway station.

What progress is being made on Portway parkway railway station.

Progress on the Portishead line and Henbury loop railway line and Charfield station and the Gloucester line.

What evaluation is being carried out on St Anne's park station, bid to the Department for Transport. And Saltford station. On Bristol Temple Meads Bath Spa Westbury and Frome line.

Progress on the Bristol Bath city region light rail system to south Bristol, North Bristol, the Airport, East Bristol and Bath plus looking at the Bath, Radstock, Midsomer Norton corridor. Bristol, Yate, Thornbury corridor.

We would request a Zoom public transport forum from WECA mayoral transport authority and North Somerset council. Can Bristol City Council mayor please host this meeting.

Passengers groups must be consulted under Department for transport guidance.

We also need passengers enquiry line for Public transport network services provided by WECA mayoral transport authority and North Somerset council. Similar to Greater Manchester, West Midlands mayoral combined authority.

Somerset, Gloucestershire and Devon county Public transport units.

We welcome the work by all the staff at WECA mayoral transport authority. And North Somerset council in maintenance of Bus and Train services during the covid 19 emergency.

Additionally:

Other services not operating are 126 Wells bus station, Cheddar Weston super Mare sea front. No weekend service.
Weston super Mare to Yatton, Long Ashton and Bristol bus station. No weekend service.
178 Radstock, Midsomer Norton, Keynsham Bristol Temple Meads, Bristol Bus station. No weekend service.
No service at weekends on Sandy Bay to Weston super Mare no 1 .
Chepstow bus station to Cribbs Causeway bus station and Bristol bus station.
No weekend service. Nat service for transport for Wales. Cymru coach network.
We would like to know when these services will be reinstated.
With Department for Transport grant.

And Bristol local service - when will HCT local services be reinstated. In Greater Bristol. These are local shopping centre services and 515 Stockwood to south Bristol hospital.

On railway services we are very concerned about the scrapping of High speed trains units which are required for cross country train services.

Which are required for social distancing on service between Penzance, Plymouth Exeter St David station, Taunton, Bristol Temple Meads, Bristol Parkway station Cheltenham spa, Birmingham New Street, Leeds, York, Newcastle upon Tyne and Edinburgh and Glasgow. Dundee.
Bristol Temple meads, Bristol Parkway, Cheltenham spa, Birmingham New Street and Manchester pic.
These Hst can be used to improve social distancing and capacity on these routes.

Also on extra capacity for First Great Western railway services between Cardiff central Newport and Bristol Temple Meads and Exeter St Davids and Penzance. And service from Gloucester central and Dursley, Yate to Bristol Parkway and Bristol Temple Meads.

This could add capacity to the Filton Abbeywood, Bristol Temple Meads services for access to UWE at Frenchay.

Campus near Filton Abbeywood station.

Please will you raise the issue of these Hst units with the Secretary of State for transport. Before any more units are cut.

When the schools and colleges go back in September extra rolling stock is required for schools and university services. On the local train Network on Severn beach line.

The Bristol Temple Meads to Filton Abbeywood, Bristol Parkway station and Gloucester Central.

Bristol Temple Meads to Bath Spa and Westbury.

And Taunton, Weston super Mare to Bristol Temple Meads.

Further addition:

We are concerned about the lack of progress on North Somerset council joining WECA mayoral combined authority.

As there is a need for urgent progress on this matter to obtain a parliamentary order for 2021 mayoral elections.

Equalities and transport stakeholders now want to see progress on this issue.

On public transport. We note with deep concerns about the lack of passengers wearing face covering on the public transport network.

On both local buses and trains.

Will WECA mayoral transport authority And North Somerset council please ask the manager of the transport companies, The Bristol port police, British transport police and Avon and Somerset police chief constable and PCC Sue Mountstevens and Deputy PCC John Williams, with the Director of Public Health to enforce this law.

Face covering and social distancing saves lives.

David Redgewell South West Transport Network and Railfuture Severnside.

STATEMENT 2 – ALISON ALLAN

***Note:** Alison Allan is submitting this statement to the 19 June joint meeting of the WECA Committee and West of England Joint Committee and has asked that the statement also be submitted to the Overview and Scrutiny Committee.*

Dear Mr Bowles

It's approaching a year ago - 19.07.19 - that WECA declared a Climate Emergency. Despite having 7 months [ignoring the recent period dominated by Covid 19] for developing a plan - I have seen nothing.

I wonder if you could advise me what the plans are, together with a timetable for publishing the plan and, more importantly, its execution.

STATEMENT 3 – GORDON RICHARDSON

I would like to know what action WECA / North Somerset Council public transport unit is taking to protect disabled passengers social distancing on buses and trains and making sure no passengers are left behind on a bus stop or platform bearing in mind the limited capacity of 20 passengers on a double decker bus , 10 on a single decker bus or 45 on a train.

We are especially concerned when it is the last bus service of the day or where a blind passenger is involved.

Stagecoach West have a policy of sending a taxi if a disabled customer cannot get on to a 1 hourly service.

What policies are WECA Mayoral Transport Authority and North Somerset Council implementing under the Department for Transport regulations to protect disabled passengers from being left at bus stops especially on the last bus. Will the driver radio their controller at Bristol Temple Meads radio room, Bath Spa bus and coach station or Weston Super Mare or Wells depots, to request a spare bus be sent or a taxi.

On the railway will a taxi be sent to a station if a passenger cannot get on local train at any suburban station or at Taunton, Weston Super Mare, Bath Spa, Bristol Parkway, Bristol Temple Meads or Westbury stations.

In addition, what provision is being made at public transport interchanges (railway stations and bus stations) for disabled and non-disabled passengers to have access to toilet facilities including accessible toilets.

I would like to state that the new app introduced by First Group to let disabled people know if there is space available on a particular service is very much welcomed by us.

I was pleased to meet Tim Bowles, with my colleague Laura Welti, shortly before lock-down was introduced and would appreciate the opportunity to talk about the introduction of a WECA Equalities Forum with an Equalities Officer to manage the many aspects of improving services for disabled people around transport, housing etc.”

