

**Joint meeting – West of England Combined Authority Committee and
West of England Joint Committee**

19 June 2020

Items from the public – statements and questions

JOINT MEETING - WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE

& WEST OF ENGLAND JOINT COMMITTEE - 19 JUNE 2020

Agenda item 6 – Items from the public

Statements and petitions 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 – Agenda item 19 – Local 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. Dick Daniel – Sustainable transport improvements
8. Cllr Brenda Massey – Agenda item 19 – Local Cycling and Walking Infrastructure Plan
9. Sue Turner – Prioritising the recovery of the Voluntary Organisations and Social Enterprises sector in the West of England.
10. Tony Jones – Climate emergency planning
11. Faye Dicker – JLTP4 - new road proposed to be built from the A4 to the A37 and onto Whitchurch Lane
12. Kim Hicks – JLTP4 – consultation / engagement
13. Julie Boston – bus travel for young people
14. Sam Morris – WECA’s climate emergency report and infrastructure plans
15. Susan Carter – Joint Green Infrastructure Strategy
16. Cllr Martin Fodor – Climate Emergency Action Plan
17. Cllr Clive Stevens – Strategic planning update (agenda item 21)
18. Margaret Boushel – Agenda item 19 – Local Cycling and Walking Infrastructure Plan & Agenda item 17 – West of England Bus Strategy
19. Christina Biggs – Covid / MetroWest / Joint Local Transport Plan

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 cam 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

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 – 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

Section 11: Major schemes and summary of interventions continued

Schemes under development

A number of other early investment schemes in support of delivering the JLTP4 strategy are at an earlier stage of development. Table 11.3 summarises the type, cost and timescale of

each scheme. The total cost of delivering our early investment schemes under development is currently estimated as **£2bn-£2.5bn**. Further details can be found in Appendix 3.

Table 11.3: Early investment schemes under development

Ref	Mode	Connectivity	Scheme	Cost	Timescale		
					S	M	L
E1	Multimodal	Beyond WoE	Bristol South West Economic Link (BSWEL)	High			
E2	Multimodal	Beyond WoE	East of Bath access improvements	Med			
E3	Highway	Beyond WoE	M5 Junction 19	Low			
E4	Public Transport	Beyond WoE	Passenger Rail Service and Capacity Improvements, Station Upgrades and New Stations Package	High			
E5	Highway	Beyond WoE	Smart Motorways: M4 J18-19 and M5 J17-21A	High			
E6	Highway	Beyond WoE	M5 new junction J21A	Med			
E7	Highway	Within WoE	A4174 Ring Road junction improvements including Wraxall Road (Longwell Green)	Med			
E8	Highway	Within WoE	Freezing Hill junction upgrade and whole route improvements	Low			
E9	Active Travel	Within WoE	Interurban cycle routes – including North Somerset Coastal Towns Cycle Route, and cycle links to Yate and Thornbury	Low			
E10	Highway	Within WoE	M4 Junction 18A to A4174 Ring Road	High			
E11	Multimodal	Within WoE	Metrobus – Bristol City Centre to Clevedon and Nailsea	Med			
E12	Public Transport	Within WoE	Metrobus consolidation package	Med			
E13	Public Transport	Within WoE	Park & Ride package for Bath	Low			
E14	Other	Within WoE	Regional Electric Vehicle Charging Network	Med			
E15	Multimodal	Within WoE	Metrobus – Bristol City Centre to Severnside	Low			
E16	Active Travel	Local	Bath Cycle Network and City Centre Package	Low			
E17	Active Travel	Local	Keynsham / Midsomer Norton and Somer Valley Public Realm Improvements Packages	Low			
E18	Multimodal	Local	Weston-super-Mare Package 2	Med			
E19	Active Travel	Local	Weston-super-Mare Cycling and Walking Network	Med			



Table 11.3: Early investment schemes under development continued

Ref	Mode	Connectivity	Scheme	Cost	Timescale		
					S	M	L
E20	Multimodal Housing Infrastructure Bid	Within WoE	Banwell A371 / A368 Banwell Bypass	High			
E21	Multimodal Infrastructure Bid	Within WoE	South East Bristol and Whitchurch • A4 metrobus + Callington Road Link • Orbital metrobus • A37 Sustainable Transport • Hicks Gate Park & Ride • Hicks Gate Junction • South East Bristol Orbital Corridor • Local highway improvements	High			
E22	Multimodal Infrastructure Bid	Within WoE	Keynsham • Keynsham railway station • A4-A4175 Link • Local highway improvements	Med			

STATEMENT 8 – CLLR BRENDA MASSEY

Item 19, West of England local cycling, walking, and infrastructure plan

I wish to ask members of the West of England Combined Authority Committee to consult with local councillors about the viability of the published plans for the above proposals. Having been made aware of the content only today, I was shocked to see that a number of roads in my ward of Southmead will be impacted by the proposals, and not always in a positive way.

For instance, Elmfield Road, Greystoke Avenue, Greystoke Gardens, Pen Park Road, and Southmead Road all lie within the Southmead ward boundary. There is a proposal for changes to the Pen Park/Southmead Road double mini-roundabout which we have been suggesting for years should be reviewed. We have always been told that the only way to change it is to buy up and knock down houses around it, but it is clearly listed in the proposals as under review, so it would be helpful to know what has changed!

Given that ward councillors are expected by local people to work with the relevant council and to represent the interests of the public, they will certainly suspect that we have known about the plans but have kept them hidden from the public. This is not a good way to build trust with local residents, and I am really surprised that the first we knew about it was in papers published for a meeting that few people would be aware of.

Can we, as local councillors, expect to be involved in any future decision-making that impacts on our wards, so that we can provide the best possible outcome for the people we represent, using our local knowledge?

Brenda Massey

Councillor for Southmead

**Public statement to the Board of the West of England Combined Authority
on prioritising the recovery of the West of England's VCSE sector**

The impact of the Coronavirus crisis on the VCSE sector

Throughout the coronavirus crisis hyper-local charities, community and voluntary organisations and social enterprises (the VCSE sector) in the West of England have shown their vital role in leadership, entrepreneurialism, flexibility and community connections. The sector has been working in overdrive to innovate in the use of technology, collaborate to meet emerging needs and to support the incredible community spirit of mutual aid groups. But the crisis is stretching the VCSE sector to breaking point and organisations need funding now as they strive to support people in our changed world.



The Bank of England's Chief Economist Andy Haldane estimates that "[M]ore than £200 billion of societal value was generated by the UK [social] sector or around 10% of gross domestic product." He goes on to say "Societies and policymakers must recognise and strengthen the social sector in good times as well as bad... The need to change how societies and companies keep score, to better recognise all of the capitals and all of the paid and unpaid contributions citizens make, is surely a lasting lesson of this crisis."

The crisis has holed the VCSE sector below the waterline. **In the West of England 80% of charities have kept working throughout the crisis, offering new, existing or modified services to support those most in need.**

But they have done so at great cost to their futures.

- Their income is drastically reduced from not being able to hold fundraising events, attract public donations and trade
- As funders re-directed their money to Covid-19 response, charitable organisations face increased competition for grants and donations
- Their core funding is stretched as they re-plan, revisit strategies, reforecast, work with new partners and manage new ways of working
- Charity best practice is to keep only a few months' reserves but even those organisations that have reserves will see it run out in the months ahead.

The result is that 22% of local charitable organisations think they will or might be forced to close services if they don't get the help they need. A further 20% are not yet sure what their future holds.

Much of our third sector is in danger of sinking. These organisations know they have no innate right to exist but people – particularly our most disadvantaged communities – do have the right to the support that only the third sector supplies.

The VCSE sector is vital to supporting public and private sectors but often overlooked as a Cinderella sector. With businesses focused on their own recovery plans and much of the public sector having its own battle for funding, it's vital that the third sector is listened to and supported if we are to avoid deep inequalities becoming even deeper and more entrenched because of this crisis.

The most disadvantaged people already found it difficult to share in the economic success of the West of England; after this crisis passes they risk being at the very bottom of the priority list. Without concerted effort we are storing up social divisions which in the past we have seen lead to civil unrest and the waste of huge potential. As our colleagues in the Bristol Initiative remind us, no business wants to invest in an area where riots happen so it's in the best interests of all WECA partners to plan for social and economic recovery. The most disadvantaged must be put **first** and not left to be an after-thought.

How WECA can help

We are asking WECA to:

1. Place the third sector at the heart of its planning for recovery from the coronavirus crisis. We believe – as we think your constituent local authorities do – that it is impossible for the region to have an economic recovery without an accompanying social recovery. The VCSE sector will be vital to creating meaningful, socially useful work; it will reach the furthest from work and expand their skills; it is already in the hardest to reach communities, hard-wired in to people's aspirations and needs.
2. Work with us to bring funding to the West of England's VCSE sector. Quartet Community Foundation (Quartet) is using its unique position in inspiring local philanthropy to raise funding, engage public and private sectors and work alongside all parts of society to implement a proposal for the recovery of the VCSE sector.

We have already raised over £1.35m for immediate response to the crisis; we will raise more for the recovery phase too and ensure it is quickly deployed to make lasting change.

Our proposals for supporting the recovery of the sector require £30m of new funding and we cannot generate this through local philanthropy alone. We want to work together with WECA and others to attract the resources needed to sustain our dynamic VCSE sector long into the future.

3. Bring about systems change in public sector commissioning. New Philanthropy Capital reports that 59% of charities with public sector contracts have to subsidise these contracts with income from other areas such as public fundraising; post COVID-19 charities' ability to subsidise the public sector in this way will be severely limited by their lack of income from fundraising or trading. WECA can take the lead in providing funds to Quartet to enable us to give repayable grants to bridge the commissioned organisation until they get paid in arrears by public sector commissioners, enabling smaller organisations to tender when otherwise this would be impossible for them.

