

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

**9 October 2020**

**Item 6 – Items from the public (statements & questions)**

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## **JOINT MEETING - WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE**

### **& WEST OF ENGLAND JOINT COMMITTEE - 9 OCTOBER 2020**

#### **Agenda item 6 – Items from the public**

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

1. Alison Allan – Climate emergency action plan
2. Kay Hicks & Faye Dicker – Southern orbital study
3. David Redgewell – Transport and related issues
4. Christina Biggs - Transport / rail issues
5. Cllr Martin Fodor (Bristol City Council) – Climate emergency action plan
6. Dick Daniel – Investing in trams
7. Andy O'Brien / Martin Garrett – Integrating low carbon transport in the West of England
8. Cllr Sarah Warren (Bath & NE Somerset Council) – Climate Emergency Action Plan



## **STATEMENT 1 – Alison Allan**

Dear Tim Bowles

I am very pleased to see the WECA Climate Emergency Plan but it doesn't seem to have any dates by which things will happen which makes me feel it is not being taken that seriously.

Local government is distinguishing itself across the country by providing vibrant, vital plans and only WECA has the retraining, transport and other crucial budgets in this area.

We know that houses will need to be retrofitted and that we don't have the trained staff. In the meantime, thousands are being made redundant and need retraining. I appreciate the problem is so huge, you may be waiting for a national policy - but surely we must get started with such initiatives as soon as possible.

**Statement for the WECA meeting dated 9<sup>th</sup> October 2020**

**SUBJECT: Southern Orbital study. Specifically, in connection with the route from the A4 – Hicks Gate Roundabout to the A37 and onward to through Whitchurch Lane to the Hengrove Way Roundabout.**

Originally, the route was initially justified by telling the local people that it was to support the 2,500 houses to be built, in Whitchurch Village as detailed in the JPS.

It has always been known that there is a considerable shortfall in funding to build a new road. Local people were told that some of the funding would come from the HIF Bid as a result of the SDS in the JSP. The JSP has since failed after going to Independent Inspectors.

**1,000's of local people WERE against the JLTP4 plan because:**

**The route does not satisfy the objectives of the JLTP** for the overwhelming majority of people in Bristol South who took part in the consultation. The objectives were:

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

So very many views of the consultees were NOT correctly reflected in the Consultation report.

**1,000's of people are STILL totally against the idea of using this route because;**

**The route does not work.** Whitchurch Lane is totally unsuitable and cannot be adapted to absorb the potential heavy traffic that uses other main routes. It has a 20mph speed limit, traffic calming measures, 7.5-ton weight limit, speed humps and is right next to a 600+ pupil junior school.

**Whitchurch Lane is a massive weak link in the Southern Orbital route.**

**It is totally unaffordable financially and environmentally.** The building of a new road, across Green Belt is an expense that the council tax payers cannot absorb. It also totally goes against the ecological and environmental emergencies that both Bristol City Council and BaNES have announced.

**Both of these reasons have been made even stronger since the Covid-19 situation.**

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*HIF Bid = Housing Infrastructure Fund*

*JLTP4 = Joint Local Transport Plan 4*

*JSP = Joint Spatial Plan*

*SDS = Strategic Development Site*

### **STATEMENT 3 – David Redgewell**

With the need for economic development in the Bristol Bath city region and North Somerset council to join WECA mayoral transport authority and planning authority.

We need a public transport plan to fit in with the city Region economy plan  
And the rest of the public transport staff transferred urgently to the WECA mayoral transport authority from Banes, South Gloucestershire council, Bristol city council and North Somerset council to join WECA mayoral transport authority.

The Banes Mendip district council Merger would also add Mendip district council in to WECA if the Somerset county council reorganisation goes ahead .  
We need a railway Executive at WECA mayoral transport authority  
Like the West Midlands combined authority and Greater Manchester.

Top priority is to support the city region bus network and to carry out future reviews of the bus network. Like the New North Bristol Network that has been put in place a new network of local buses in the wider area of North Bristol from seven Beach and Avonmouth to Southmead hospital and Bristol parkway to the city centre.  
These services are provided by Stagecoach west for the West of England mayoral transport authority.

This is a new network provided by WECA mayoral Transport authority is linking communities across North Bristol.

But the issue of the Evening and Sunday service on the T2 Bristol bus station, Gloucester Road, Southmead hospital and Cribbs Causeway bus station and Thornbury need addressing at present there is no services.

Y2 Bristol bus station to Yate bus station and Chipping Sodbury need restoring as this leaves no public transport link from Fishponds, Downend and Bromley Heath to work for shift workers at Yate.

Or in Fishponds.

Bristol Parkway station

We welcome the work on the bus railway interchange facilities but the bus shelter and stops need putting in place, people are getting wet.

Now that school college children are joining buses at Bristol Parkway following rerouting of buses y6 19 via the new station link Hatchet road new social distancing pavements most stay in place.

Cribbs Causeway bus station has out of date timetable on display and no social distancing notices and notice to wear face covering.

We now need the WECA mayoral transport authority to carry out a review of Bus services in south Bristol including Keynsham and Whitchurch in Banes .

Service s 513 514 Brislington Knowle Hengrove town service.

515 Stockwood to Whitchurch, Hengrove hospital and Imperial park shopping Centre.

511 Stockwood to Bedminster shopping centre.

510 Bedminster local service.

52 Bristol city centre to south Bristol hospital.

672 Bristol city centre to the Chew valley.

636 Whitchurch to Keynsham

Keynsham town service.

96 Brislington Knowle Hengrove hospital.

Bristol city centre to Whitchurch and Knowle bus service. 91 92 services.

A review of bus services in south Bristol and North east Somerset will improve economic development.

This will allow WECA mayoral transport authority to develop better bus service in south Bristol and North east Somerset and part of North Somerset.