Gordon Richardson, Co-Chair, Bristol Disability Equality Forum

STATEMENT 4 – CLLR GEOFF GOLLOP

WECA Scrutiny Meeting 17/6/20

WECA Committee meeting 19/6/20

Item 19 Cycling and Walking Infrastructure Plan specifically. Other items generally

The agenda for Fridays WECA meeting is full of very detailed papers, which are beyond my knowledge and expertise, so I can only test their accuracy and reasonableness against the area that I know which is inevitably my own ward.

The first thing that hit me was that no one with local knowledge has read the text for correctness or sense.

On page 44, bottom box, 5th bullet point the roundabout is at Henleaze Road and Northumbria Drive, not Henbury Road (which is over a mile away). How can that have been allowed to be submitted unchecked without quality control by the LA.

Most of these proposals for my ward have not been consulted on and the publication of this report is the first-time local councillors or residents were aware of this. Although strangely many of these recommendations should have been introduced before the WECA meeting actually happens because of the Covid 19 emergency proposals, which we were told about on Wednesday 10th for immediate implementation. Frighteningly these proposals actually threaten rather than help local traders.

There are also sections where the aspirations referred to in the boxes on these 2 pages are undeliverable. Reference in the top right-hand box on page 45 to narrow pavements are true, but the road is too narrow for any alternatives and the Bristol officers writing this report should have known that. In fact the first 3 bullet points in this box refer to Southmead Ward, (but as there is no consultation that doesn't really make any difference).

The only way the Council could achieve wider pavements would be to make this stretch of road one way. Quoting undeliverable aspirations in a report of this nature is surely not acceptable.

I raise these issues both as a ward councillor, but also in my capacity as chair of audit committee. Badging reports under the WECA banner, when the individual authority has prepared the report is a high-risk strategy. It implies that WECA has checked and consulted and approved, when in fact in this case the individual authority has not.

It has a reputational risk for WECA, because it appears that WECA is not interested in the views of local residents when it is in fact the underlying Council that has failed.

If this is what I can spot in the area that I know, how many other cases are there in all the reports on Friday's agenda.

I urge the Mayor and officers to reconsider how these reports are presented. I suggest that a covering paragraph badged as WECA should explain that the responsibility is that of the local authority, and the report should be badged as belonging to that authority. No commercial entity of this size would "trust" unchecked reports.

If the WECA logo is appearing, then WECA should be responsible for quality assuring the report, or at least checking that the LA has itself done so.

Geoff Gollop 15/6/20

STATEMENT 5 – DAVE ANDREWS

Trams as a central back-bone of city's transport, integrated with buses, enable cities to thrive again by making them easy to enter, pleasant places as they once were, and often are on the continent, without the excessive traffic. 05 June 2020. Bath Trams / BATA

- Bath like Bristol, (or most British cities) suffers from pollution and congestion, and struggles commercially from lack of footfall caused by the difficulty and cost for persons accessing Bath [who, as evidence shows, won't use buses](#) but will instead go elsewhere or shop online. Staff struggle in on wage-sapping expensive and slow transport. Trams integrated with buses can help solve all these issues in a way that busses alone cannot for reasons explained below.
- Trams' heavier engineering, with no need to cater for bumps in the road or steering, gives a roomier, smoother and more reliable vehicle with desirable style & prestige; multiple larger doors give rapid boarding and consequently short stop times, all very attractive to car drivers who research shows will accept trams [but won't switch to buses](#). Buses' intrinsic different engineering and therefore economics means passengers are forced to be crammed close together in bench seats, and suffer long waits between unreliable services out of peak hours. The reasons for these intrinsic differences are explained below.
- Typically a 450 passenger tram which arrives at a stop, can de-board and board and be off in 20 secs. This would need to be replaced by 5 – 7 buses, but these cannot all arrive simultaneously and a double-decker can take 2.5 minutes to board and de-board, and so have to be spread out, inevitably limiting a lines capacity and frustrating those at a bus stop who have to wait for "there's another one close behind".
- [Tram lines have 4 - 5 times the capacity of a bus line](#) and generally operate [at 6 minute intervals starting earlier and running later](#) than buses due to different intrinsic economics again making them attractive to drivers.
- Trams' higher capacity and service frequency makes the total [cost per passenger km less than a bus](#) with all costs included – running cost, initial capital costs, ongoing maintenance, long-term replacement sinking fund which can be financed over 40 years at low interest rates. This means they can operate frequently even during low traffic hours, something buses cannot afford to do and so have much longer service intervals, discouraging car drivers. Buses only last a few years and have to be financed at much higher rates and have higher operating and maintenance costs per passenger.
- Trams can use [Green Wave traffic light pre-emption](#) making them faster through traffic without requiring special tram lanes and sharing the same road space [as in this tram line in Brussels](#). It is generally not possible to apply [Green Wave](#) to buses, because four or five times as many bus movements would cause too many traffic light interruptions creating chaos
- The school run causes 30% of peak hour traffic; but the trams' 6 minute interval, reliability, roominess and non-bench seating (children can move around and avoid proximity to strangers) mean parents trust their children to trams even on two-tram cross town school trips to arrive safely and on time.