Give us a seat at the table as you make your plans for recovery; we have expertise we want to share with you as well as the ability to leverage in new funding.

Together we can improve fairness, well-being, the environment, digital inclusion, social cohesion and the empowerment of the people in our communities.

Sue Turner, Chief Executive, Quartet Community Foundation sue.turner@quartetcf.org.uk 0117 989 7702



STATEMENT 10 – TONY JONES

Statement for WECA meeting June 19th re climate emergency planning – agenda item 22

Covid 19 has, understandably, delayed the development of the WECA climate emergency action plan.

This is, however, the last decade to get it right and to avoid catastrophic climate breakdown, and that means radical action each and every year until 2030. This is not just about “building back better” it is about setting out a series of radical carbon reduction measures which make the local 2030 net zero target possible and achievable.

What for example will WECA’s radical and challenging actions be for 2020 – the first year of this critical decade? How can we be assured that WECA, both members and officers, understand the scale of the local challenge to reach net zero by 2030 and the need for far reaching and radical action year on year to reach that objective?

Thank you

Tony Jones (Bristol resident)

STATEMENT 11 – FAYE DICKER

The plan for one specific 'new' road, that attracted the most overwhelming response in the JLTP4 consultation. It was the new road to be built from the A4 to the A37 and onto Whitchurch Lane. It caused, and still causes, much anguish to the local residents, with the threat of it hanging over our heads. This, at a time, when we have a pandemic to deal with.

As you are aware, I am the founder of the SOUTH BRISTOL WRONG ROAD GROUP. The members, in the 1000's, made it very clear, during your consultation, that the plans were ill thought through. The idea of using Whitchurch Lane, a residential road, was a major weak link in the plans. This was coupled with the building of a new road across valuable Green Belt. A road that we cannot afford financially or environmentally.

1000s of us, who discovered the plans, by accident, have been making our thoughts known to you, peacefully and appropriately.

Please do not ignore us. Instead please work with us, from the outset, when you decide to make improvements to our area in the future.

Will you commit to working closely and constructively with the residents of the south Bristol area BEFORE you put any further plans out for consultation.

STATEMENT 12 – KIM HICKS

There are 3 things that you could improve when you are looking at plans for local cycling, walking and infrastructure.

1. Your communication
2. Your communication
3. Your communication

The recent Joint Local Transport Plan consultation had nearly 2000 people, from the Bristol South area, take the time and trouble to let you know their thoughts and views. These responses were from a small fraction of the WECA areaand yet they were a third of the responses from the WHOLE of the WECA area!

I am an active member of the SOUTH BRISTOL WRONG ROAD GROUP, who has attempted to engage with you, using all the appropriate channels and yet... I feel ignored. It feels like WECA have only given lip service to the 1000's of responses.

Sadly, your engagement with the local people on this issue does not appear to be genuine.

In view of the circumstances, it would be good to see WECA produce a statement. A statement to COMMUNICATE, in plain English. A statement for the 1000's of people who faithfully responded to the JLTP4 consultation and yet still feel that no-one was really listening.

There are so many uncertainties at the moment due to COVID-19. The climate emergency is another factor that concerns so many people.

Just knowing that WECA are not going ahead with the idea to build a totally unsuitable new road through South Bristol, as planned in the JLTP4, would be one less thing for residents to worry about.

I hope that WECA are listening.

STATEMENT 13 – JULIE BOSTON

I wish to present this statement to the WECA zoom meeting on the 19th June 2020 as a member of the public. (My computer has no speaking device so I hope someone can read out my statement.)

I call on Metro Mayor Tim Bowles and Cabinet members of the West of England Combined Authority (WECA) to provide free bus travel for every 10 to 18 year old in the WECA area from September 2020.

Finance

The money would come out of WECA capital and revenue funding, Mental Health budgets and compensation for new housing developments.

Democracy

It's important that Youth Mayors and their Cabinets are involved in the debate which is certain to generate ideas. As members of the public they can watch meetings on zoom in a public place such as a library in groups of 5 with a local councillor

Giving young people hope

The Mayor of Bristol, Marvin Rees, and Wera Hobhouse MP have challenged the priorities of WECA in public.

Free travel for youngsters would give them independence, a chance to socialise and spend money on our high streets which are in need of much 'support'

The government has allowed the opening of shops why not museums and libraries! Will they reopen or will this generation of young people be impoverished for eternity. Locked down and forced to live virtual lives online?

We constantly hear from Mayors Andy Burnham and Andy Street. We need a positive story from Metro Mayor Bowles. Giving young people – our future – a future is a positive story.

STATEMENT 14

Extinction Rebellion's response to WECA's climate emergency report and infrastructure plans

The Climate Emergency has not gone away during the immediate tragedies of the Coronavirus pandemic.

Energy consumption and pollution in Bristol and the West of England were dramatically reduced during lockdown, giving Bristol legally clean air for the first time in decades. And people have noticed and talked about the improvements.

But already those figures are climbing towards their pre-lockdown levels.

Since declaring a Climate Emergency, the West of England Combined Authority (WECA) - the organisation with responsibility for coordinated transport policy in our region - has had almost a full year to review the options and develop a Climate Emergency action plan which will achieve carbon neutrality by 2030.

We understand that Covid has posed unprecedented challenges for local, national and international government and institutions. But our most recent experience has shown that unprecedented responses *are* possible when a crisis is clearly recognised.

Given the scale and pace of the climate emergency it has been acknowledged that we face, we expected that more progress would have been made.

By now WECA could and should have a well-formed plan with milestone dates and targets.

Instead on 19 June 2020 they released a flimsy 7-page report with very little detail on how or when it intends to act on the emergency.

Once again WECA is dragging its heels and refusing to commit to anything or to commence any actual work. Every year counts in such an urgent timescale - yet the response is more internal talk and deliberation with no action.

Regarding WECA's infrastructure plans, there *are* a few positives to take from the outlined changes. We support the principle of traffic management with designated highways where on-street parking is banned, and other routes designated as priority bus routes with bus-only gates on high streets.

We welcome the plans to increase cycling infrastructure. It is positive to see WECA highlighting that the "National Cycling and Walking Infrastructure Strategy aims to make cycling and walking the natural choice for shorter journeys, and to double national levels of cycling by 2025".

The final Joint Local Transport Plan must allow for truly integrated active and public transport options. This will require:

- Improving rail-bus interchange at local rail stations
- Providing more space for cycles on local trains
- Providing cycle lockers at stations for commuters who can afford to own two cycles
- Providing cycle hire at rail stations
- Creating cycle lanes on major arterial routes in the region

- Widening existing cycle routes to make journeys safer and less stressful

However, any positives that can be found in the authority's plans for active travel and public transport are undermined by their road-building aspirations.

In the face of the drastic health and economic impacts of the impending climate crisis we need to see a rapid shift from individual car journeys to active travel and public transport. WECA needs to drive and facilitate this change. So why is WECA intent on building so many new roads? It is well documented that increased road-building simply leads to more cars on the roads and therefore more pollution, as well as *more* congestion and more accidents.

WECA must reassess its road-building plans in order to protect health and well-being in the long term. It needs to demonstrate environmental leadership and strive to achieve its climate change and air quality obligations.

Pollution is identified in Bristol Council's own report as the cause of 300 adult deaths in Bristol every year (and somewhere between 36,000 and 40,000 nationally). Prioritising road building reinforces existing patterns of behaviour that will continue to cause traffic congestion, damage health and contribute to the climate and ecological breakdown.

Engaging in active travel improves health and reduces the burden on our health services. Increasing spending on public transport, and prioritising and promoting active travel options, will reduce congestion, improve well-being and will go a long way to helping the region to meet its urgent CO2 and pollution targets.

Citizens of the West of England are depending on WECA to get this right. We don't get a second chance at this policy-making. Decisions made now will determine how people travel in the region for the next two decades.



STATEMENT 15

West of England Combined Authority /West of England Joint Committee 19 June 2020

Agenda item 23: Green Infrastructure Strategy

Public statement from the Ramblers' Avon Area

The Ramblers is a national organisation with two objectives: to protect, maintain and enhance all the places where people walk; and to promote walking. The Ramblers' Avon Area has over 2000 members in eight groups, in all four local authority areas covered by the strategy.

Summary

The Ramblers welcomes the preparation of this strategy. We would have preferred a clearer commitment to making green spaces accessible and attractive to people, as well as to wildlife. We would like recreational groups involved in taking the strategy forward.

Detail

1. When a green infrastructure strategy was proposed some years ago, the Ramblers pointed out the importance of a green network for walking and for people's enjoyment generally. We asked that accessibility should be a key part of the strategy and to be involved in taking it forward.
2. We have we not been involved and it has been difficult to track the progress of the strategy. (We may have missed opportunities to comment). We are pleased that such a well-presented and comprehensive document has emerged. We welcome the strategy's recognition of the importance of green spaces for people's health and well-being generally and of the need for networks of active travel routes in particular.
3. We would have liked more focus on the importance of green infrastructure for **people**, with the emphasis on conserving and enhancing **accessible** green spaces, not **legible** ones (page 6 /page 416). We would like clear targets for increasing the length of green routes for walking and other active travel, and for opening up more wild places for people to enjoy..
4. There is no specific mention of recreational user groups in the long list in section 7 (pages437-8) of the organisations who will be involved in taking forward the strategy. There are general references to community groups and non-governmental organisations. **We would like the Ramblers and other recreational user groups to be included among these.**

Susan Carter

*Chair, Environment and Planning Committee
Ramblers' Avon Area*

18 June2020

Statement 16

Item 22: Climate Emergency Action Plan.