This is to see if a better network of Supported bus services could be developed to cross south Bristol from Keynsham through Stockwood and Hengrove to south Bristol hospital and to the new Retail park and Hartcliffe.

The Only link at present is the A4 linking Bath spa bus station to Salford, Keynsham and Brislington to Hengrove and Bishopsworth and the Airport.

Or the 1 hourly Mondays to Friday 96

BUS service from Brislington to Knowle and Hengrove Hospital.

This having a 2 hourly link on Saturdays and is causing hardship local communities These are vital economic links and need improvements.

East Bristol.

The 3rd review of bus service is east Bristol on routes 18 and 19 Bath spa bus station to Salford, Keynsham, Willsbridge, North Common, Warmley, Kingswood, Hillfields, Staple Hill and UWE, Bristol parkway station and Cribbs Causeway bus station.

Service 19 Bath spa bus station, Weston, RuH, Kelston, Bitton, Cadbury Heath Warmley, Kingswood, Hillfields, Staple Hill, Downend, UWE, Bristol parkway station and Cribbs Causeway bus station.

86 Kingswood, Emerson Green to Yate bus station. Stagecoach west service.

37 Bath spa bus station, Weston, RuH, Kelston, Bitton, Longwell Green, Hanham, St George, Lawrence Hill station and Bristol bus station. Which need a more frequent service.

This review is about improving frequencies evening and Sunday services. We are pleased that WECA has restored with First group these bus networks.

A bus link from Mangotsfield, Downend, Bristol parkway station, Patchway and Southmead hospital. The old 10 route

We need more bus shelters in East Bristol, in the Staple Hill, Downend, Fishponds and Mangotsfield area .

We need a bus service network review in a modern city region with First group, Stagecoach west and Hct group.

On regeneration, employment is important to be provided in south Bristol around Whitchurch Knowle and Hengrove. To Keynsham it is important to have a good public transport network.

That regeneration of Bristol Temple Meads station is a regional priority for the western gateway transport board.

And south west transport board.

Network rail western routes and Department for Transport need to make more progress on this project.

The old railway hotels need addressing and the passengers facilities shopping. Waiting rooms, cafes and restaurants.

We need a chemist and supermarket.

The interchange with bus rail and light rail especially to the south of the station. The works to the roof are to be welcomed and the Eastern entrance.

With bring back into use platform 1 and 0 and the sale of passengers shed back to Network rail by Bristol city council is to be welcomed the lease has now returned to the Railway Family.

So progress can be made on a new Entrance with full disabled access. from the Friary. The Electrification of the railway line needs to be addressed. Between Chippenham Bristol Temple Meads and Filton Abbey wood. Plus Weston super mare.

The programme of metro west railway network investment must go ahead with the Bristol Temple Meads to Bedminster Parson street, Ashton Gate, Pill and Portishead.

Bristol Temple Meads, Lawrence hill Stapleton Road, Ashley Down, Horfield, Filton Abbeywood, Filton North station and Henbury. and loop to Avonmouth.

Improve the Severn beach, St Andrew road, Avonmouth dock, Shirehampton, Sea Mills, Clifton Down ,Redland, Montpelier station, Stapleton road, Lawrence Hill station, Bristol Temple meads station.

Improvements to Bristol Temple Meads to Westbury train service onward to Frome or Warminster.

Calling at St Anne's park, Keynsham, Saltford ,Bath spa, Freshford, Avoncliffe, Bradford on Avon, Trowbridge and Westbury.

The issue of track capacity will need to be investigated in the Reopening of St Anne's park and Saltford stations.

Bristol Temple Meads, Lawrence Hill, Stapleton Road ,Ashley Down, Horfield, Filton Abbeywood ,Bristol parkway, Yate, Charfield, Cam and Dursley, Stonehouse Bristol Road ,Gloucester central and Cheltenham spa.

Also improvements to the Bristol to Weston super mare and Taunton railway line with a half hourly service to Taunton.

Calling at Bedminster, Parson Street, Nailsea and Backwell ,Yatton for a Clevedon bus link, Worle parkway weston Milton and Weston super mare.

Highbridge and Burnham on sea, Bridgwater and Taunton.

Disabled access is required at stations at Lawrence Hill, Stapleton road, Pilning station, Parson Street and Nailsea and Backwell and lifts at Weston super mare and Cheltenham spa.

In Bath the top priority is to work with Wiltshire council and Mendip District council with a council merger.

To improve local bus and railway links into Bath city centre with its clean air zone.

To put in place a social distance and cleaning standards system in Bath spa bus and rail station with cleaning and social distancing and reopening travel centre facilities.

The top priority is for WECA mayoral transport authority to build Portway park and ride station. Bus based parking and ride site built at Yate with the T 1 bus service to Bristol city centre with Bus lanes along the Ring road and M32 .

These measures and bus service improvements on the 2a 2 corridor Cribbs bus station to Clifton Down station, Bristol city centre and Stockwood.

Will help with alternative to closing the city centre to the private car in Bristol Bridge area and the clean air zone in the city centre.

The staff and patients have requested the 2 a operate via Southmead Hospital Bus station and on a Saturday and Sunday services.

This is very good improvement the number 2 service and is to be welcomed. By First group, Bristol city council, and the city mayor and the metro mayor.

The other issue is to provide a light rail system from Bristol city centre and Bristol Temple meads to East Bristol and Bath.