- Buses are ideal as city tram feeders for rural areas and low demand city areas. Trams in Bath and Bristol will [assist longer distance commuters from outside the cities](#) because they can transfer to a fast tram rather than ride on a bus stuck in traffic
- Buses and cars, including electric, make [considerable pollution](#) from exhaust emissions, tyre and road dust. Electric cars and buses save on the exhaust emissions but produce even more tyre and road dust because of their greater weight. Trams produce neither exhaust emissions nor tyre and road dust in the street and have much [lower energy consumption and carbon emissions](#).
- Modern tracks can span [cellars and be installed one single track at a time overnight without closing roads off](#)
- *A tram's inflexibility is an advantage.* Once built, tramlines unlike bus routes cannot suddenly close, meaning businesses can [have confidence and cluster alongside](#) causing [regeneration and enabling traders to thrive and create jobs](#) tram systems have been installed in 28 French cities, many showing this effect. This effect also noted for Nottingham.
- There are at [least 33 small towns with the same sort of population or much less than Bath](#) which have tramways - Valenciennes 57,000, Adinkerke 10,060, Nieuport 11,062, Ostende 70,994, Blankenberge 19,897, Knokke 34,063 to mention only a few. According to BBC Coast, [the Belgian coastal tramway](#) was built and then the towns grew up along it.
- Unless traffic restraint is applied, any road space created by trams (or bypasses) will be soon be taken up by the extra car trips created - [so called "induced demand"](#).., Green Wave with the tram on ***exactly the same track as cars*** (ie no separation or special tram lanes) achieves this traffic restraint [see this video with the traffic following the tram in Brussels](#). Studies also show that traffic restraint is only acceptable when a good alternative such as a tram is provided.
- Bath Tram's Initial studies show [2 routes within Bath are economic](#), and the independent Atkins' [study agrees on the possible feasibility](#) of 4 routes. Routes to Bristol, Radstock and Chippenham are also proposed.
- Trams are particularly accessible for people with disabilities due to their low floor and level boarding. A tram can always arrive precisely close to the platform every time, and this is impossible for a bus. This also makes them easier for people who may not be disabled but generally find it difficult to move about, and people with pushchairs, luggage etc, and also easier for everyone making boarding and alighting quicker.
- It is worth noting that no bus-only solution, [busway, Metrobus or otherwise has ever worked in UK](#) have ever created a significant modal shift, whereas trams have at least a 25% modal shift and have provenly reduced congestion in all cities they have been installed in.

STATEMENT 6 – GAVIN SMITH

A Statement for WECA Scrutiny Cttee, 17 June 2020; and for Full Cttee., 19 June 2020.

The **Transport for Greater Bristol Alliance** wishes to offer its support for WECA's evolving **Bus Strategy**, notably its emphasis on expanding Park & Ride operations, and on increasing the facilities for bus interchange.

In particular we propose a large-scale **Park & Ride site on the M32**, linked into Bristol by continuous bus-lanes, in order to cap the traffic that route currently pours into Bristol city centre with adverse effect both upon its congestion and on air quality. **Compulsory purchase** must not be shied away from. We aspire to see the M32 eventually **de-motorwayed**, and its grade-separated junctions rebuilt at ground level. Park & Ride is needed also on the **A37** by Whitchurch (possibly within North Somerset, which generates its traffic). And on the **A38** (north) north of or by Filton (possibly within South Gloucester, which generates much of its traffic).

We commend the **bus interchanges** (or hubs) that evolved by popular usage at **Southmead Hospital, Bristol Parkway, Old Market, Hengrove Park, Cribbs Causeway, UWE Frenchay**, etc. and wish to see these opportunities to transfer buses enhanced with facilities and promoted: along with other locations such as **Fishponds, Bedminster Parade, Kingswood**, and in city centre hubs at **Old Market, Triangle East** (two-way), **Temple Meads** (on Friary), **The Centre, Haymarket and Cabot Circus** (Bond St/Temple Way). Hubs will also promote orbital routes when they return post-Covid.

TfGB sees Bristol's buses - which might all judiciously be rebranded as '**MetroBus**' - but one arm of a comprehensive and ambitious and required **public transport strategy**. The other arm must be **Rapid Transit**: comparable and able to hold its head up to those systems now to be found in most other British metropolitan regions, including Nottingham, Sheffield, Manchester, Croydon in London, Edinburgh and soon Cardiff. To this end we are preparing a **Rapid Transit Plan** soon to be presented to WECA and Bristol City Council. This will lay out our proposals for the furtherance of the **MetroWest** heavy rail plan, which has experienced successive delays. And in addition will propose the introduction of a **modern tram system** for both Bristol and Bath, for those corridors not able to be served by MetroWest. In this it will support WECA and BCC's sundry tentative suggestions, amongst others, of tram routes along the **A38 Gloucester Rd** and **A4 Bath Rd corridors**. It will not however support any Underground proposals (including any Underground station by Temple Meads): these we consider excessively and unnecessarily expensive, and dysfunctional in terms both of station spacing (too few stations) and poor disability access. Nor do we support a Rapid Transit connection to Bristol Airport (whose expansion has been refused by North Somerset Council). These two schemes represent both a diversion of funds, and a digression from the task of improving 'modal split' in the twin cities - the extent to both continue to be car-dependent.

To this end we are developing in parallel a **Traffic Management Plan**, intended to directly impact upon modal split by closing the sheaves of uncontrolled and unpleasant traffic '**rat runs**' affecting especially the cities' less privileged inner city neighbourhoods, and drivers' expectations to be able to park their cars at will. An associated **Parking Plan** will be produced. The aim will be to build upon current Covid-19 environmental protective

measures, and to work towards a future of **'liveable neighbourhoods'**: permeable by tram, bus, cycle, foot and servicing access vehicles, but impermeable to extraneous rat-running through-traffic. This Traffic Management Plan likewise will shortly be presented to WECA and BCC.

END

STATEMENT 7 – CLLR CLIVE STEVENS

WECA Overview & Scrutiny - Statement- WoE Bus Strategy - Agenda 17 - Cllr Clive Stevens (Bristol CC)

Dear O&S Committee - I am concerned that Covid-19 will have irreparably damaged the business model of bus companies such that they will always need subsidies. Therefore it seems to me that the strategy and consultation from before Covid-19 is now in need of a complete rewrite. That's not a bad thing but the assumptions need to be changed completely. You can't let WECA rubber stamp this on Friday without a deeper look.

You could ask them (WECA) some questions about considering a new business model for bus travel into and out of cities. Perhaps challenge them to do some "blue sky" thinking towards a new business model one should look at all the sectors of people who benefit from bus travel and evaluate whether they would pay for any of it.

For example:

A) If I take the bus I get a seat and end up somewhere else. That has value to me especially with luggage or on a cold rainy day.

B) But its not just me who benefits. Car drivers benefit from less congestion because I paid my £2 and didn't take the car.

C) Additionally those living and working in the centers of Bristol and Bath benefit because of the lower air pollution.

I agree the benefits are unnoticeable if its just me, but if its 50,000 people that has a massive impact. (I am only talking about the main bus routes into and out of the cities).