I'm here to call for action on the climate emergency. Again.

There's the matter of the much delayed Action Plan. I appreciate the authority may have had other pressing priorities since it missed a spring deadline for this to be ready [see Scrutiny minutes], though the delay largely precedes the pandemic of course.

Now a summer deadline has been missed, and you have an October deadline. That's 15 months since the declaration [after all the local authorities in the region] and **15 months closer to the 2030 target to be carbon neutral**. Every delay makes the neutrality target harder to achieve and as Sir Nicholas Stern said, in his famous Stern Review, more expensive to achieve. It makes the economic transformation that harder and more disruptive due to all the decisions you are making in the meantime that neglect this pressing issue.

Given that in July 2019 WECA declared a climate emergency the basic information in the update report, despite postponing the strategy until October, could more importantly show that action is underway. So maybe what's listed is enough?

My concern is **how little action there is and how far from a response to the emergency these few projects are** – what's noted in the report on page 392 is a modest investment and clearly a very small commitment compared to the financial support for roadbuilding – all of which moves emissions in the wrong direction. The **gap in the graph** on page 395 will therefore get wider.

Given the urgent need to respond, and the ever-reducing time to act by 2030, my challenge to you is: **What more can be done to accelerate positive action and ensure an ambitious, adequate, and timely delivery of the net zero target?**

The report says:

'[WECA will] consider how we can better integrate low-carbon solutions within our plans for economic recovery in a way that boosts growth and puts the region on a firm long-term low carbon footing. The region is already a low carbon market leader and has created a low carbon sector sub-group to form part of the Covid-19 recovery taskforce in recognition of this; recovery plans should build on these strengths and give thought to how we can create growth and jobs within the low carbon, renewable energy and energy efficiency sectors.'

That's the least I'd expect, since it should already have been underway, but what's so worrying is the lack of Leadership and minimal impetus to tackle the emergency.

The 11 pages of the report show little effort over the 15 months other than a guide for report authors [page 399]. You've listed a few high level principles and some examples, but is that 15 months of work? I welcome the work on Green Infrastructure, and the support

for rural renewables, but I'd like to see so much more, **commensurate with an emergency response.**

Meanwhile you're approving a series of reports showing little more than business as usual in all your transport functions [new rhetoric about modal shift, but old funding priorities and patterns], modest change to the direction of the skills agenda, and little idea of how to deliver the housing agenda in sustainable locations.

The Covid recovery imperative should be a massive boost to how the region shows a commitment to Build Back Better but most of the structural, economic, and social inclusion initiatives could have already been underway all across the region if the action plan had been prioritised. Given the urgency of the recovery and the pressing climate emergency I look forward to hearing the authority members explaining when will this actually start and how WECA will show it's *'leading the way as a public sector organisation'* as you claim .

Cllr Martin Fodor
Bristol City Council
Redland ward Green Party.

STATEMENT 17 – Cllr Clive Stevens

Dear WECA - I hope you are keeping well in these difficult times.

I sit on one of Bristol's Development Control Committees and have been concerned for years now about the low levels of provision of affordable housing through the Planning System.

I read this Planning update and was delighted to see in the Memorandum of Understanding (MoU) between WECA and the four LAs (Appendix A, p383) that point #3 says, "An approach to spatial planning that has clean and inclusive growth at the heart of our strategic priorities."

So clean presumably as in environmentally sustainable and inclusive as including all sectors of society even those on lower than average incomes.

And then at the next point #4, it talks about the Local Housing Needs Assessment. Therefore I would like confirmation please that this assessment will have inclusivity at its heart too (and clean of course). The reason I ask this is because upto now I have not seen true inclusivity in any strategic planning documents. All I've seen is lip service.

Let me explain:

A Housing Needs Assessment should assess the needs (needs not just the demand) and provide accordingly. The recently abandoned Joint Spatial Plan assessed need to include nearly 60% of new housing (for Bristol) to be affordable. I agree with that estimate. That means for every 10,000 new homes, 6,000 of them need to be affordable.

But the planning system has never really faced up to its inability to provide this. There is no way that relying on the market will create 1.5 affordable homes per every 1 sold at market price. For one thing land prices are too high. So how will you deliver?

This mismatch between the reality of the need and the capability of a broken system is why we are in such a mess with long housing waiting lists. And as more land is built on and 60% not achieved, plot by plot the target will get higher, 70%, 80%...

Until you have a plan that can truly deliver affordable then what you are doing is papering over the cracks of a rotten system.

I come back to the MoU, you have written "clean and inclusive growth at the heart". That's an aspiration but that doesn't build affordable houses.

I have views on how you can deliver 60% and I'd like to hear yours please.

Councillor Clive Stevens (Clifton Down, Bristol)

STATEMENT 18 – Margaret Boushel

Ref Agenda Item 19 Cycling and Walking

Ref Agenda Item 17 West of England Bus Strategy

I am writing this statement as a potentially active traveller in my early seventies. Please improve cycling and walking opportunities on Gloucester Road/A38 as a matter of great urgency. Now that COVID-19 limits my use of public transport, I want to be able to leave my car at home but at the moment I don't see alternative safe spaces for me on the roads.

What I think is needed at this stage are active, practical steps that allow local communities, neighbourhoods and WECA partners to test out new approaches and decide on those that best meet the various interests involved. Experiential consultations seems the best way forward – we all know life has changed. I would be happy to see (evidence based, community involving) tests, trials and experiments of different solutions to see what can really help. There are experts and examples from elsewhere that can inform. I am very disappointed that more immediate interventions have not already been included in the emergency measures identified.

More and probably less confident cyclists are being forced to take risks on the road as people of all ages try and cycle to get about their business without safe cycling provision. I would like to be one of them and have been looking at buying an ebike or etrike, but I am too scared. I am a competent cyclist and have my own mobility issues. I can't do anything more to change myself, I need the landscape to change to make room for me and so many people like me. Existing footpath space is/will be even less adequate for walkers due to increased queues at bus stops and outside shops as people and public transport providers try and socially distance. Covid 19 has made the well-recognised need for walking and cycling improvements on our arterial routes even more urgent.

Unfortunately, without safe alternatives (cycling space, pedestrian space, clear protocols on public transport) more people (including myself) will take to their cars. This further increases the risks to pedestrians and cyclists, a deterioration in air pollution, even less chance of meeting local and national climate change targets and worsening public health consequences.

Especially since COVID-19 but even before that, I feel more cut off from friends and family who live in different neighbourhoods and in surrounding areas. We can't get to each other, and we can't get to convenient meeting points without cars. It can be frightening being a 'vulnerable' person if public organisations and leaders aren't making enough vital changes to allow us to get around safely.

Everyone wants the Gloucester Road to thrive. However, as a walker and potential ebike user I cannot see how I can be expected to manage the current traffic, lack of cycle lanes and inadequate footpaths. I echo Brenda from Bristol's plea 'Please, please, not another delay'.

Best Regards

Margaret Boushel

Friends of Suburban Bristol Railways (FoSBR)

Statement to WECA Committee

Friday 19 June 2020 at 10.30am via Zoom



Who we are: FoSBR is a Bristol campaign group supporting development of the local rail network as a major contributor to passenger movement around the whole Bristol and Bath travel to work area. Campaign successes include the Severn Beach Line with 1.4 million passenger journeys a year in 2019, the winning of the City Deal £116 million for the Portishead Line and £58m for the Henbury Line, and the delivery of Filton Bank four-tracking in November 2018, which has dramatically improved service reliability for both regional and local trains, and paves the way for MetroWest Phase 2 services to Henbury and Gloucester. The extensive current local rail network already is the road-independent rapid mass transit system that the region needs, and with proper multimodal interchange at rail stations to buses and cycling has the potential to serve the whole region.

1. Comment on current Covid and climate crisis

FoSBR notes 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 current temporary measures are evidence that the government expects rail to resume its major role when normal conditions return. The timescale of the MetroWest engineering projects of the Portishead and Henbury lines, for which the funds have now been committed, means that they will be delivered after a Covid-19 vaccine has been found but well before the 2030 zero-carbon target, and getting on with the engineering work now will be a source of much-needed local jobs in the meantime.

2. MetroWest Phase 1A – direct half-hour services from Avonmouth to Bath and Westbury, hourly from Severn Beach

- a) FoSBR welcomes the announcement of funding for Bristol East Junction which paves the way for MetroWest Phase 1A to be extended 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 inadequate for businesses in the area, and increasing the Temple Meads to Avonmouth service frequency will enable social distancing for the anticipated return to work.
- b) In the meantime we urge WECA to initiate discussions with Network Rail on selective and complete 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 Bristol City Council for the Severn Beach Line.
- d) As WECA has already committed £9m for capital delivery and the timetabling work is complete, WECA should honour its Outline Business Case agreement to subsidise the MetroWest services for the first three years and complete negotiations to get the promised service as soon as possible. The committed monies from the Local Growth Fund should be spent in the current financial period to boost the local economy.

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

3. MetroWest Phase 1B – the Portishead Line with a new station at Pill

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 assures WECA of strong public support of the scheme, even as the planned hourly service with a 45-minute frequency in the early morning. We appreciate the need to expedite the current plans and to include Ashton Gate station at a later date. We would suggest that planning should commence on bus services to the Quays Road site to make sure that the whole of Portishead has car-free access to the new station.

4. MetroWest Phase 2 – services from Temple Meads to Henbury and Gloucester

- 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-length platform at North Filton as well as the proposal in the JLTP4 for 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 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 continue to urge WECA to hold talks with Bristol Port Authority to resolve the issue of road access to the Port 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 continue to urge that the footbridge at Pilning is replaced so that Pilning can be used as a regional Park and Rail. We note that 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 8,000 homes in the Cribbs Patchway New Neighbourhood Scheme more rapidly, which in turn will deliver the ridership and modal shift that North Bristol needs.