City centre to Whitchurch and south Bristol and the Airport.  
Bristol to North Bristol and Cribbs Causeway bus station.  
Bristol to Keynsham, Bath and Bathford.  
Bath to Peasedown St John, Radstock, Midsomer Norton, Shepton Mallet.  
Passengers information is now required on the West of England combined authority and North Somerset bus network on stops.  
Services number are wrong on bus stops in the Portishead area.  
And a large advert on Portbury hundreds give the wrong service numbers for bus service to Bristol.  
People in Portishead and Clevedon would like a direct bus link to Cribbs Causeway bus station restored. As the travel via Bristol adds to the journey time  
We would welcome progress on Weston super mare new bus interchange.  
At Alexandria parade and at Weston super mare railway station. Which needs new bus information displays.

Of course North Somerset council should urgently join WECA mayoral transport authority.

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Just to add the following points to our statement on Transport statement clean air zones.

We are still concerned about the effects on tourism in the city region.  
At the Bristol Transport board concerns were raised about the possibility of changing tourist Coaches to the city centre and harbour as many tourists Coaches are not euro 6 .

Rupert Cox md of Stagecoach west and south Director of that company explained that stagecoach megabus are all euro 6 on schedule services from Bristol Bond street bus and coach Terminal but duplication vehicles are not necessarily the case both for megabus and national Express Coaches.

This being the case with social distancing on coach service from Bond street and the bus and coach station.

Flex bus also operates from Bristol Bond street to London Victoria coach station. and some European services.

On bus services stagecoach west Bristol second biggest bus operator has a large number of buses on service in Bristol Bath city region with none euro 6 engines on contract to the WECA mayoral transport authority which need upgrading with grants similar to First group west of England buses and Hct group buses.

A meeting was being arranged to talk to councillor Kye Dudd about these issues and the WECA mayoral transport authority.

As stagecoach west has brand new network of Bus services in North Bristol.  
So these issues still need addressing as does the issue of First Great western railway replacement service operated for the Department for Transport and Network rail by First group.

Whilst the law is to provide wheelchair accessible Coaches by December 2020

Not all Coaches again are Euro 6 engines.

So if there is a change on the coach industry and passengers fares or grant through the department for transport covid 19 bus operators Grant's for schedule services.

The coach service issue needs addressing tourism is worth 1.4 billion pounds to the city economy and 600,000 jobs there protecting public transport and coach services is important.

We also noted the lack of progress on a proper coach station facilities in Bristol now a issue for WECA mayoral transport authority as well as Bristol city council

These public transport network issues need to be addressed in conjunction with the cases in both Bristol and Bath city centres.

As WECA is now the transport authority, we hope that if Bristol is to charge then a smart card system could be used across the WECA mayoral transport authority area.

We do welcome a clean air zone and the closure of roads around Bristol Bridge and Bristol city centre to the private car of course WECA must provide alternative public transport services.

We also need to electrify the railway network on the Great Western main line through Bristol and Bath city region.

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Firstly we need to look at social distancing Marshals in south Gloucestershire and across the WECA mayoral transport authority area.

Where social distancing is required in town centres and at bus stops and interchange and bus stations.

Where we are seeing passengers not social distancing. Especially at Cribbs Causeway bus station and Yate bus station, Kingswood town centre.

Thornbury, Clevedon, Portishead and Weston super mare.

Bath city centre and Bus station Keynsham, Midsomer Norton and Radstock, Bristol city centre, Haymarket, Penn Street, Nelson Street

and the Horsefair we need to address these issues at bus stops as COVID-19 is spread through the air.

In Devon and Cornwall the police and crime commissioner is providing marshalling in Newquay and Truro - this could of course happen in with the Avon and Somerset police and crime commissioner. And for the Avon and Somerset police and British transport police to enforcement of mask wearing on public transport unless your exempt. Sue Mountstevens pcc and John Williams. assistant pcc.

The Government is grant aiding social distancing marshalling and policing of COVID-19 to local authorities and the police and crime commissioner how is this money allocated in WECA mayoral transport authority area and North Somerset council.

Timetable information and real time needs to be restored at bus stop with notices across these locations with social distancing Notices and face covering Notices.

South Gloucestershire local plan .

With regards to the local plan we would like to see clear commitment to the metro west railway network on the line to Gloucester from Bristol Temple Meads to Lawrence Hill, Stapleton Road, new station at Ashley Down, Filton Abbeywood, Filton North platform, and Henbury with the option to expand the Train service to St Andrew's road and Avonmouth Dock. Hopefully with a half hourly service. In the future and a link to Bristol Parkway station for Filton North platform for the new area.

The other lines include Bristol Parkway station to Yate, Charfield station, Cam and Dursley and Stonehouse, Bristol road and Gloucester and Cheltenham spa.

We need to improve public transport bus and rail links to Severn beach and new developments.

The Bristol Temple Meads line needs a half hourly service to Severn beach. With a new station at Portway parkway.

New car parks are required at Severn Beach railway stations and at Patchway station with disabled lifts.

Park and ride sites near HENBURY, Cribbs Causeway, top of the m32 and at Falifield with bus priority measures.

Pilning station needs improvement with lighting shelters and a new footbridge to Severnside.

Metrobus route from Bristol city centre to Yate park and ride, Yate Railway station, bus station and Chipping Sodbury. With continuing bus priority measures along the Motorway and Avon ring road. Bus lanes to service the expansion of housing in Coalpit Heath.

The metro bus to extend to Thornbury.

From Aztec west to Rudgeway and Alverston. With bus priorities measures and bus lanes.

Metro bus routes to Cribbs Causeway bus station which needs regeneration to Bristol parkway station. Interchange which needs completing with Bus shelter and Bus stops and UWE bus station.

We need to see the WECA mayoral transport authority improve bus service on orbital routes Bath spa bus station to Weston RuH Kelson Bitton Cadbury heath warmley kingswood Hillfields staple hill Downend uwe bus station Bristol parkway station and cribbs causeway bus station. Route 19

Service 18 Bath spa bus station saltford keynsham North common warmley kingswood Hillfields staple hill Downend uwe Bristol parkway station and cribbs causeway bus station.