I have asked WECA the questions below (but don't hold out much hope for useful answers):

1) As car drivers and workers (even maybe inhabitants) of city centres benefit from bus passengers not causing congestion nor air pollution, have you considered charging the former two groups? (And use the money to incentivise us to use the bus or cycle)

2) If you haven't, maybe you should as I fear this bus strategy Agenda 17 before you is past its sell by date. Have you done the maths about how much money you could save?

So to conclude, I'm concerned that much of the work done on buses before April 2020 is now out of date. I'm also concerned that WECA will simply rubber stamp it without analysing what's changed.

Friends of Suburban Bristol Railways (FoSBR)

Statement to WECA Scrutiny Committee

Wednesday 17 June 2020 at 10.30am via Zoom



Who we are: FoSBR is a rail user group with 200 subscribing members across the West of England area, with links to Railfuture, Severnside Community Rail Partnership, Portishead Rail Group, Friends of Parson St and Pilning Station Group.

1. Comment on current Covid and climate crisis

FoSBR note the extensive work of WECA in mediating the government business rescue funds, and welcome the current emphasis on funding cycling and walking. However, we remind WECA that not everyone can cycle and indeed that trains are used by cyclists for longer journeys, and that trains can be supplemented by bus services serving rail stations. The routine use of face masks on public transport should render trains no less safe than the shops and places of work currently used by the public. The rescue of rail franchises with the present emergency government measures should give confidence to WECA that the country values rail services and that they will continue to find government support and funding.

2. MetroWest Phase 1A

- a) FoSBR welcomes the announcement of funding for Bristol East Junction and appreciates the political necessity for WECA to extend MetroWest to Westbury, but continues to urge WECA to continue to plan and implement MetroWest Phase 1A initially as a half-hourly service from Temple Meads to Avonmouth and hourly to Severn Beach. The current service to St Andrew's Rd and Severn Beach of once in every two hours is completely unacceptable for businesses in the area, and increasing the Avonmouth service frequency will greatly enable social distancing.
- b) In the meantime we urge WECA to initiate discussions on selective double-tracking of the Severn Beach Line as the pinch-points are known to cause delays even at present.
- c) In the light of the climate crisis FoSBR would recommend that **no fare rise** be discussed, negotiated or implemented at this point as the running costs to GWR have been covered by the pump-priming subsidy agreed by the Outline Business case of £1.1 million, much as in 2008 by BCC.
- d) 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.

MetroWest Phase 1A should still be considered as WECA's highest priority immediate contribution to combat climate change and air pollution, and if implemented in 2020 would fall well within the current timescale of Bristol's Clean Air Plan.

3. MetroWest Phase 1B

FoSBR notes with pleasure the submission of the Development Consent Order for the Portishead Line and trusts that the planning work is proceeding well and that the public continues to support the scheme. We appreciate the need to expedite the current plans and to include Ashton Gate station at a later date.

4. MetroWest Phase 2

- a) We note the approval of planning permission by both S Glos and Bristol for the Brabazon Arena and would urge that the MetroWest Phase 2 plans (Henbury Line plus services to Yate and Gloucester) be amended to include a full station at North Filton as well as the proposals in the JLTP4 of a direct connection to Bristol Parkway across the E-W chord on the Filton Diamond with alternating half-hour services to Parkway and Temple Meads.
- b) We would urge that with the completion of Filton Bank, the JLTP4 proposal of a station at Constable Rd should be included in addition to a station at Ashley Hill.
- c) 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 to enable a full Henbury Loop that uses Portway P&R for users of the Brabazon Arena, and suggest a study into a bridge at St Andrew's Rd station and/or internal roads linking to Holesmouth Bridge rather than an expensive dive-under.
- d) We would continue to urge that the footbridge at Pilning is replaced so that Pilning can be used as a regional Park and Ride. We note that some rail services could use the NW chord on the Filton Diamond to access the Brabazon from Wales.
- e) We appreciate the need for value for money at this time, but point out that the City Deal funds have been committed and that building the Henbury Line now will incentivise buyers and developers to build out the Cribbs Patchway New Neighbourhood Scheme more rapidly.

5. Joint Spatial Plan/JLTP4 –

- a) FoSBR notes that the JSP has been abandoned. We would urge WECA to work towards an updated version rather than allowing fragmentation to individual local plans, as the concept of agreeing house-building regionally is a good one, though the criteria in the first version were flawed.
- b) FoSBR notes that a bid has been submitted for St Anne's station. We would support the western site proposed as this is still 2km short of Temple Meads, further away than either Lawrence Hill or Bedminster, and there is ample room for a passing loop using the spare train tracks there. We would urge WECA to support the bid and to incorporate the plans in partnership with the Wiltshire Council bid for a service from Chippenham to Bristol via Corsham and Saltford. We would urge that the present site for Keynsham Station is kept and that the new Saltford station should be at its old site to the east rather than at Pixash Lane.
- c) FoSBR continue to recommend that the WECA Greater Bristol Area Rail Feasibility Study should include our [FoSBR Plan for Rail](#) proposals for stations at Coalpit Heath, Long Ashton, Chittening and Uphill, and to include the remodelling of Westerleigh Junction, investigating 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 to be restored as a Park and Rail for Thornbury, as Pilning (unlike Charfield) is to the south of Thornbury.
- d) We note the continuing bias towards road-building in the JLTP4 and that the tranche of funding to be approved by WECA Committee on Friday 19 June includes a large number of rural bypasses. We question this enthusiasm for road-building and refer Scrutiny to the attached article published in Rail Professional in May 2020 which sets out a critique of road-building and advocates for road space removal to buses and cycling. We would challenge WECA to explain how building new bypasses round both Coalpit Heath and Frampton Cotterell constitutes road space removal, and continue to

6. FoSBR supports bus travel and bus-rail interchange as part of the complete public transport solution, and continues to urge WECA to run an electric minibus service from the Airport to Nailsea and Backwell to utilise the half-hour rail service to Cardiff and Gloucester as well as the South-West. We note that the new WECA Bus strategy includes a comment that funding streams are needed to improve buses in the region. ***We suggest that in the light of the climate emergency, WECA should urgently seek funding for Socially Necessary bus and rail subsidy, including maintenance of bus real-time information (RTI).***

Christina Biggs, Friends of Suburban Bristol Railways www.fosbr.org.uk



Reducing car use in the West of England – can rail do the job?