5. Joint Spatial Plan (JSP) and Joint Local Transport Plan (JLTP4)

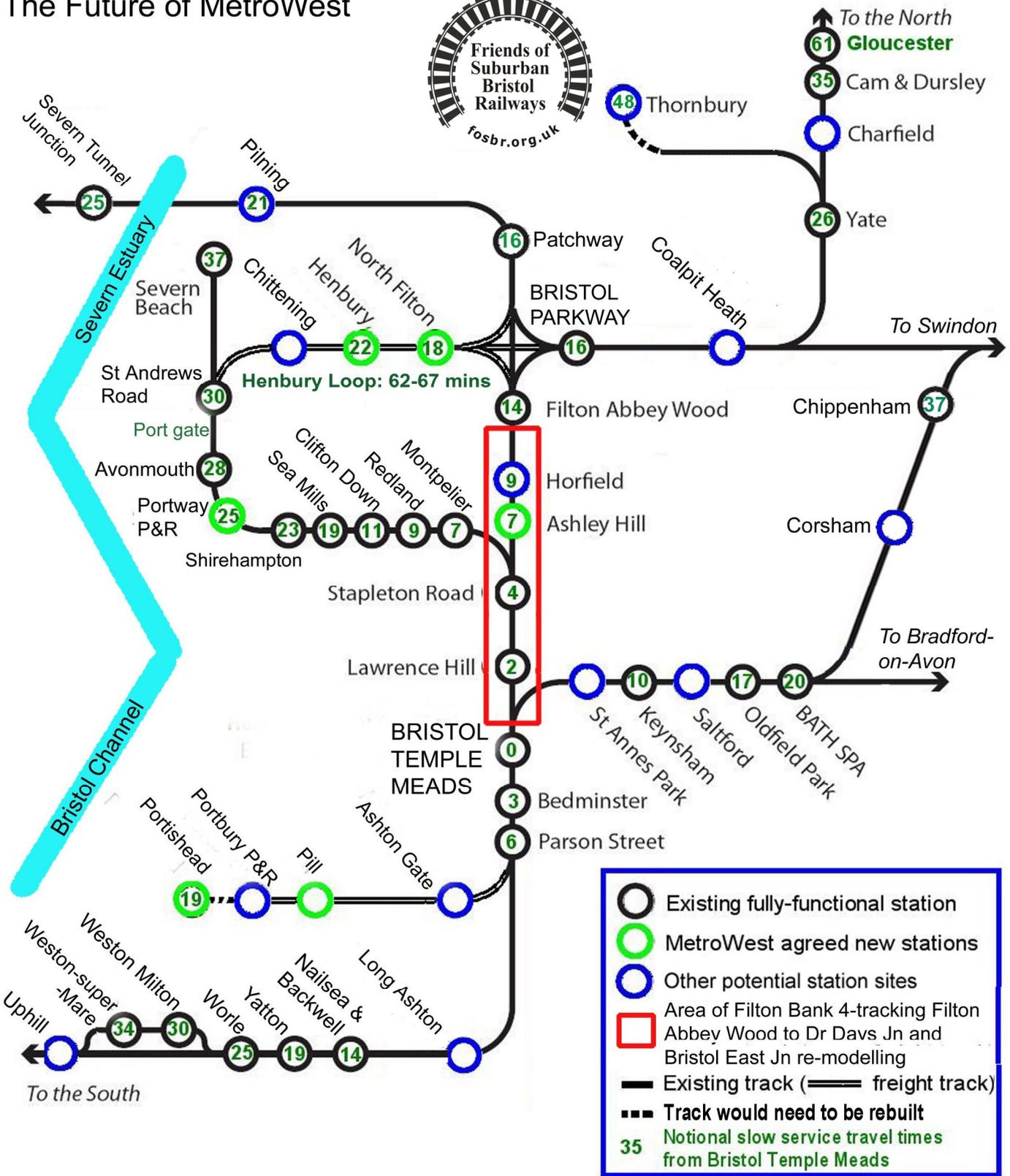
- a) FoSBR welcomes WECA's allocation of £2m to work towards an updated version of the Joint Spatial Plan, as we feel the concept of agreeing house-building together with transport is a good one. We suggest that the agreed Strategic Development Locations should all be served by local rail stations.
- b) FoSBR welcomes the committing of WECA funds for the delivery of Portway Park and Rail, and the studies into reopening Charfield Station and for Temple Meads East Entrance, and requests that a MetroWest Phase 3 rail strategy document is drawn up with a timeline and budget for the other stations mentioned in the JLTP4 of Saltford, St Annes, Ashton Gate, and Horfield Constable Rd, with an assessment of station siting and rail service timetabling.
- c) FoSBR notes that a bid has been submitted by Kerry McCarthy MP 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 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.

- d) FoSBR continues 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 include the remodelling of Westerleigh Junction, investigating the Westerleigh Oil Depot freight line and reinstating Ram Hill Loop, to facilitate the running of current regional services and delivery of the Thornbury Line, initially as a Park and Ride from Tytherington Quarry. In the mean time we commend the restoration of the footbridge at Pilning as Pilning (unlike Charfield) is to the south of Thornbury and on the main line to Wales (unlike Severn Beach). Pilning is also within cycling distance of the Severnside new employment and Cribbs Mall.
- e) 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 WECA Committee 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 urge WECA to study the possibility of a station at Coalpit Heath as there is space for a passing loop there. We urge that the feasibility studies for the new roads includes modelling of the increase in traffic, and that all public and active transport options, including rail stations and roadspace reallocation, should be planned and delivered using the existing roads, before new roads are built.

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).
7. FoSBR welcomes the new extensive WECA Local Cycling and Walking Investment programme and suggests that a similarly detailed plan, with maps, is drawn up for rail and bus services. FoSBR would urge WECA to ensure that future MetroWest rolling stock is not only zero-carbon but has cycle hire and extra space for bicycles for local services as well as cycle lockers at multimodal exchange hubs.
8. FoSBR notes that the Strategic Rail report was the last document listed in the WECA Committee reports pack and also the most tersely worded, giving the WECA CEO, Dr Patricia Greer, powers to sign off the Westbury and Gloucester extensions to MetroWest Phase 1A and 2 respectively. Whilst commending this streamlining, we suggest that a fuller rail update and forward plan from the MetroWest team should be included in the next WECA meeting papers in October 2020. We remind WECA of the high value placed by the public on rail services and their large positive impact on climate change and air quality and suggest that it is your rail projects, alongside the bus, walking and cycling plans, which are the best possible immediate use of the WECA Investment funds.

The Future of MetroWest



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 JLTP4 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.'

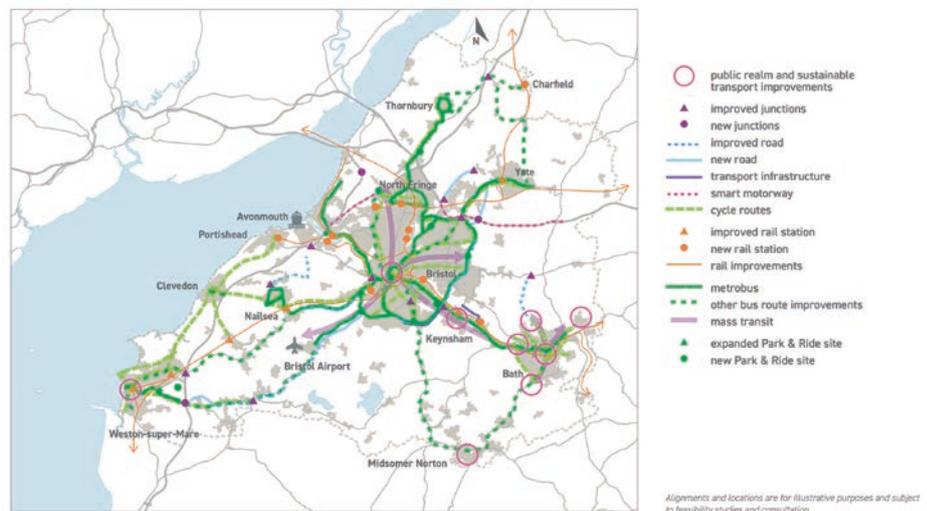
Mr Freeman and the Bristol Mayor Marvin Rees are now concluding a deal to double the number of conventional buses on key corridors in exchange for ensuring continuous bus lane priority.

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 Rail 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 roadspace. 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.