10 mangotsfield Downend Uwe Bristol parkway station southmead hospital.

Better bus links to to cribbs causeway patchway new town centre scheme.

Better bus service to Charfield from Thornbury town centre and to wotton under edge cam and Dursey and Gloucester bus station

.its is very important to have good public transport networks walking and cycling strategy for new town and centre s for Development North Bristol ,East Bristol cribbs causeway patchway new neighbourhood', coalpit heath, Thornbury Yate ,Charfield cheswick,lockleaze winterbourne.

We are very keen to see the light rail system to cribbs causeway from Bristol and link to Bath add to the plan as light rail system study is being carried out by the weca mayoral transport authority.

South Gloucestershire need to trans main public transport officers bus stop shelter stops and maintenance to weca and all railway officers to weca mayoral transport authority. We also need a car parking policy in south Gloucestershire.

To plan and build the west of England railway metro .

If bus service are to operate from Downend staple hill Fishponds and Eastville to and the and from Cadbury heath kingswood and longwell green and Hanham and st George to Bristol Temple meads station then the Feeder road needs to be drop under the Temple meads railway station bridge to allow double decker bus to operate on this route via the new station entrance and university.

This is request for weca mayoral transport authority and Bristol city council the Highway authority to look at this issue.

And is supported by First group.

We need to build a proper infrastructure improvements teams within the public transport Authority.to carry out local transport planning and the new weca mayoral plan.

North Somerset council needs to join weca mayoral transport and planning authority.

The local plan in North Somerset needs better public transport link if they are going to build on the land at Bishopsworth toward long Ashton

With required metro bus link s as a south west Bristol extension.

A light rail system and a new station at Ashton gate on the Bristol to portishead Railway line.

Public transport network improvement at weston super mare ,clevedon and portishead with better bus services and links to Weston super mare and Bristol and North Bristol.

Park and ride site in western super mare

Better bus links from wells bus station to cheddar, Axbridge ,winscombe and Banwell ,locking and Weston super mare bus station and Railway station

Evening and Sunday services on route 126 .

Better bus links from yatton station to clevedon this is an urgent bus improvements.

It must be noted that the planning White paper fails to address public transport in any of its sections is weca mayoral combined authority and North Somerset council responding to this local plan consultation.

With local government reorganisation both in both Somerset and Gloucestershire it is important that we have a strong weca mayoral transport authority

If Banes and mendip district council merger then weca will be a stronger authority.

We also need western gateway transport board and south west transport board to merge.

As the Midlands engine has been getting extra money for public transport network unconscious with new developments.

Please bring our statement to the Board meeting and I would like to speak .

David Redgewell south west transport network and Railfuture Severnside.

The issue on social distancing and public transport safety

By Bristol disabled equalities forum.

# Friends of Suburban Bristol Railways (FoSBR)

Statement to WECA Committee – **STATEMENT 4**

Fri 9 October 2020 at 10.30am via Zoom



**1. Covid-19** – FoSBR note that passenger ridership is returning to the Severn Beach Line and other regional lines, and that GWR are now recommending the promotion of rail travel with appropriate public safety measures. FoSBR would urge WECA to publicise the continuing government investment in maintaining local rail service frequency and encourage car commuters to return to rail travel. FoSBR also note the government policy of investing in infrastructure to restart the economy and commend the MetroWest programmes as a means to do this locally in the West of England.

## **2. MetroWest Phase 1 – half-hour services from Severn Beach to Westbury and the reopening of the Portishead Line**

a) FoSBR welcomes the continuing investment by WECA in MetroWest Phase 1, and would like to state its full-hearted support for the scheme. FoSBR notes that the Development Consent Order process is starting with hearings in October.

b) MetroWest Phase 1A (half-hour services from Severn Beach to Westbury) should still be considered as WECA's highest priority immediate contribution of local rail to air quality, and if implemented in 2021 would fall well within the current timescale of Bristol's Clean Air Plan.

## **3. MetroWest Phase 2 – services from Temple Meads to Gloucester and reopening of the Henbury Line**

a) We welcome the continuing investment in the Henbury line, including the plans for Ashley Hill station, and note the long-term benefit of the scheme to public transport but also the immediate value of this investment producing jobs.

b) 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.

c) Whilst we welcome MetroWest Phase 2 hourly service to Henbury in its current form, we note that a half-hourly service is technically feasible and also that it was the 40-,minute service on the Severn Beach Line that was decisive in delivering the ridership of 1.4 million that the Severn Beach Line currently enjoys. We commend the light rail plans promoted by the Transport for Greater Bristol Alliance, particularly the suggestion that both MetroWest and the WECA mass transit plans should form part of a more ambitious and integrated rapid transit scheme.

## **4. Suggestions for public transport alternatives to further road building**

a) FoSBR note that although there is considerable rail investment, that WECA is persisting in progressing most of the JLTP4 road-building schemes, notably the South Bristol Orbital and the Coalpit Heath and Winterbourne bypasses, despite strong local opposition and WECA's stated aim of preventing climate change. FoSBR continue to commend feasibility studies into a rail station at Coalpit Heath, where there is room for a passing loop, and a new station at Corsham, as promoted by Wiltshire Council. As for the south of Bristol, FoSBR recommends that the proposed WECA mass transit scheme should include a light rail link to Radstock, and commends the light rail and traffic management plans drawn up by the Transport for Greater Bristol Alliance (TfGB) and presented by TfGB to the WECA meetings this week.

b) FoSBR continue to bring WECA’s attention to the fact that further road-building not only destroys the environment but also brings more cars onto the road and undermines public transport. We commend the instatement of the Bristol Bridge bus gate and pop-up cycle lanes in Bristol, and urge that the Living Neighbourhoods suggestions be acted on, as well as the more ambitious Traffic Management Plans and Parking Plan as promoted by the Transport for Greater Bristol Alliance.