Christina Biggs shares her thoughts on the proposals in the West of England Combined Authority's JLTP4 plan

Grant Shapps, the new Secretary of State for Transport, said last month that 'Britons need to use cars less and public transport more' just as the West of England Combined Authority (WECA) agreed the final version of their next Joint Local Transport Plan, JLTP4. WECA claim this £9 billion plan will completely transform Bristol and Bath's travel to work habits, but £6 billion of this money is yet to be found. Could the job be done for less?

The JLTP4 schemes, in descending order of cost, are:

- Road schemes (£3.1 billion): new motorway junctions – J21a on the M5 and J18a on the M4; motorway and highway junction remodelling, three new village bypasses, and completion of a South Bristol orbital road. At the time of the preceding Joint Transport Study in 2017, Highways England had proposed the possibility of putting £1 billion towards the cost.
- A new mass transit scheme (originally £2.6 billion): three radial routes in Greater Bristol possibly 'tram-based with some underground running'; a route from Bristol to Bath to be initially bus-based but with an aspiration for light rail later on; and consideration of a light-rail system for Bath. The Mayor of Bristol, Marvin Rees, is now pledging a £6 billion fully underground system.
- Rail (£1 billion): fuller use of suburban passenger and freight lines: reopening of the Portishead and Henbury suburban rail lines, regional and suburban frequency enhancements and station reopenings.
- Bus investment (total £0.83 billion): four new MetroBus (guided busway) routes to Nailsea, Thornbury, Severn Beach and Keynsham, and multiple new Park and Ride bus-based sites around Bristol, Bath and Weston super Mare.
- Cycling and walking routes (£0.4 billion).

Introducing the curious science of saturated road systems

The idea that Bristol and Bath's extreme road congestion and air pollution could be relieved by building new roads while providing new separate public transport routes might seem to be common sense, and certainly is the prevailing view of both the Department for Transport and local planners across Britain.

But this could not be more wrong, as Dr Steve Melia of the University of the West of England explains: 'All the evidence suggests that in car-saturated cities, if traffic hotspots are tackled with more road-building, then this simply creates more traffic, which in a short period of time reaches saturation again, but at a higher volume of traffic.'

'This means that building more roads just results in more road traffic, which means more exhaust fumes and tyre dust. The only way to reduce pollution is to reduce the road-space available to cars and reallocate that space to other forms of transport.'

The implications for public transport are worth considering. According to this reasoning, even a high-volume underground system would not reduce road congestion while the roadspace is still available for cars to fill. All that would result would be still-gridlocked roads, with air pollution now both above and below ground, as in London.

Is that what Bristolians want?

The neatest solution, then, is that new public transport routes should not be separate from roads, but rather should encroach on roadspace so as to actively squeeze out cars. This may seem an intimidating and vote-losing prospect for politicians, but is the nettle that must be grasped.

This can be done most simply and cheaply with a bucket of paint, by creating conventional bus lanes, but street trams would also do that job, perhaps more elegantly.

But – the tram or bus should also have continuous priority over cars, especially at junctions, so that people know they will always get to work on time by public transport. This is the challenge that Bristol is yet to overcome.

A tale of two cities?

Bus or trams? The debate rages on. Professor Lewis Lesley of the campaign group Bath Area Trams Association (BATA) argues against using buses as the major public transport component: 'Experience has shown that motorists are very resistant to using any form of bus, but a significant percentage of motorists are willing to switch to rail services, whether trams, light railways, or ordinary suburban trains.'

Another argument against tyre-based transport is from research by Emissions Analytics which suggests that 1,000 times more PM2.5 and PM10 particulates are generated by tyre wear and brake wear, and the associated dispersal of road dust, than by tailpipe emissions, and therefore that tyres are much more damaging to health

than rail.

The inclusion in the JLT4 mass transit proposals of a light rail system for Bath was due to the sterling efforts of BATA, who proposed a tram system within and around Bath. Bath and North-East Somerset council (BANES) then funded an Atkins study, which found no showstoppers on four routes. The international engineering company Egis, who are the lead designer for the Midland Metro Alliance, gave a presentation at a recent Bath Trams conference which extended the Atkins study and came to broadly the same conclusion, that it is likely to be feasible. WECA has now allocated £1.45 million for a mode-agnostic study for the four Bristol mass transit routes now proposed, and a £450,000 mode-agnostic transport study for Bath.

Although urban light rail/tram routes could be electrified such as in Birmingham, an obstacle in Bath are the large numbers of heritage bridges which would make overhead wires problematic. An alternative would be biomethane powered trams, such as is now used in over 27 million vehicles, including 100 of the buses in Bristol. The trams could be built locally in the West Country, potentially costing less than half the price of imported European trams.

What about Bristol? Whenever the subject of trams is revived, Bristolians generally cite cost and congestion and the idea soon gets dropped again. At least the buses in Bristol are already there, and generally well used. But getting to work on time? At least you can read a book on the hour-long bus journey home from school.

The campaigners are currently pinning their hopes on a street-tram trial on the trendy Gloucester Road. If a Bristol tram system used the same gauge as for the suburban rail system, then there is the option to connect these street trams to the existing and future suburban commuter lines to form an integrated mass transit network.

But what about MetroBus – is that the answer? Sadly, it turns out that, at least for Bristol, it isn't.

MetroBus in Bristol – neither one thing nor the other

The term 'MetroBus' may not be familiar to readers, but the idea is getting dangerously fashionable across Britain.

The original concept was a guided busway – a concrete trough, shaped so that cars cannot travel on it. This is cheaper and quicker to construct than rail, hence the low price-tag and its popularity. But the joke is that even the existing £200 million MetroBus system, with its three cross-Bristol routes, was not planned with continuous bus lanes. To save costs, the lanes rejoined the traffic at pinch points such as bridges and roundabouts. Despite warnings from campaigners, it was only when the service finally started to run in January 2020 that full effect of this was

realised. James Freeman, Managing Director of FirstBus West of England, expressed his frustration: 'It's largely wasted if we can't run the service properly or at all. Somehow the way has to be found to make these MetroBuses able to run through these areas of increasingly chronic congestion.'