JOINT MEETING – WECA COMMITTEE & WōE JOINT COMMITTEE - 19 JUNE 2020

QUESTIONS & REPLIES

The following questions were submitted by the deadline (full details of questions and the replies are set out in the following pages):

Q1. Question from: Alan Morris

Subject: **Funding of walking and cycling measures**

Q2. Question from: Suzanne Audrey

Subject: **International Charter for Walking**

Q3. Question from: Ben Anthony

Subject: **Climate Emergency action plan**

Q4. Question from: Ian Pond

Subject: **West of England Local Cycling & Walking Infrastructure Plan**

Q5. Question from: Jacqueline Walkden

Subject: **Climate Emergency**

Q6. Question from: Alison Allan

Subject: **Climate Emergency action plan**

Q7. Question from: Robbie Bentley

Subject: **Light rail / tram system**

Q8. Question from: Robbie Bentley

Subject: **Pedestrian / highways improvements**

Q9. Question from: Nikki Barton

Subject: **North Somerset being made part of WECA**

Q10. Question from: Sam Morris

Subject: **Climate emergency action plan**

Q11. Question from: David Redgewell

Subject: **Restoration of bus services**

Q12. Question from: David Redgewell

Subject: **WECA transport functions – engagement with user groups and stakeholders**

Q13. Question from: Sarah Mason

Subject: **West of England Local Cycling & Walking Infrastructure Plan**

Q14. Question from: Adam Reynolds

Subject: **Emergency active travel funding**

Q15. Question from: Adam Reynolds

Subject: **West of England Local Cycling & Walking Infrastructure Plan**

Q16. Question from: Kim Hicks

Subject: **JLTP4/5 – clarification about ‘new road’ (A4 to the A37 and onto Whitchurch Lane) and future consultation / engagement**

Q17. Question from: Cllr Clive Stevens (Bristol councillor)

Subject: **West of England bus strategy**

Q18. Question from: Cllr Martin Fodor (Bristol councillor)

Subject: **West of England Local Cycling and Walking Infrastructure Plan**

Q19. Question from: Cllr Martin Fodor (Bristol councillor)

Subject: **Update on climate emergency planning update**

Q20. Question from: Steve Melia

Subject: **Clarification – JLTP4**

Q21. Question from: Gordon Richardson

Subject: **North Somerset being made part of WECA**

Q22. Question from: Gordon Richardson

Subject: **Social distancing on public transport – protecting disabled passengers**

Q23. Question from: Christina Biggs

Subject: **Scope of the Greater Bristol Area Rail Feasibility Study**

Q24. Question from: Christina Biggs

Subject: **Road bypass round Coalpit Heath and a road bypass round Frampton Cotterill**

Q25. Question from: Cllr Jerome Thomas (Bristol councillor)

Subject: **Transport response to Covid-19 (agenda item 11)**

Q26. Question from: Dave Andrews

Subject: **Expenditure on roads and public transport**

QUESTION 1 - 19 June 2020

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 Transforming Cities Fund - have been spent on walking and cycling. We read that WECA has 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:

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.'*

QUESTION 2 - 19 June 2020

Question from: Suzanne Audrey

Subject: International Charter for Walking

Question:

Background

Walking is a sustainable and inclusive mode of transport, but it can be overlooked and treated as an 'add on' to other transport modes. The Walk21 International Charter for Walking asks organisations and political leaders to recognise the benefits of walking as a key indicator of healthy, efficient, socially inclusive and sustainable communities.

[<https://www.walk21.com/charter>]

Signatories to the Charter are asked to commit to reducing physical, social and institutional barriers that limit walking and to support: 1] Increased inclusive mobility; 2] Well designed and managed spaces and places for people; 3] Improved integration of networks; 4] Supportive land-use and spatial planning; 5] Reduced road danger; 6] Less crime and fear of crime; 7] More supportive authorities, and; 8] A culture of walking.

A copy of the charter is attached for information

Question: Will the West of England Combined Authority and West of England Joint Committee sign up to the International Charter for Walking?

REPLY:

Walking is an integral part of our current transport solutions and our future objectives of providing a sustainable and healthy mix of transport solutions for our region. The approach and objectives detailed in our Local Cycling and Walking Infrastructure Plan are designed to ensure that walking (and indeed cycling) have a strong focus as modes of transport for our region.

In addition, our Joint Local Transport Plan was adopted in March 2020 and has a strong emphasis on walking as a healthy and sustainable mode of transport. The JLTP is available on line at <https://travelwest.info/projects/joint-local-transport-plan>

There are no plans at present to sign up to the International Charter for Walking.

QUESTION 3 - 19 June 2020

Question from: Ben Anthony

Subject: Climate Emergency Action Plan

Question:

Where is your action plan regarding the Climate Emergency?

And your intention of being carbon neutral by 2030 (only ten years left) needs much swifter action. Time is running out. Please act on this with a real sense of urgency.

REPLY:

Lots of work is underway but it's essential that our action plan reflects the significant changes brought about by the Covid-19 pandemic. Tackling the climate emergency and our Covid-19 recovery and renewal plans need to be fully aligned so that we can realise our vision for a low carbon future and develop world leading technologies and skills in the region that reduce carbon emissions on a global scale.

Since 2019 we have:

- Granted £500k to a community led onshore wind turbine project based in Avonmouth (subject to planning permission).*
- Granted £165,000 to 20 SMES at an average grant value of £7,500 to help them reduce their emissions and reduce their energy bills*
- Since 2019, supported 54 SMEs to receive a free energy survey as part of Green Business Grant Scheme*
- Supported West of England Green Infrastructure Strategy - promoting the role of the natural environment in climate adaptation (detail below)*
- Established Economic Recovery Taskforce, including a low carbon sector group to ensure climate change and green growth is at the heart of our recovery plans.*
- As part of the WECA Climate Emergency Action Plan, the Careers Hub will focus on engaging young people in low carbon and "green" careers. Helping ensure the region has access to the skilled workforce it needs to achieve its climate emergency objectives.*
- Secured investment for future of public transport through Future Transport Zone funding*
- Continued to tackle congestion and improve public transport options through adoption of JLTP4, consultation on bus strategy and LCWIP*
- Added a requirement to the terms of reference off all boards to consider the climate emergency*

Climate Emergency Action Plan

We will build on what's already been done by the West of England councils and prepare a full regional evidence base for our Climate Change Emergency Action Plan.

This will be submitted to the October committees – we will ensure that it has up to date data to help to inform the Covid-19 recovery planning process, ensuring that climate emergency ambitions are properly integrated.

It will set a series of high-level principles, targets to aim for and provide a basis for ongoing strategic discussions with Government on increased funding, regulation and delivery.

QUESTION 4 - 19 June 2020

Question from: Ian Pond

Subject: Agenda item 19 – Local Cycling & Walking Infrastructure Plan

Question:

Question 1 - Bike Commuters: The LCWIP consultation Report (9 Jun'20 - p33) stated that Commuting was “*by far the most popular type of cycle trip with 45% stating that they cycle to work on multiple times a week*”. With this in mind - what steps does the Authority propose to prioritise the delivery of LCWIP routes and design standards that best meet the travel needs and safety of bike commuters?

Question 2 - Cycling & Park & Ride locations: With the government stated advice towards the use of buses now being “*consider all other forms of transport before using public transport*”, what steps is the authority planning to take to make its existing Park & Ride locations better equipped to allow people to cycle to/from these locations to their place of work? For instance, the provision of secure overnight storage for bikes, the provision of charging facilities for e-bike batteries, the provision of bike rental, better cycle path connectivity to these locations.

REPLY:

Agenda item 19 provides information within the appendix to the item regarding the principles that are proposed help to prioritise and focus the delivery of cycling and walking Infrastructure. Item 15 also provides an indication of the advancement of funding that it proposed to support the Cycling and Walking schemes in general. Any schemes designed would be required to follow current government guidance and design standards for cycling and Walking schemes.

Park and Ride usage will inevitably be reduced in the short-term given social distancing requirements, but Park & Ride provision is still a critical element of the overall transport solution for the region. The connectivity between Park & Ride and cycling routes is an active consideration in the development of our cycling proposals and wider cycle network. The ability for sites (Park & Ride or others) to operate as mobility hubs facilitating the ability to change modes as is suggested, is part of the work being considered as part of our Future Transport Zone proposals.

For your information, officers provided an 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 was broadcast at <https://www.youtube.com/watch?v=UDHkxdfLKdl&feature=youtu.be>

QUESTION 5 - 19 June 2020

Question from: Jacqueline Walkden

Subject: Climate emergency

Question:

1. Given that CO2 emissions work cumulatively and therefore the need to make large cuts now is essential if we are going to avoid more than 1.5 degrees of warming, is the authority going to have annual targets for emissions for each sector (vehicles, heating, etc) to make sure the zero emissions target is reached in the most efficient way?
2. Does the authority accept that cars are rarely the solution to transport problems and that car centred policies increase poor health (through emissions, reduction in exercise and increased stress) and inequality?

REPLY:

Lots of work is underway but it's essential that our action plan reflects the significant changes brought about by the Covid-19 pandemic. Tackling the climate emergency and our Covid-19 recovery and renewal plans need to be fully aligned so that we can realise our vision for a low carbon future and develop world leading technologies and skills in the region that reduce carbon emissions on a global scale.

We will build on what's already been done by the West of England councils and prepare a full regional evidence base for our Climate Change Emergency Action Plan.

This will be submitted to the October committees – we will ensure that it has up to date data to help to inform the Covid-19 recovery planning process, ensuring that climate emergency ambitions are properly integrated.

It will set a series of high-level principles, targets to aim for and provide a basis for ongoing strategic discussions with Government on increased funding, regulation and delivery. This will include a high principle on accelerating the shift to a low carbon transport system that support a modal shift towards walking, cycling and public transport.

QUESTION 6 - 19 June 2020

Question from: Alison Allan

Subject: Climate emergency

Question:

This is a question from XR Bristol for the Committee meeting on Friday 19th. Since declaring a Climate Emergency, WECA have had almost a full year to review the options and to develop a CE action plan and to set out how to achieve carbon neutrality by 2030. Instead of a formed plan with milestone dates and targets, WECA have released a skimpy report on how it is progressing 'towards developing a Climate Emergency Action Plan'. The Climate Emergency is accelerating and Covid 19 has shown that unprecedented changes are possible in response to an emergency - the impacts of Covid pale into insignificance when compared to what we can expect when climate and ecological breakdown takes hold. Why, after nearly 12 months, have WECA only seen fit to progress 'towards' a plan, rather than actually delivering one? What is the timetable for releasing the plan and when will WECA commit to measurable dates and targets.

REPLY:

Lots of work is underway but it's essential that our action plan reflects the significant changes brought about by the Covid-19 pandemic. Tackling the climate emergency and our Covid-19 recovery and renewal plans need to be fully aligned so that we can realise our vision for a low carbon future and develop world leading technologies and skills in the region that reduce carbon emissions on a global scale.