### 5. Integrated transport planning

a) FoSBR notes that in the Appendix 1 list of investments, the road, rail, bus and cycling schemes do not seem to be structured according to any overarching plan. FoSBR notes the investment in two separate rail studies (Greater Bristol Area Rail Enhancements and Strategic Rail Investment) and suggests that these two plans and other current rail projects be brought into a more coherent and intentional rail investment programme, including bus-rail interchange and the proposed mass transit schemes. We commend the organisation of the West Midlands Rail Executive and suggest that WECA initiate talks and visits with these and other ITAs in the UK to learn how to deliver schemes to budget and on time.

b) 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, including rail-bus interchange. FoSBR would urge BCC 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.

Christina Biggs and Tony Lloyd  
Friends of Suburban Bristol Railways [www.fosbr.org.uk](http://www.fosbr.org.uk)

Figure 1 Pie-chart of Investment Plan allocations for June and October 2020 combined, in the WECA Committee reports pack for Friday 9 October 2020 (table of values below), mode allocations ours.

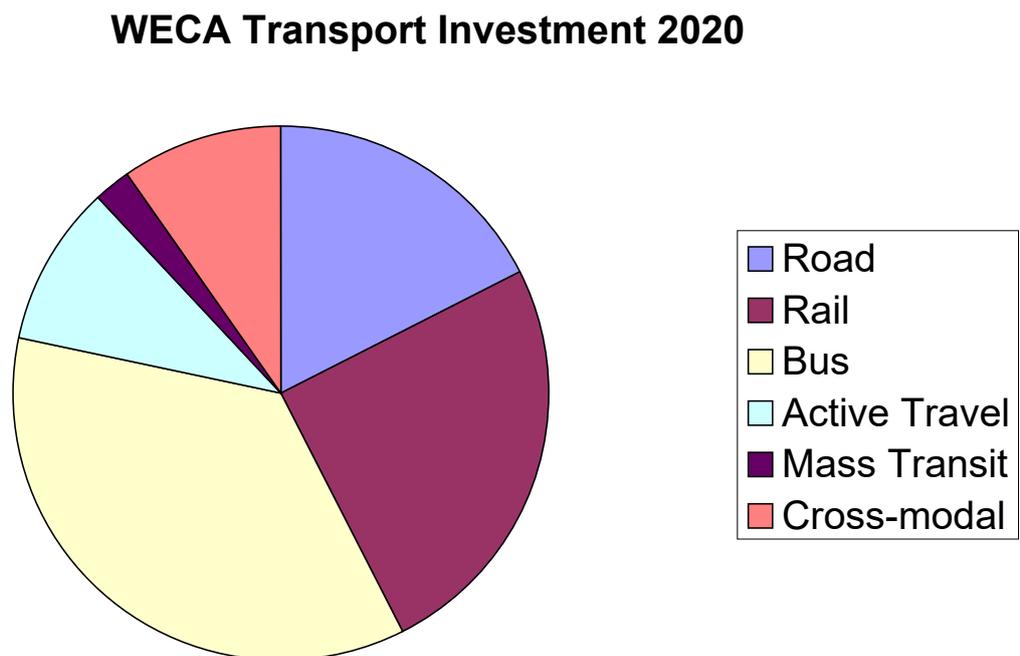


Table constructed from Appendix 1, page 188-189 of WECA Committee reports pack. The figures are multiplied by 1000 to be in pounds sterling for clarity and the allocation to mode of transport is ours.

<b>WECA Investments by mode June 2020 + October 2020</b>	<b>Road</b>	<b>Rail</b>	<b>Bus</b>	<b>Active Travel</b>	<b>Mass Transit</b>	<b>Cross-modal</b>
Southern Orbital	310000					
Mass Transit Options					552000	
East of Bath	100000					
A420 to Bath	400000					
Bristol Temple Meads		4000000				
Greater Bristol Area Rail Study		200000				
Coalpit Heath+Winterbourne bypass	826000					
Regional Operations						150000
Strategic Rail Investment		500000				
Access to Bath	400000					
Access for All		100000				
Housing Growth Mitigation	3200000					
Hick's Gate Roundabout	920000					
MetroWest Phase 2		16677000				
Charfield Station		2400000				
Yate Park and Ride			600000			
Strategic Park and Ride			1000000			
MetroWest Phase 1		11720000				
Mass Transit development study					3000000	
Integrated Smart Ticketing						600000
Local Cycling and Walking				2200000		
Future Transport Zone						11455000
MetroBus Consolidation			600000			
WoE Stations enhancement		1104000				
RTI upgrade			1118000			
Cribbs Patchway cycle links				6650000		
Cribbs Patchway MetroBus extension			44302000			
ITA functions						2000000
Short term bus enhancements			4200000			
On bus contactless			832000			
Great Stoke Roundabout	5818000					
Wraxhall Road Roundabout	13774000					
Emergency Active Travel fund				5259000		

	<b>Road</b>	<b>Rail</b>	<b>Bus</b>	<b>Active Travel</b>	<b>Mass Transit</b>	<b>Cross-modal</b>
£	<b>25748000</b>	<b>36701000</b>	<b>52652000</b>	<b>14109000</b>	<b>3552000</b>	<b>14205000</b>

## STATEMENT 5 – Cllr Martin Fodor

### Statement on the Climate Emergency Action Plan.

We've been waiting a long time for this strategy, as you know. Your foreword says: *"Our target of reaching net-zero by 2030 is ambitious. This is an ambitious plan. It sets out the scale of the challenge and the action that we need to take, working with the Government, our councils, businesses and residents, in order to meet it."*

So we were hoping this prolonged lead in had allowed a comprehensive approach to be put in place that will be calibrated at scale to deliver it. After all in an emergency all sorts of action is needed, and we're looking for it across all the combined authority/joint committee's responsibilities.