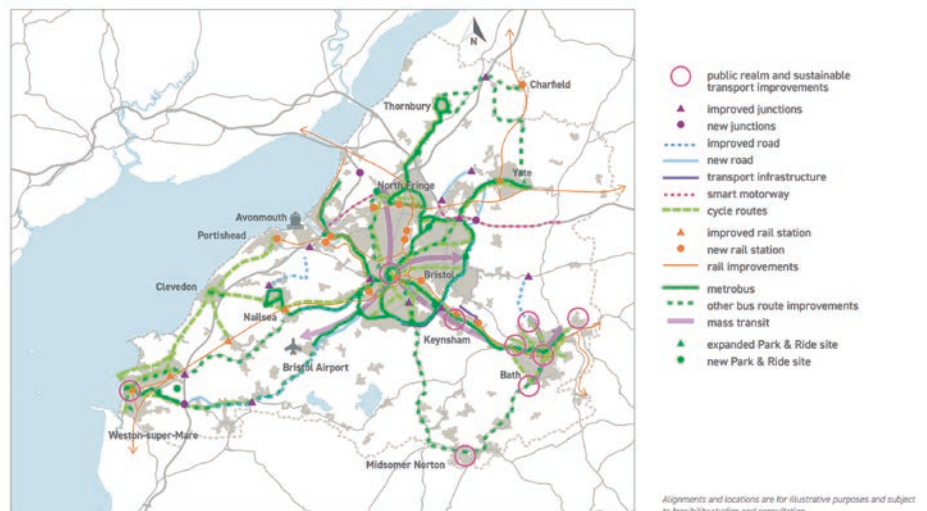
Mr Freeman and the Bristol Mayor Marvin Rees are now concluding a deal to double the number of conventional buses on key corridors in exchange for ensuring continuous bus lane priority.

Can we now talk about railways?

All the above notwithstanding, it is obviously vital to have at least one public transport system completely independent of roads. And according to some people, rail

network. The final £48 million in funding has been awarded, for delivery in 2024; Ashton Gate Station will be developed later.

- MetroWest Phase 2, also to be delivered by 2024 – this Henbury Spur would run north from Bristol Temple Meads, via a new station at Ashley Down, then westwards via North Filton (for the Brabazon Arena, just granted planning permission) to terminate at Henbury. The line would see half-hourly rail services alternately to Bristol Parkway and Bristol Temple Meads; the full Henbury Loop to Avonmouth is included as a longer-term aspiration.
- Five further station reopenings – Charfield (now allocated £2 million in



is the most cost-effective and least polluting form of transport. It is heartening, then, to read of WECA's plans to make better use of the existing suburban passenger lines with the 28 operational stations and three freight lines, for a mere £1 billion:

- MetroWest Phase 1A, a clockface half-hourly service from Temple Meads to Avonmouth, hourly to Severn Beach with a through service to Westbury – currently a 40-minute service to Avonmouth, every two hours to Severn Beach, with a ridership of 1.4 million passengers per year. As part of this, Portway Park and Rail is due to be delivered by December 2020. The scheme also includes through services eastwards to Bath and Westbury, to give stations such as Keynsham a half-hourly service in place of the present hourly service. The £9 million delivery funds have now been committed, but negotiations on the extension to Westbury are ongoing.
- MetroWest Phase 1B, the long-awaited reopening of the Portishead Line with a new station at Pill – although the freight line to Portbury Dock is operational, Portishead with its 25,000 inhabitants is currently not connected to the national

WECA study funds), Constable Rd (in Horfield, north Bristol), Ashton Gate (on the Portishead Line), Saltford and St Anne's (between Bristol and Bath), are listed as 'schemes under development'.

- Enhancements to the frequency of regional trains – Cardiff–Portsmouth, Bristol–Taunton/Exeter, Bristol–Swindon, Bristol–Yeovil and Bristol–Cheltenham corridors; and £2 million in funding to develop a Bristol Temple Meads masterplan.
- Longer term suburban service improvements – further enhancing the frequency on the Severn Beach Line to once every 20 minutes, with local rail stations as multimodal exchange hubs; and a new zero-carbon fleet of trains, with electrification of lines mentioned.
- Infrastructure improvements – comprising a new rail chord at Uphill Junction south of Weston super Mare, to allow local trains to run round the loop back to Bristol without having to reverse.
- A mention of 'new links to Thornbury and Pilning', with the Thornbury rail line as a long-term aspiration, including the need to remodel the nearby Westerleigh Junction – currently

there is an operational freight line to Tytherington Quarry, one mile short of Thornbury itself. Pilning currently has a limited service of just two trains a week (on Saturday, both eastbound), as the footbridge was removed in 2016 during electrification and not replaced.

Each of these schemes has been promoted for tens of years by the ceaseless work of many national and local rail campaign groups and individuals – Railfuture, Severnside Community Rail Partnership, Friends of Suburban Bristol Railways (FoSBR), Portishead Rail Group, Pilning Station Group, Transport for Greater Bristol Alliance, the rail columnist David Wood and the tireless David Redgewell, who are all much relieved that their cherished schemes have finally got a hard-won mention in the final draft of the JLTP4.

However, FoSBR Chair, Rob Dixon, is sceptical: 'In our experience of WECA, even where public transport schemes are in the mix, they take longer to develop. Despite being more expensive, the road schemes, having the resources and budgets of Highways England, are the ones that get worked on first and are quicker to reach fruition, whereas public transport schemes cast around local and central government for piecemeal funding. That's why the JLTP4 rail schemes are fragmentary with unambitious timescales.'

But there is hope. Schemes such as MetroWest Phase 1A are nearing fruition and, given the political will, could see delivery in 2020. Even a station like Pilning could be quickly brought into full use as a regional Park and Ride for commuters from Wales with the simple restoration of a £2 million footbridge.