Since 2019 we have:

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- *Since 2019, supported 54 SMEs to receive a free energy survey as part of Green Business Grant Scheme*
- *Supported West of England Green Infrastructure Strategy - promoting the role of the natural environment in climate adaptation (detail below)*
- *Established Economic Recovery Taskforce, including a low carbon sector group to ensure climate change and green growth is at the heart of our recovery plans.*
- *As part of the WECA Climate Emergency Action Plan, the Careers Hub will focus on engaging young people in low carbon and "green" careers. Helping ensure the region has access to the skilled workforce it needs to achieve its climate emergency objectives.*
- *Secured investment for future of public transport through Future Transport Zone funding*
- *Continued to tackle congestion and improve public transport options through adoption of JLTP4, consultation on bus strategy and LCWIP*
- *Added a requirement to the terms of reference off all boards to consider the climate emergency*

Climate Emergency Action Plan

We will build on what's already been done by the West of England councils and prepare a full regional evidence base for our Climate Change Emergency Action Plan.

This will be submitted to the October committees – we will ensure that it has up to date data to help to inform the Covid-19 recovery planning process, ensuring that climate emergency ambitions are properly integrated.

It will set a series of high-level principles, targets to aim for and provide a basis for ongoing strategic discussions with Government on increased funding, regulation and delivery.

QUESTION 7 - 19 June 2020

Question from: Robbie Bentley

Subject: Light rail / tram system

Question:

What plans are in place for a light rail or Tram system(s) within the region and how does WECA plan to integrate this with the existing heavy rail & other public transport provision?

REPLY:

Work to develop the region's Mass transit proposals continues and an update is given in item 18 of this agenda. Further information is available in our Joint Local transport Plan

<https://travelwest.info/projects/joint-local-transport-plan>.

And can be found within the previous committee item, item 15 from 15th February 2019

<https://westofengland-ca.moderngov.co.uk/mqChooseDocPack.aspx?ID=258>

QUESTION 8 - 19 June 2020

Question from: Robbie Bentley

Subject: Pedestrian / highways improvements

Question:

Plans have been moved forward with regards to the Bristol City Centre pedestrian Programme and these are to be welcomed. What, if any, plans are being considered in other areas and given that these plans have been accelerated by the lockdown (due to covid 19) what timescales exist for other highways improvement plans?

REPLY:

Item 11 on this agenda details the Region's response to the Covid-19 pandemic. The region has been preparing a range of schemes to support Emergency Active Travel, in line with government guidance and work has been completed or is already underway at a number of locations. Government Guidance related to schemes is available at;

<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>

Current schemes and any future proposals are implemented by our Constituent Authorities as part of their Highway Authority duties and powers. Our Constituent Councils will be able to provide details of any proposals at specific locations or towns that you are interested in, though these may be subject to the funding considerations given in item 11 and item 15 of this agenda. We continue to work with DfT and our Constituent Councils with regard to the receipt of any central funding and the impact that this will have on the pace of delivery of any proposals and the level of information that can be shared relating to potential future schemes.

For your information, officers provided an 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 was broadcast at

<https://www.youtube.com/watch?v=UDHkxdfLKdl&feature=youtu.be>

QUESTION 9 - 19 June 2020

Question from: Nikki Barton

Subject: North Somerset being made part of WECA

Question:

What progress is being made with North Somerset being made part of WECA?

REPLY:

The ability for North Somerset Council to join the Combined Authority in May 2021 is still possible subject to the necessary legal, financial, political, governance and parliamentary requirements being met.

QUESTION 10 - 19 June 2020

Question from: Sam Morris

Subject: Climate Emergency Action Plan

Question:

WECA declared a climate emergency nearly 12 months ago. Rather than releasing a full plan with milestones, dates and proposals, WECA have released a skimpy 7 page report with no detail or commitment. This is a paltry effort and demonstrates that WECA is failing to commit to addressing the climate and ecological crises. When will you get on with this and submit detailed plans and timescales?

REPLY:

Lots of work is underway but it's essential that our action plan reflects the significant changes brought about by the Covid-19 pandemic. Tackling the climate emergency and our Covid-19 recovery and renewal plans need to be fully aligned so that we can realise our vision for a low carbon future and develop world leading technologies and skills in the region that reduce carbon emissions on a global scale.

Since 2019 we have:

- Granted £500k to a community led onshore wind turbine project based in Avonmouth (subject to planning permission).*
- Granted £165,000 to 20 SMES at an average grant value of £7,500 to help them reduce their emissions and reduce their energy bills*
- Since 2019, supported 54 SMEs to receive a free energy survey as part of Green Business Grant Scheme*
- Supported West of England Green Infrastructure Strategy - promoting the role of the natural environment in climate adaptation (detail below)*
- Established Economic Recovery Taskforce, including a low carbon sector group to ensure climate change and green growth is at the heart of our recovery plans.*
- As part of the WECA Climate Emergency Action Plan, the Careers Hub will focus on engaging young people in low carbon and "green" careers. Helping ensure the region has access to the skilled workforce it needs to achieve its climate emergency objectives.*
- Secured investment for future of public transport through Future Transport Zone funding*
- Continued to tackle congestion and improve public transport options through adoption of JLTP4, consultation on bus strategy and LCWIP*
- Added a requirement to the terms of reference off all boards to consider the climate emergency*

Climate Emergency Action Plan

We will build on what's already been done by the West of England councils and prepare a full regional evidence base for our Climate Change Emergency Action Plan.

This will be submitted to the October committees – we will ensure that it has up to date data to help to inform the Covid-19 recovery planning process, ensuring that climate emergency ambitions are properly integrated.

It will set a series of high-level principles, targets to aim for and provide a basis for ongoing strategic discussions with Government on increased funding, regulation and delivery.

QUESTION 11 - 19 June 2020

Question from: David Redgewell

Subject: Restoration of bus services

Question:

Please can WECA and North Somerset council advise us when Bus service's will be fully restored using the DfT's grants on the following routes :

- 35 service Marshfield to Bristol city centre.
- 37 Bristol bus station to Hanham, Bitton, Kelston, Weston and Bath Spa bus station.
- 18 Bath Spa bus station, Keynsham, Oldland Common, Kingswood, Hillfields, Staple Hill, Downend, Bristol Parkway station and Cribbs Causeway bus station
- 96 Weekend service Brislington to Hengrove.
- 178 Radstock, Midsomer Norton, Keynsham, Bristol Temple Meads station and bus station.
- 1 Sand Bay to Weston super Mare.
- 126 Weston super Mare to Cheddar and Wells bus station via Banwell.
- X2 Weston super Mare to Yatton, Long Ashton and Bristol bus station.
- 5 Evening service in Bristol, St Paul's, Downend.
- 19 Bath Spa bus station, Kingswood, Hillfields, Staple Hill, Downend, UWE, Bristol Parkway Station and Cribbs Causeway bus station.
- T2 Bristol to Thornbury.
- Y2 Bristol to Chipping Sodbury

REPLY:

WECA and NSC officers have been working closely with First and other bus operators in the region throughout the Covid-19 crisis. With the fall-off in passenger numbers it has not been realistic for operators to run their full network and the focus has therefore been on services that provide for key workers and essential journeys. This has been supported through various funding resources from Government and through WECA including maintaining concessionary fares reimbursement at pre-Covid levels. Available funding has so far enabled services to be increased to around 75% of the previous network and a further step up is planned for 5th July. However, this cannot increase further until additional Government funding is secured to offset the ongoing revenue shortfalls due to social distancing restrictions. The Mayor and officers continue to press Government for certainty around funding, but it is currently not possible to predict when services might be returned to full pre-Covid levels.

QUESTION 12 - 19 June 2020

Question from: David Redgewell

Subject: WECA transport functions – engagement with user groups and stakeholders

Question:

As WECA have the powers and are now taking on the delivery of the transport functions for the region can you explain how you plan to engage with user groups and stakeholders? Specifically we wish to know if you plan to hold a public transport forum to respond to the requests for a public transport network helpline and to explain and discuss your progress on the transfer of public transport planning functions, infrastructure maintenance (bus shelters/bus stops) and railway information offices to the authority.

REPLY:

Prior to the Covid-19 pandemic WECA had established a Regional Transport Forum that had met on 5th March 2019 and 26th September 2019. It was anticipated that this forum would be convened every 6 months. The Covid-19 pandemic disrupted plans for the next meeting in the series, however it is anticipated that a Regional Transport Forum will resume once social distancing restrictions are eased.

QUESTION 13 - 19 June 2020

Question from: Sarah Mason

Subject: West of England Local Cycling & Walking Infrastructure Plan

Question:

This question relates to the local cycling and walking infrastructure plan (Item 19)

The document mentions the impact of Covid-19 on the local cycling and walking infrastructure plan, and I just wondered if you could give me some detail and clarity on the following:

What's the nature of the temporary changes made due to the coronavirus?

And what's the timescale of these changes to ensure there is no spike in carbon emissions as a result of the lifting of coronavirus restrictions?

REPLY:

The current Emergency Active Travel funding (referenced in item 11 of this agenda with Government funding underwritten by the WECA investment fund as set out in item 15) is being applied to a programme of measures across the region to promote walking and cycling and to enable passengers to access and egress bus and rail services as safely as possible within social distancing guidelines.

Many of the proposed schemes align with or compliment Local Cycling and Walking Infrastructure Plan schemes and the existence of and alignment to the Local Cycling and Walking Infrastructure Plan is specifically referenced in the DfT's Emergency Active Travel guidelines and funding.