Contrast with Recovery plan, where the authority has itself consulted with the public, private and voluntary sectors.

Contrast with the recovery plan where £5m of investment funding has been allocated to progress the plan. Where's the targeted, large scale investment in tackling climate breakdown and adaptation?

As a regional document the collaborative work across the four authorities is really important to so many issues. But nodding this through via this meeting and not engaging with all the groups and bodies requiring to take a lead, play their part, and agree to active work together means the changes needed are less likely.

The emphasis on a Green Recovery in the aftermath of Covid is welcome and crucial. This needs to be the core of the approach, and of course it should not be undermined by all the previous projects and investments which directly oppose the criteria for what makes the region cleaner and greener. So housing locations, types and quality, transport investments and modes and skills and training that are contradictory will need to be phased out as early as possible. But it doesn't say you're doing this.

You acknowledge that:

- Short-term reductions in emissions will have minor long-term effects
- Emissions will rebound as lockdown ends, economies rebuild, and people return to work
- If recovery stimulus is invested in carbon intensive ways, emissions could rise faster. The extent of this will depend on the speed of recovery and the action taken

Also that adaptation to climate change will be needed, not just mitigation. But your strategy has no budget and no direct financial implications, so it's hard to take it seriously. Where and when will the many real decisions be made?

If we look at just one issue, **housing retrofit**, you say you are looking for a long term programme from government. But in the short term we would expect to see how the skills agenda and the budget you have is being mobilised urgently to get local installers upskilled and to ensure they have the experience and availability for the

householders trying to allow access to the government's short term green homes grants. We know access to traders is a big issue. People can't get appointments, or assessments, or quotes, or work done in time to get the grants available. You just identify a few areas where you 'could' act, not a commitment to play a full and proactive part. Why not?

Your previous meetings have shown just how much expert work has been done to understand the energy challenge. Please get the reports out again and act on them.

Your last meeting showed how a **contradictory transport strategy** is now your official policy, building roads and increasing traffic dependent on fossil fuels, yet your report says most of your funds are spent doing the opposite. I'm pleased to see that you listened to us and you will:

*"Review all proposed major transport schemes in the JLTP4 against the emerging evidence base for meeting our jointly stated ambition of carbon neutral emissions by 2030."*

But how fast will your plans be turned around to stop projects pulling in opposite directions? And please explain when the massive disparity in funds allocated across the region be switched to meet your declared transport hierarchy and the one the government now tells us is the priority.

Please commit to an urgent review of this strategy and report back on how you're taking real action across the range of responsibilities by your next meeting. 2030 is not far ahead.

Cllr Martin Fodor  
Redland ward Green Party councillor, Bristol.

# BATH AREA TRAMS ASSOCIATION



## STATEMENT 6 – Dick Daniel

WECA

9<sup>th</sup> October 2020

The UK now has a growing list of cities and city-regions that has discovered that investing in trams / light-rail pays off. These are following the lead of cities around Europe and the world, including the USA, regions that are at the forefront of taking action on climate change, healthy active citizens and are highly economically productive.

Cities like Gent, which I understand you watched the video I sent to a previous meeting [The Innovative Way Ghent, Belgium Removed Cars From The City:

[https://www.youtube.com/watch?v=sEOA\\_Tcg2XA&t=2s](https://www.youtube.com/watch?v=sEOA_Tcg2XA&t=2s) ]

which has created low traffic neighbourhoods, high levels of cycling & walking and has an extensive tram network.

In the UK the number of cities that have re-introduced trams is growing, Manchester Croydon, Birmingham, Sheffield, Edinburgh, Nottingham, Newcastle. Many of these were put in against opposition only to find they are so successful and popular that there is a clamour for expansion and extension of the routes.

This is because trams have been shown to attract motorists out of cars, on Croydon's tram 30% of journeys have switched from cars, a switch that has never been demonstrated by buses.

We are not against buses, we want buses, we want trams & light-rail to be the backbone feed and linked to a comprehensive network of bus routes.

Why trams

1st Modern trams are sexy and sleek they glide through the city

2nd They carry large numbers of people in style

3rd They are a sign of a modern city confident its future

Trams / light-rail create none of the pollution, diesel particulates, tyres dust or brake linings motor vehicles do.

They run on electricity, using only 1/5 of the energy a bus does. As the UK moves to all renewable electricity as the government's is aiming for, and WECA's says 'Our Joint Local Transport Plan aims to ensure that transport is carbon neutral by 2030'. This is a far more efficient use of this resource.

It has been demonstrated all over Britain, that no matter what bus schemes have been tried – Metro Bus, Busways or Bus lanes - buses do not offer the quality of service trams do and which motorists demand. Such as short waiting times of 6 – 10 minutes, good all day and evening reliable services and the ability to cut through traffic.

# BATH AREA TRAMS ASSOCIATION



Trams may seem expensive to put in, £25 million per kilometre approx. But this is a small compared to WECA's proposals to spend up to £5 Billion on roads bases schemes. Putting in this infrastructure will create jobs, can be the basis for re-skilling and shows a confidence in investing in the region's future.

The big point is that once the infrastructure is built trams / light-rail are far cheaper to run than buses, have low maintenance costs and the carriages can last 40 years, far longer than a bus. This investment is handsomely repaid over the 40 year life of a tram and the network.

Investing in trams / light rail will create jobs, new skills and make the region a more productive modern enterprising region. Re-trammed cities have always experienced an economic boom.

Modern trams are the future of a well-connected, dynamic and enterprising region. People like trams, people trust trams, people use trams.