The main need now is to upgrade the ageing rail infrastructure. FoSBR suggests that WECA could fund the Westerleigh Junction remodelling, which could be delivered instead of the proposed £95 million M4 Junction 18a, perhaps by using the existing Westerleigh oil depot line and restoring the Ram Hill loop. This would make a direct half-hour Thornbury rail service to Bristol possible – FoSBR calculates a 48-minute travel time compared to the 1.5 hours by bus at rush hour.

FoSBR also suggests capacity improvements at Filton Junction and Bristol Parkway. This would allow local rail services from Weston super Mare in the south to terminate at Parkway rather than currently being turned back one station short at Filton Abbey Wood. Another suggestion for infrastructure improvements would be selective double-tracking of the Severn Beach line, as the single-track sections are causing problems when trains are delayed.

Further FoSBR suggestions are to reopen stations at Coalpit Heath, Chittening, Corsham, Long Ashton and Uphill. Coalpit Heath station, just east of Bristol Parkway, would serve commuters who would otherwise use the northern Bristol ring road, and there is level land at Coalpit Heath

So, here's the proposal to WECA for the JLTP4: rather than building yet more roads or new segregated mass transit routes, WECA should start with their MetroWest suburban rail plans

for a passing loop.

FoSBR's full recommendations for the West of England rail network is summarised in the FoSBR Plan for Rail.

And in the future, who knows? Perhaps Network Rail could introduce moving-block signalling to allow trains to travel closer to each other, but that may mean a slower lifestyle.

So, here's the proposal to WECA for the JLTP4: rather than building yet more roads or new segregated mass transit routes, WECA should start with their MetroWest suburban rail plans. Rather than building yet more MetroBus routes, WECA should improve the existing local bus network by giving bus lanes continuous priority and anchoring routes to the local rail stations, and ensuring that Park and Ride sites are located at rail stations. As for the JLTP4 mass transit plans, these should take the form of street trams or trolleybuses, with continuous running onto the local suburban rail network, and with cycling and walking routes on reclaimed roads. These plans could well fit within the £3 billion of identified funds – but can Highways England find it in their hearts to spend their £1 billion on – local rail?

Christina Biggs is campaigns lead for Friends of Suburban Bristol Railways (fosbr.org.uk). She is finally about to leave the world of rail campaigning after a joyous ten years, for a postdoctoral research fellowship investigating cheap ways to produce hydrogen.

Thanks to Rob Dixon, Martin Garrett, Carol Durrant, Mike Godwin, Dave Andrews, Prof Lewis Lesley, Christopher Maltin, Steve Melia, Bruce Tyldesley.

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COMMENT FROM WECA ABOUT THE JLTP4

The Joint Local Transport Plan (JLTP4) sets out the approach to the way transport will develop up to 2036 in the West of England, addressing existing and future transport challenges. It sets out our aims to support clean and sustainable economic growth, address poor air quality and take action against climate change, enable quality public services and improve accessibility, create better places, and contribute to better health and wellbeing.

The plan is led by the West of England Combined Authority, working with Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire councils. It builds on previous work done in the West of England and involved collaboration with the Department of Transport, Highways England, Network Rail, public transport operators and other organisations.

The plan looks at a range of different ways to travel and indicative costs referred to reflect that. Rail has a significant role to play and we are working with a range of public and private-sector partners to progress our plans. WECA is leading on a mass transit project, working with its constituent councils, Bath & North East Somerset, Bristol City and South Gloucestershire councils, as well as neighbouring North Somerset Council. This is an ambitious plan that aims to dramatically improve transport for residents across our region. In conjunction with behavioural change, it would also lead to significant numbers of people moving away from cars, leading to lower carbon emissions and air quality improvement. (More info here: <https://www.westofengland-ca.gov.uk/weca-unveils-ambitious-transport-plans>)

Most schemes involving road construction identified in JLTP4 aim to re-allocate space on congested roads to more sustainable modes of travel, deterring people from making journeys by car into city centres. Alongside this, we're looking at bus priority infrastructure and improved passenger facilities. This would benefit all services including MetroBus, which has seen more than 100,000 journeys every week, taking 19,000 car journeys off the road, according to a passenger survey earlier this year. We are keen to build on this success with more services and better connections as part of our wider objective of getting more people to use public transport.

STATEMENT 9 – DICK DANIEL

It has been reported that 'the metro mayor said he had spent £123million on sustainable travel across the region since he took office in 2017' Bristol Post Can you give a break down of this £123,000,000 has been spent on?

In this time in Bath there has been almost no improvements for cycling or walking. Buses are expensive and routes have been cut. The trams study has not been carried out.

Looking at the JLTP4 Major schemes and summary of interventions - Schemes under development.

The majority of High and Med costs are road based schemes.

Potentially sustainable scheme such as E2 only says 'The provision of high quality sustainable travel options to the east of Bath to increase travel choice and reduce the number of trips being made into the city by vehicles.'

This type of general statement is very much at odds with the clear defined road schemes.

I would like to remind you of the statement; 'Our Joint Local Transport Plan aims to ensure that transport is carbon neutral by 2030. To do this there has to be a substantial shift towards cleaner and greener and more sustainable forms of transport. We will need to maximise every opportunity and work in partnership with sustainable transport organisations, bus and rail operators, to encourage and help people switch from cars to cycling, walking and public transport.'

I would suggest that Ghent is inspiring example of what can be and needs to be done to achieve this.

The Innovative Way Ghent, Belgium Removed Cars From The City:

https://www.youtube.com/watch?v=sEOA_Tcq2XA&t=2s

It is good to see that WECA intends to put '£13m investment in measures to encourage cycling and walking', not committed yet.

But this is a small amount compared to up to £5 Billion for roads bases schemes.

Would you agree that to create a carbon neutral transport system WECA needs to invest now the majority of the budget in the ways that Ghent has by repurposing road space & restricting vehicle access, public transport based on a backbone of trams with linking buses and very good segregated cycling provision ?

Best regards

Dick Daniel, Bath

STATEMENT 10

I'm writing to you on behalf of Bath residents in respect to the recent Reallocation of road spaces B&NES have implemented throughout the City of Bath as detailed below:

<https://www.bathnes.gov.uk/services/streets-and-highway-maintenance/highway-improvements-traffic-management/traffic-schemes-2>

These measures have according to the above been implemented under guidance of the Traffic Management Act 2004 (Covid-19 measures).