Many of the temporary measures being developed have the potential to become permanent, and be extended, to become rational integrated parts of the public realm that could significantly increase Active Travel within the region and capture some of the behaviour engendered by the Covid-19 Emergency. These schemes are being implemented by our Constituent Authorities as part of their Highway Authority duties and powers. Our Constituent Councils will be able to provide details of any proposals at specific locations you are interested in.

Where the measures do become permanent and interlink with the Local Cycling and Walking Infrastructure Plan Proposals, it is anticipated that these will be captured through adjustments to the plans contained in the Local Cycling and Walking Infrastructure Plan, which subject to committee approval would be delegated to Directors to agree future amendments. Any changes would then be published in an updated version of the Plan on WECA's website.

Government have asked that the 1st Tranche of measures are in place within 2 months of receiving funding. This is likely to mean in place by the end of August ensuring that the provision would help to off-set any risk of significant increases in car based journeys (and therefore carbon emissions).

For your information, officers provided an 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 was broadcast at <https://www.youtube.com/watch?v=UDHkxdfLKdI&feature=youtu.be>

QUESTION 14 - 19 June 2020

Question from: Adam Reynolds

Subject: Emergency active travel funding

Question:

The government has provided WECA with an indicative allocation of £3.7m to implement Statutory guidance Traffic Management Act 2004: network management in response to COVID-19 (23rd of May). Tranche 1 allocation of £714k is to be provided immediately with the remaining £3m as Tranche 2 at the end of summer. I welcome WECA choosing to underwrite this allocation and making £3m immediately available across BaNES, Bristol, and South Glos councils. However, Tranche 2 allocation can go up or down. Can WECA confirm that the spending requirements, as laid out in the attached letter, will also be attached to the £3m that WECA is releasing, as without those requirements WECA is putting itself at financial risk?

REPLY:

Any conditions related to the allocation of funding by the WECA committee is a matter for committee members. However, it is anticipated that the current government guidance for Emergency Active Travel measures, available at:

<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>

will form the basis of the requirements of for any Emergency Active Travel Measures implemented in the region.

For your information, officers provided an 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 was broadcast at

<https://www.youtube.com/watch?v=UDHkxdfLKdl&feature=youtu.be>

QUESTION 15 - 19 June 2020

Question from: Adam Reynolds

Subject: West of England Local Cycling and Walking Infrastructure Plan

Question:

I welcome WECA's announcement of £10m for LCWIP delivery. Given that the draft LCWIP received 1,800 comments, failed to provide a strategic cycle network route, and has been effectively returned to individual councils for a rewrite, will WECA now

* commission strategic cycling analysis as presented to Mayor Tim Bowles on the 30th of October 2017 to identify the key strategic cycling routes and define a strategic cycle network that truly tackles traffic levels on our roads.

* recognise that 9 out of 10 measures listed in the Statutory Guidance should be at the core of the £10m spending and particularly a focus on delivery of Low Traffic Neighbourhoods?

REPLY:

The Local Cycling and Walking Infrastructure Plan proposals are extensive within our region, but it is acknowledged in the committee report and the document itself that the Plan aligns with the DfT's guidance for Local Cycling and Walking Infrastructure Plans and therefore does not encompass the entirety of the region's ambitions for Cycling and Walking.

Our Joint Local Transport Plan was adopted in March 2020 and has a strong emphasis on cycling and walking and may be a useful reference to provide context on the approach. The JLTP is available on line at <https://travelwest.info/projects/joint-local-transport-plan>

With regard to your specific points which reference; returning the Local Cycling and Walking Infrastructure Plan to individual Councils for a re-write; commissioning Strategic Cycling analysis; and the application of 9 out of the 10 measures in the statutory guidance, unfortunately these provide insufficient information for me to provide an adequate response. I will however ensure that an officer follows up your contact in order to provide a more substantive response.

QUESTION 16 - 19 June 2020

Question from: Kim Hicks

Subject: JLTP4/5 – clarification about ‘new road’ (A4 to the A37 and onto Whitchurch Lane) and future consultation / engagement

Question:

1. The idea of one specific ‘new’ road, that attracted the most overwhelming response in the JLT4 consultation, was the new road to be built from the A4 to the A37 and onto Whitchurch Lane. It causes much anguish to the local residents. With Bath and North East Somerset and Bristol City Council no longer supporting the building of new roads to attract even more traffic, the ecological emergency and the diminished lack of funds following the pandemic. Please could you answer this question:

Please could you **confirm that the road, as detailed in the JLTP4, is no longer an option when moving forward with the JLTP5?** This confirmation will help to ease the minds of 1000s of South Bristol residents with all the other things going on at the moment.

2. It is still appreciated that there are various transport issues that need to be addressed in the Bristol South area now and even more so following the pandemic. Learning from the JLTP4 consultation, **will you commit to working closely and constructively with the residents of the south Bristol area BEFORE you put any further plans out for consultation.**

REPLY:

The Case Study box on p75 of the JLTP4 (available at <https://travelwest.info/projects/joint-local-transport-plan>) points out that the Joint Transport Study identified that there is poor infrastructure and public transport service facilitating orbital movements around South East Bristol and the surrounding area. The Case Study also stresses that further detailed engagement and consultation will continue with the residents of South East Bristol and Whitchurch Village to explore options that address the lack of orbital connectivity, developing plans that are suitable, deliverable and acceptable to the community. The JLTP4 remains committed to addressing the orbital connectivity issue. This response applies to both Question 1 and 2.

QUESTION 17 - 19 June 2020

Question from: Cllr Clive Stevens (Bristol councillor)

Subject: West of England bus strategy

Question:

Subject: WECA Questions – West of England Bus Strategy - Agenda 17

Dear WECA - I am concerned that Covid-19 will have irreparably damaged the business model of bus companies such that they will always need subsidies. Therefore my questions are about considering a new business model for bus travel into and out of cities. Specifically about asking if all the sectors of people who benefit from bus travel will pay for it.

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 it's 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 centres of Bristol and Bath benefit because of the lower air pollution.

I agree the benefits are unnoticeable if it's just me, but if its 100,000 people that has a massive impact.

I am only talking about the main bus routes into and out of the cities.

So my questions:

1) As car drivers and workers (maybe even 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?

REPLY:

JLTP4 stated that fiscal measures to manage transport demand will be considered in the future. The introduction of CAZ's in both Bath and Bristol City Centre will also give an indication of the effectiveness of such measures.

The cross pollination between revenue gained from charging measures, be it for congestion or air quality should they exist, are not easily legally or fiscally transferred to public transport. As has been seen in the current COVID-19 crisis, reliance on a relative level of transport demand to provide either subsidy or fare box for Public Transport has its attendant risks.

QUESTION 18 - 19 June 2020

Question from: Cllr Martin Fodor (Bristol councillor)

Subject: West of England Local Cycling and Walking Infrastructure Plan

Question:

Item 19: West of England local cycling and walking infrastructure plan

During the current pandemic the government has announced a step change in priorities for cycling and walking. These should now be the top priority for support for both temporary and permanent facilities.

Many people have taken up walking and cycling for health and for transport now bus travel is discouraged for all but essential users.

Cycle promotion schemes [e.g. vouchers for key workers] have helped boost uptake of bicycles, and the cycle trade have been inundated with customers for new and existing equipment to be used and maintained.

LCWIP suggests 6 cycling routes and 8 walking routes in Bristol. Some are along the same transport corridor, which implies compromises and potential conflicts. No action has yet been taken to deliver any immediate cycling facilities in Bristol in response to the pandemic. Meanwhile traffic is already building up again, with faster speeds reported by police.

The consultation of LCWIP has been collated but it's now evident a far more ambitious approach is needed. A few radial routes for this part of the city-region must be supplemented by many more travel routes and options, both radial, central, and circular. Without this step change gridlock, air pollution, and discouragement from walking and cycling are very likely. The solutions need to be cross boundary, too, of course. They support action on the climate emergency and the local economy and without safe facilities active travel will be discouraged.

Q: Beyond the current LCWIP what is being done to develop other new temporary and permanent safe, continuous routes for walking and cycling and deliver them as a matter of urgency in and around Bristol?

From the report:

'Many of the temporary measures being developed have the potential to become permanent, and be extended, to become rational integrated parts of the public realm that could significantly increase Active Travel within the region and capture some of the behaviour engendered by the Covid-19 Emergency. None of the DfT's suggested measures or suggested approaches are new – they are interventions that are a standard part of the traffic management toolkit, but **a step-change in their roll-out is needed to ensure a green restart.**'

'The Investment Fund Report (see separate report on the agenda) proposes the creation of a £10m capital funding pot to build on the Emergency Measures as well as delivering additional high value active travel measures in the region in line with Local Cycling and Walking Infrastructure Plan proposals and cycling and walking initiatives within JLTP4.'

'it is possible that WECA will get a devolved sum (potentially circa £30m), with some light touch requirements to fund Walking and Cycling Projects from LCWIP. The adoption of the LCWIP would therefore also support our position with DfT related to securing funding for schemes and streamlining their implementation.'

REPLY:

The current Emergency Active Travel funding (referenced in item 11 of this agenda) is being applied to a programme of measures across the region to promote walking and cycling and to enable passengers to access and egress bus and rail services as safely as possible within social distancing guidelines.

Many of the proposed schemes align with or compliment Local Cycling and Walking Infrastructure Plan schemes and the existence of and alignment to the Local Cycling and Walking Infrastructure Plan is specifically referenced in the DfT's Emergency Active Travel guidelines and funding.

Many of the temporary measures being developed have the potential to become permanent, and be extended, to become rational integrated parts of the public realm that could significantly increase Active Travel within the region and capture some of the behaviour engendered by the Covid-19 Emergency. These schemes are being implemented by our Constituent Authorities as part of their Highway Authority duties and powers. Our Constituent Councils will be able to provide details of any proposals at specific locations you are interested in.