Dick Daniel  
BATA Board Member

## BATH AREA TRAMS ASSOCIATION

3 Victoria Place, Combe Down, Bath, BA2 5EY

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**Joint statement from Transport for Greater Bristol and Zero West to Joint meeting - West of England Combined Authority Committee and West of England Joint Committee, Friday, 9th October, 2020 10.30 am.**

Transport for Greater Bristol (TfGB) is an alliance of transport, environmental and community groups working together to achieve a quality public transport system in the Greater Bristol region.

Zero West works to accelerate the zero-carbon transition in the West of England.

**Proposals for integrated low-carbon transport in the West of England Region**

Dear Mayor Tim Bowles, and members of WECA,

We remain hugely concerned that despite the climate emergency, road building and enhancement schemes still dominate WECA's transport thinking and funding strategies. The Authority is yet to adopt a mindset and the best practices followed by cities such as Nottingham.

Over the past few months our two groups have worked together to develop a suite of proposals for a comprehensive, low-carbon transport solution for our region. We mentioned this work at an earlier WECA meeting. The proposals are now sufficiently advanced that we are offering them for your consideration. We have also submitted them to the Transport Minister.

Our proposals don't promote a single mode or solution; rather they favour an integrated approach which will enable the region to meet its goals of reducing car use, decarbonising transport and providing equal access to mobility for all. They are in keeping with best practice found across Europe.

There are four documents (attached), and these need to be considered together, just as the transport system needs to be considered holistically. Only an integrated approach can help us move toward our key goals. The documents are:

TfGB Bristol Bath Rapid Transit Plan  
TfGB Bristol Traffic Management Plan  
TfGB Bristol Parking Plan  
TfGB Bus Plan revised 2020 (draft version)

The documents are also available at:  
<https://tfgb.org/campaigns/bristol-transport-plan/>

TfGB and Zero West will continue to work on these proposals, but they are already in a format which will assist WECA and the local councils to incorporate and take them forward.

Our ideas are not vague good intentions, but detailed proposals. We offer them as a more appropriate way forward, and strongly suggest that earmarked funds be re-directed to the schemes we have proposed.

The notional price tag of the Rapid Transit Plan in our proposal is £3.2bn. It bears comparison with the road schemes in the WECA budget. It's also important to point out that while this is a large sum, the avoided costs of people driving is even larger.

And actually, this is what other combined authorities do. They have a vision, they commit to it, and things flow from there. Your citizens are demanding you act on the climate emergency. Now is the time to listen to them.

Kind regards

Martin Garrett  
Chair, Transport for Greater Bristol

Andy O'Brien  
Co-Director, Zero West

8/10/20

## **STATEMENT 8**

### **Statement by Cllr Sarah Warren, Cabinet Member for Climate Emergency at Bath & North East Somerset**

Good morning Mayors and Council Leaders. I am joining you this morning to congratulate you on your newly published Climate Emergency Action Plan. It is encouraging to see the West of England Combined Authority set out its plans to achieve zero carbon by 2030.

I would encourage you now to go even further. You need to quantify the challenge, as Bath and North East Somerset have done. You, the WECA committee, and we, the public, need to understand the degree of modeshift required from private cars to active and public transport, to achieve our zero carbon objective. This will allow both those of us in government, and individual households, to plan and budget effectively for the future to support the necessary changes.

We need to know exactly how much additional renewable capacity is required, so that we can effectively lobby Western Power Distribution to provide the grid capacity, and so that government can understand the ways in which the market needs to be restructured to support the change.

Your plans to develop green business, working in the sphere of energy efficiency are to be applauded, but we need to link these plans to your skills training package, and work with government to provide the necessary support and incentives for homeowners and landlords to retrofit every home in the region, so that it is warm and affordable to heat. We need to go further in our ambition for business, shortening supply chains, building community resilience to further shocks and natural disasters, localising our economy.

We need to lobby national government to move away from its proposed damaging changes that will reduce local autonomy in planning decisions. We need to tell government instead to allow councils to mandate every new home built to have zero carbon emissions, and to allow the construction of wind turbines. We need the planning system to support local authorities in the design of communities built around sustainable transport hubs, rather than developers having the power to build where they wish in certain circumstances.

We need to push for broadband and innovative forms of transport that will support even our rural communities in adopting a low carbon lifestyle.

Above all, WECA needs to change its position supporting the expansion of Bristol Airport, which is simply incompatible with its declaration of climate emergency, and the ecological emergencies declared by all of WECA's constituent authorities. The pandemic has damaged the air transport industry, and whilst this has sadly led to job losses, it presents an opportunity to restructure our local economy away from highly carbon-emitting fields, and into new sectors. We need to adopt lower carbon forms of tourism and travel.

Thank you for your time.

**JOINT MEETING –  
WECA COMMITTEE & WEST OF ENGLAND JOINT COMMITTEE**

**9 OCTOBER 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: Anne Lemon**

Subject: **Climate Emergency Action Plan**

**Q2. Question from: Cllr Jerome Thomas (Bristol councillor)**

Subject: **Climate Emergency Action Plan**

**Q3. Question from: Kim Hicks**

Subject: **Investment Fund report & Southern Orbital Study**

## QUESTION 1

**Question from: Anne Lemon**

**Subject: Climate Emergency Action Plan**

**Question:**

After reading the WECA climate emergency plan, I am unclear as to which of the targets outlined are measurable. I would be grateful if you could summarise which targets are measurable, how they will be measured and what the success criteria will be in each case?

**REPLY:**

**Climate emergency action plan**

The climate emergency action plan is a key part of our Covid-19 recovery plan. It is about supporting our climate emergency goal alongside securing our economic future following the covid-19 outbreak.

**It sets an ambitious, measurable goal - In 2030, the West of England is net zero carbon**

The plan will ensure that climate emergency ambitions are properly integrated into everything that we do with the goal of zero carbon by 2030. We will track the region's progress against the goal and will also report on the targets set by individual programmes.