<https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19>

However, having read this GUIDANCE it appears that B&NES have decided to take this GUIDANCE as statute. There are many conditions of the TMA 2004 that need to be reviewed before implementing

I've highlighted the relevant passages:

Reallocating road space: measures

Local authorities in areas with high levels of public transport use should take measures to reallocate road space to people walking and cycling, both to encourage active travel and to enable social distancing during restart (social distancing in this context primarily refers to the need for people to stay 2 metres apart where possible when outdoors). Local authorities where public transport use is low should be considering all possible measures.

Other considerations

Temporary: these can be in place for up to 18 months. There is a 7-day notice period prior to making the TRO and a 14-day notification requirement after it is made, plus publicity requirements. These are most suitable for putting in place temporary measures and road closures.

Emergency legislation came into force on 23 May 2020 to amend, temporarily, the:

The Road Traffic (Temporary Restrictions) Procedure Regulations 1992

The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996

The Secretary of State's Traffic Order (Procedure) (England and Wales) Regulations 1990

The amendments speed up making emergency Traffic Orders that may be needed to, for example, widen pavements or install cycle lanes. The main change is to the means of advertising the order, which can be via digital means. A second order still needs to be published for information 14 days later in a newspaper, where these are available, or via digital media.

Depending on the measures they are installing, authorities will also need to consider access for Blue Badge holders, deliveries and other essential services as appropriate.

Authorities should seek input from stakeholders during the design phase. They should consult with the local chiefs of police and emergency services to ensure access is maintained where needed, for example to roads that are closed to motor traffic. Local businesses, including those temporarily closed, should be consulted to ensure proposals meet their needs when they re-open. Kerbside access should be enabled wherever possible for deliveries and servicing.

The public sector equality duty still applies, and in making any changes to their road networks, authorities must consider the needs of disabled people and those with other protected characteristics. Accessibility requirements apply to temporary measures as they do to permanent ones.

They have ignored the following issues:

1) This only applies to areas that have MULTIPLE transport links. Not just a bus service. Especially one that has been cut by 75% capacity. Therefore they have to consider ALL modes of transport INCLUDING CARS taking away car parking spaces will reduce peoples need to use cars.

2) As you can see, a TRO or as this is supposedly temporary, a TTRO still needs to be done. THEY HAVE IGNORED THIS. IT HAS NOT BEEN DONE!

3) We spoke to EHRC last week. I was informed that as they haven't done a TRO/TTRO neither will they have done a Impact Risk Assessment for Disabled nor Protected Characteristics and therefore are in breach of the Disability Act 2010 under the Public Sector Duty Act. This does NOT only apply to people with Blue Badges.

<https://www.equalityhumanrights.com/en/advice-and-guidance/public-sector-equality-duty-guidance>

<https://www.bathnes.gov.uk/services/streets-and-highway-maintenance/highway-improvements-traffic-management/traffic-schemes-2>

They have categorically contravened the last passages of the guidance.

And finally, NO CONSULTATION with CLOSED businesses has been done.

There have been many debates on local groups with an overwhelming majority opposing the plans in support of our many independent traders who will know suffer from the installation of the measures. One such area created a petition however it represents the feelings of many of our Community High Streets

https://www.change.org/p/bath-north-east-somerset-council-remove-unnecessary-bollards-from-larkhall-square?cs tk=AI4OKUxr23t9Pgwp7F4AAXicyyvNyQEABF8BvNlwOKQEjEcmFVTS0slRcc8%3D&utm_campaign=975614a47c514b74a8c14c71151c9956&utm_content=initial_v0_0_1&utm_medium=email&utm_source=recruit_sign_digest&utm_term=cs

We would grateful for an immediate review of these measures.

Yours faithfully,

One Voice Bath.

WEST OF ENGLAND COMBINED AUTHORITY OVERVIEW & SCRUTINY COMMITTEE

17 JUNE 2020

PUBLIC QUESTIONS

The following question was submitted by the deadline:

QUESTION 1

Question from: Alan Morris

Subject: Funding of walking and cycling measures

Question:

Question from Alan Morris, Chair of Bristol Walking Alliance

Bristol Walking Alliance welcomes the announcement of £13m funding for walking and cycling measures. The £3m is advance payment to WECA's member councils for money promised by government for temporary measures. £10m is an allocation of money from WECA's funds for longer-term solutions. It is also good to read that WECA expects circa £30m from the government's £1.75bn national funding for cycling and walking measures. The adoption of the LCWIP will help support WECA's bid for that money.

I am interested to know how much of WECA's discretionary funds - Investment Fund and sehas spent £123m on sustainable travel since 2017. How much of that was spent on walking and cycling measures - both in £m, and as a percentage of the total amount spent on all transport measures?

(I recognise that expenditure on walking and cycling measures has been included in some road and bus schemes, and such amounts will be estimates - please include such estimates in order to give a realistic picture.)

REPLY FROM OFFICERS:

The total figure spent on sustainable travel since 2017 is £123m. In practical terms, it is not possible to give exact figures as requested as many active travel measures are in reality integral components of transport infrastructure projects which are delivered as a holistic project with an overall budget - consideration of all transport modes and users is a mandatory requirement of scheme development.

For your information, officers will be providing a full update on the impact of Covid-19 on the region's transport services at the WECA Overview & Scrutiny Committee on 17 June, including an update on the emergency active travel measures that are being implemented currently. This meeting will be broadcast at <https://www.youtube.com/watch?v=UDHkxdfLKdl&feature=youtu.be>

Also for your information, the WECA Committee on 19 June is being asked to approve a package of measures (see agenda item 15 – Investment Fund) to support walking and cycling through:

* allocating £3m to underwrite Emergency Active Travel Funding measures that are currently being carried out. This will enable the West of England unitary authorities to mobilise short

term measures to improve walking, cycling and the required social distancing in advance of receiving funding from government.

* a very significant allocation of £10m from the Investment Fund for permanent walking and cycling infrastructure to help promote modal shift into this area.'

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