Where the measures do become permanent and interlink with the Local Cycling and Walking Infrastructure Plan Proposals, it is anticipated that these will be captured through adjustments to the plans contained in the Local Cycling and Walking Infrastructure Plan, which subject to committee approval would be delegated to Directors to agree future amendments. Any changes would then be published in an updated version of the Plan on WECA's website.

In addition, agenda item 15 makes a further £10m available from the investment fund for cycling and walking measures and a range of schemes will be assessed for priority against this funding not just those schemes that appear in the LCWIP.

For your information, officers provided an 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 was broadcast at <https://www.youtube.com/watch?v=UDHkxdfLKdI&feature=youtu.be>

QUESTION 19 - 19 June 2020

Question from: Cllr Martin Fodor (Bristol councillor)

Subject: Update on climate emergency planning

Question:

Item 22: Update on climate emergency planning

In July 2019 WECA declared a climate emergency. The update report notes a delay from the promised deliver of the strategy and promises it in October. A few projects that are underway already are noted in the report on page 392 although this investment is small compared to the financial support for roadbuilding, which moves emissions in the wrong direction. The gap in the graph on page 395 could get wider.

Q: Given the urgency to respond, and the every-reducing time to act by 2030, what more can be done to accelerate positive action and ensure an ambitious, adequate, and timely delivery of the net zero target?

From the report:

‘consider how we can better integrate low-carbon solutions within our plans for economic recovery in a way that boosts growth and puts the region on a firm long-term low carbon footing. The region is already a low carbon market leader and has created a low carbon sector sub-group to form part of the Covid-19 recovery taskforce in recognition of this; recovery plans should build on these strengths and give thought to how we can create growth and jobs within the low carbon, renewable energy and energy efficiency sectors.’

REPLY:

Lots of work is underway but it's essential that our action plan reflects the significant changes brought about by the Covid-19 pandemic. Tackling the climate emergency and our Covid-19 recovery and renewal plans need to be fully aligned so that we can realise our vision for a low carbon future and develop world leading technologies and skills in the region that reduce carbon emissions on a global scale.

Since 2019 we have:

- *Granted £500k to a community led onshore wind turbine project based in Avonmouth (subject to planning permission).*
- *Granted £165,000 to 20 SMES at an average grant value of £7,500 to help them reduce their emissions and reduce their energy bills*
- *Since 2019, supported 54 SMEs to receive a free energy survey as part of Green Business Grant Scheme*
- *Supported West of England Green Infrastructure Strategy - promoting the role of the natural environment in climate adaptation (detail below)*
- *Established Economic Recovery Taskforce, including a low carbon sector group to ensure climate change and green growth is at the heart of our recovery plans.*
- *As part of the WECA Climate Emergency Action Plan, the Careers Hub will focus on engaging young people in low carbon and “green” careers. Helping ensure the region has access to the skilled workforce it needs to achieve its climate emergency objectives.*
- *Secured investment for future of public transport through Future Transport Zone funding*

- *Continued to tackle congestion and improve public transport options through adoption of JLTP4, consultation on bus strategy and LCWIP*
- *Added a requirement to the terms of reference off all boards to consider the climate emergency*

Climate Emergency Action Plan

We will build on what's already been done by the West of England councils and prepare a full regional evidence base for our Climate Change Emergency Action Plan.

This will be submitted to the October committees – we will ensure that it has up to date data to help to inform the Covid-19 recovery planning process, ensuring that climate emergency ambitions are properly integrated.

It will set a series of high-level principles, targets to aim for and provide a basis for ongoing strategic discussions with Government on increased funding, regulation and delivery.

QUESTION 20 - 19 June 2020

Question from: Steve Melia

Subject: Clarification – JLTP4

Question:

Can the Committee please clarify, what is the current status of the road building schemes shown in the JLTP4 within North Somerset?

I have been told that North Somerset DC no longer supports most of those proposals, and yet they remain in the JLTP pending its review. Can the committee please explain whether WECA officers are authorised to work on some, all or none of those schemes?

REPLY:

JLTP4 is the adopted Local Transport Plan for North Somerset Council and the West of England Combined Authority Transport Authorities.

Development of any transport schemes within North Somerset Council is matter for North Somerset Council.

QUESTION 21 - 19 June 2020

Question from: Gordon Richardson

Subject: North Somerset being made part of WECA

Question:

What progress is being made in bringing North Somerset Council into the West of England Combined Authority and has an order been made in parliament in anticipation of the 2021 Mayoral election?

REPLY:

The ability for North Somerset Council to join the Combined Authority in May 2021 is still possible subject to the necessary legal, financial, political, governance and parliamentary requirements being met.

QUESTION 22 - 19 June 2020

Question from: Gordon Richardson

Subject: Social distancing on public transport – protecting disabled passengers

Question:

What action is WECA / North Somerset Council taking to protect Disabled passengers whilst regulations on social distancing are in place on public transport?

REPLY:

WECA and North Somerset Council meet regularly with bus and rail operators in the region to discuss the provision of services. In doing so, operators are reminded of their responsibilities to disabled passengers under regulations and ensure they are aware of the latest government guidance and best practice, including for example in relation to blind and partially sighted passengers. The Transport Authorities are presently satisfied that operators are making adequate provision for disabled passengers, e.g. First have marked out their buses to protect the space for wheelchair users.

QUESTION 23 - 19 June 2020

Question from: Christina Biggs

Subject: Scope of the Greater Bristol Area Rail Feasibility Study

Question:

What is the scope of the Greater Bristol Area Rail Feasibility Study - for example, has any analysis been carried out into the feasibility of a passing loop at Coalpit Heath station to allow a MetroWest Phase 2 service to stop there, given the housing proposed there as part of the S Glos Local Plan?

REPLY:

The objective of the Greater Bristol Area Feasibility Study (GBARFS) was to produce a prioritised set of options for enhancing the rail network in and connecting to the West of England area. The geographical scope of this work included rail stations and network facilities within the WECA, North Somerset and South Gloucestershire boundaries, Gloucester to the north, Taunton to the south, Westbury to the east and Severn Beach to the west.

GBARFS considered the existing timetable and modelled various service provision increases, noting the infrastructure interventions required to deliver enhanced timetables. The output from this report is being used to help inform the strategic rail plan that WECA is developing with Network Rail alongside their Continuous Modular Strategic Planning. We will be publishing our 10 year plan before the end of the year.

QUESTION 24 - 19 June 2020

Question from: Christina Biggs

Subject: Road bypass round Coalpit Heath and a road bypass round Frampton Cotterill

Question:

What is the rationale for building both a road bypass round Coalpit Heath and a road bypass round Frampton Cotterill? Has the Neighbourhood Partnership been consulted on this, and is there evidence that the residents are supportive? Has any modelling been carried out into the likelihood of extra traffic being created on the Bristol Ring Road, and is Bristol City Council supportive of this prospect?

REPLY:

The development of options for transport connectivity improvements at Coalpit Heath and Frampton Cotterill is being undertaken by South Gloucestershire Council and is at an early stage. Any proposals taken forward would move through the normal development process and statutory consultation requirements for Transport Schemes.

QUESTION 25 - 19 June 2020

Question from: Cllr Jerome Thomas

Subject: Transport response to Covid-19 (agenda item 11)

Question:

Background:

Stated goals in the WECA response to the Covid-19 pandemic are to ensure in the short term that essential workers can travel to their place of work and in the medium term that infrastructure projects are put in place that reflect the 'new world'.

At peak periods many of the region's roads are already gridlocked and there is now a very significant reduction in the capacity of the region's buses to transport people safely.

Questions:

1. What measures and level of investment in transport modal shift and changed working practices does the authority propose in the short term so that essential workers can continue to travel to their place of work without the region's roads becoming gridlocked with increased numbers of private cars, recognising that many of the authority's planned infrastructure projects will not provide any transport capacity in the short term?
2. What measures will the authority consider for bikes and e-bikes in the region's Park and Ride operations to support active travel and modal shift given the reduced passenger capacity of these operations?

REPLY:

In the short term our strategy is to increase public transport capacity to enable key workers to get to work safely and efficiently. To enable this and reduce highway congestion we have been working with regional and local businesses to encourage the continuation of home working and staggered start times to manage demand where they can. Some short term physical measures are in place but the most effective measures are those that influence the public's behaviour in the use of available public transport capacity and highway capacity.

Agenda item 19 provides information within the appendix to the item regarding the principles that are proposed help to prioritise and focus the delivery of cycling and walking Infrastructure. Item 15 also provides an indication of the advancement of funding that it proposed to support the Cycling and Walking schemes in general.

Park and Ride usage will inevitably be reduced in the short-term given social distancing requirements, but Park & Ride provision is still a critical element of the overall transport solution for the region. The connectivity between Park & Ride and cycling routes is an active consideration in the development of our cycling proposals and wider cycle network. The ability for sites (Park & Ride or others) to operate as mobility hubs facilitating the ability to change modes as is suggested, is part of the work being considered as part of our Future Transport Zone proposals.

For your information, officers provided an 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 was broadcast at <https://www.youtube.com/watch?v=UDHkxdfLKdl&feature=youtu.be>

QUESTION 26 - 19 June 2020

Question from: Dave Andrews

Subject: Expenditure on roads and public transport

Question:

What is the planned total spend on a) new roads b) public transport in the authority's next planning timeline?

REPLY:

The Investment Fund and Transforming Cities Fund transport awards to date for the period to March 2023 are set out in Appendix 1 to agenda item 15. It is difficult to categorise schemes into one particular mode as they will have multi-modal benefits. However, from these awards totalling some £74m, it is estimated that projects totalling some 15% primarily provide highway benefits and the remainder primarily provide benefits to public transport and active travel.