To deliver our goal, we have identified five areas where we need to act:

1. **Low carbon transport system**  
Work to decarbonise the transport system and increase cycling and walking and the use of public transport; building on positive behaviour change following the covid-19 lockdown period.
2. **Low carbon business**  
Help business & local people benefit from growth in the green economy; maximising government investment in the region & supporting our businesses to build back better.
3. **Renewable energy**  
Work to decarbonise our energy system & increase local renewable energy.
4. **Low carbon buildings and places**  
Increase the energy performance of buildings & develop low carbon standards in new developments.
5. **The green environment**  
Protect & enhance the environment through a proactive approach to green infrastructure.

The challenge of meeting the carbon neutrality is great and how we achieve this will be complex. There is no clear pathway to achieving this ambition.

We will need to work together with national government, combined authorities, unitary authorities, individuals, business and international government to achieve our ambitions.

We will work to implement the plan by supporting our unitary authority partners and other stakeholders to take action through the actions set out within the action plan.

Climate change is a rapidly changing and evolving policy area, with government regulations and targets regularly revised and new technologies constantly being developed and mainstream. The monitoring of our impact and the action plan will reflect this.

Each year, we will update and report on the region's progress against the pathway to net zero carbon outlined in the Climate Emergency Action Plan. We will work with our unitary authority partners to do this, ensuring we have a consistent and good grasp of our carbon emissions and the progress we are making in reducing them. As a Combined Authority, or indeed alongside our constituent Unitary Authorities, we do not have total control over the region's carbon emissions, but it is important we understand the current position.

We will continue to monitor the targets set out within existing programmes in the CEAP – e.g. Low Carbon Energy Hub, South West Energy Hub – and will integrate these within the plan over the coming months.

As other individual actions are developed to the business case stage, we will estimate the carbon reductions they will deliver with more precision and will evaluate these estimates during delivery. Individual success criteria will be developed at this stage.

## **QUESTION 2**

**Question from: Cllr Jerome Thomas**

**Subject: Climate Emergency Action Plan**

**Question:**

Background

I welcome the Climate Emergency Action Plan dated September 20, but I am concerned that there is no explanation within the document regarding the level by which carbon emissions within the region will be reduced by the proposed WECA measures.

Questions:

Can the Mayor of WECA

1. Quantify the likely impact by carbon emissions type (e.g. transport, space heating) of WECA's proposed measures to reduce carbon emissions within the region, with the 'price tag' of those measures? This will give an indication of the extent to which WECA is speeding up the regional reduction in carbon emissions, the adequacy of the known WECA measures when set against the 2030 net zero carbon goal, and a way of evaluating the respective benefits of different proposed measures.

2. Confirm whether or not the carbon emissions from flights of WECA residents are included in the 5154kt of CO<sub>2</sub> that the 'West of England produced'?

**REPLY:**

1. The Climate Emergency Action Plan sets an ambitious, measurable goal - In 2030, the West of England is net zero carbon.

The plan will ensure that climate emergency ambitions are properly integrated into everything that we do with the goal of zero carbon by 2030.

The challenge of meeting the carbon neutrality is great and how we achieve this will be complex. There is no clear pathway to achieving this ambition. We cannot perfectly estimate the impact of the measures needed, but implementation of our plan builds clear targets as programmes are developed.

We will need to work together with national government, combined authorities, unitary authorities, individuals, business and international government to achieve our ambitions.

We will work to implement the plan by supporting our unitary authority partners and other stakeholders to take action through the actions set out within the action plan.

Climate change is a rapidly changing and evolving policy area, with government regulations and targets regularly revised and new technologies constantly being developed and mainstream. The monitoring of our impact and the action plan will need to reflect this.

Each year, we will update and report on the region's progress against the pathway to net zero carbon outlined in the Climate Emergency Action Plan. We will work with our unitary authority partners to do this, ensuring we have a consistent and good grasp of our carbon emissions and the progress we are making in reducing them. As a Combined Authority, or indeed alongside our

constituent Unitary Authorities, we do not have total control over the region's carbon emissions, but it is important we understand the current position.

We will continue to monitor the targets set out within existing programmes in the CEAP – e.g. Low Carbon Energy Hub, South West Energy Hub – and will integrate these within the plan over the coming months.

As other individual actions are developed to the business case stage, we will estimate the carbon reductions they will deliver (including the financial cost) with more precision and will evaluate these estimates during delivery. This will ensure that, as decisions are taken on programmes, we can ensure we reduce emissions in the most effective ways possible.

2. Emissions from aviation and ports are formally counted as part of international emissions. In line with this, they are excluded by the Department for Business, Energy & Industrial Strategy in regional emissions data sets. This is in line with best practice for emissions statistics and is designed to reflect those emissions over which local authorities and regions may be expected to exert some direct influence.

### **QUESTION 3**

**Question from: Kim Hicks**

**Subject: Investment Fund report & Southern Orbital Study**

#### **Question:**

1. How, specifically, in language that a layperson will understand, does Item 15 on the Agenda relate to the Southern Orbital study? Specifically, in connection with the route from the A4 – Hicks Gate Roundabout to the A37 and onward to through Whitchurch Lane to the Hengrove Way Roundabout.

2. Why are you still considering the route, detailed in Q1, now that it is not to support SDS in the JSP? Please also include an explanation as to why these any other reasons/justifications were not shared with the 1,000's of local people, who you know were/are against this route, during the JLTP4 consultation.

#### **REPLY:**

The feasibility study identified at item 15 was undertaken in 2018 and the work was not carried forward beyond this point and the route is not being actively considered by any Authorities at this time. In future reporting we will move the scheme to a 'completed' section of the report.