

WECA Overview & Scrutiny Committee

11 October 2021

Public statements

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WEST OF ENGLAND COMBINED AUTHORITY

OVERVIEW AND SCRUTINY COMMITTEE

11 OCTOBER 2021

Statements received for this meeting:

1. David Redgewell – Transport issues
2. Adam Reynolds – Local cycling and walking schemes
3. Dick Daniel – Transport issues
4. Graham Ellis – Transport - direct train service from Bristol Temple Meads to London Waterloo

STATEMENT 1 – David Redgewell

Whilst we welcome the plan for the bus infrastructure in the city centre and to Brislington, Keynsham and Bath.

Hengrove hospital.

M32 to the park and ride site.

Yate park and ride Yate bus station.

Bristol city centre to Gloucester Road, Cribbs Causeway and Thornbury.

As a metro bus route and on to Yate bus station and Chipping Sodbury.

A service to Nailsea and Clevedon.

Whilst we welcome the loop bus service which will need proper investment in interchange facilities shelters real time information castle kerbs and Drop kerbs. paper timetables be sited near kiosk and public toilets.

The problem we have with the strategy is it a approach to fast Express routes on motorways or Trunk roads with bus lanes which do not operate via the inner city.

Because all buses operate via the M32.

The service 5 mint line Bristol city centre to St Pauls, St Werburghs, Eastville park, Stapleton village, Fishponds. Oldbury court and Downend has no Evening or Sunday services.

One option would have been to operate the Y4 from Bristol bus and coach station to St Pauls, St Werburghs, Stapleton village, Frenchay park, then onto Yate.

Other inter city communities have asked for a metro bus stop at Eastville roundabout.

Restoring the Evening and Sunday services. For the rest of the 5 For part of the route.

May a 49 a rerouted in the Evening to Oldbury court estate once an hour and on Sunday.

So operating Old Market Street Stapleton road and station Eastville park, Fishponds Road Oldbury court and Downend then normal route.

Its very important that working class communities get their bus services

On the A4 corridor to Brislington Keynsham and Bath spa bus station.

We need more bus priority measures including bus lanes along the Callington road link and then to Brislington park and ride either at the present site or at Hicks gate if the farm issue can be overcome .

But running 349 Keynsham bus and X39 bus from Bath spa bus and coach station pass a park and site when they could call in and reduce cost of council park and ride service would help. this is the situation in Taunton park and ride service and in Oxford .with service buses operating via the park and ride.

Oxford include coach services.

Salisbury reds town service operator via the park and ride service.

The issue of improvements on the Wells Road to Hengrove and Whitchurch is to improve the 376 from Street Glastonbury Wells bus station Chewton Mendip Farrington Gurney, Clutton, Pensford Whitchurch, Hengrove, Knowle, Bristol Temple meads station Bristol bus and coach. station

With a park and ride site at whitchurch.

But in south Bristol we need to invest In a Bus infrastructure improvements around south Bristol using the Callington road link to Hengrove hospital and building the metro bus Route through Hartcliffe and withywood via the south Bristol link road to Ashton gate park and ride and the city centre.

We need to improve bus services from south Bristol hospital whitchurch Hengrove ,withywood , Hartcliffe Highridge to long Ashton park and ride portway to Portway parkway station and on to Severn beach Cabot park.

And the bus 91 92 from Bristol city centre to Temple meads station Totterdown knowle Hengrove and whitchurch. Need improvement more bus priorities and improve stops in Whitchurch.

The bus back better National bus strategy has a lot of infrastructure improvements and certainly a bus lane from old market to Temple meads via Temple way is long overdue as is a bus boulevard in the Haymarket outside the bus and coach station.

Putting a bus Taxis and local traffic gate would help in park street.

The present situation of a shortage of Bus and coach drivers is on major concern with Both stagecoach west and First group west of England having to cancelled services following the metro mayor involvement recovery plans are in place with stagecoach west and first group. agency driver have been brought in and rural services are being protected as are late journeys.

The Driver have had letter from Boris Johnson and Grant shapps asking any one with a HGV drivers license to move to drive lorries for the emergency fuel and supermarket supply chain.

Many drivers have left bus driving as a

Result Dan Norris Norris metro mayor is taking this issue up with the department for transport and Grant shapps and Baroness vere of Norbiton..

But this needs to be raised with the m9

Group of mayor s and the western gateway transport board.and south west transport Board

At present we have no timetable on bus stops and interchanges in the west of England mayoral transport authority or North Somerset council.

And many Bus shelters need cleaning across the Transport authority and North Somerset council area

South Gloucestershire council area shelter on the m1 metro bus route need cleaning and Graffiti need removing from the shelters.

As is a Northern Entrance to Bristol Temple meads station and a proper Bus interchange. Facilities and a similar facilities at southern gateway Entrance with a new staff car park.

Along with the Eastern entrance Temple meads station needs good bus rail interchange.

But at present no funding is identified other than the Eastern entrance.

But the most important issue to people living in Greater Bristol is a local bus service around the North and south of the city region.

Such a link from Uwe to Downend Staple hill Hillfields, Kingswood, Warmley, North Common, Warmley, Keynsham, Saltford Newbridge Weston and Bath Spa bus and coach station route 18

and route 19 Cribbs Causeway bus station, Patchway, Parkway station, Uwe Downend, Staple Hill, Hillfields Kingswood, Warmley, Cadbury Heath Oldland Common Bitton Kelston Weston, RuH back entrance Bath Spa bus station.

Evening and Sunday services is required

We welcome this bus strategy which

has to be part of Metro Norris Bus Back Better National bus strategy bus services improvements plan with North Somerset Council

We welcome investment in the A37 Wells Road Whitchurch through Hengrove Knowle Totterdown Bristol Temple Meads, Broadmead, City Centre and onto Park Street Clifton Down station The Downs Westbury on Trym, Brentry, Henbury Cribbs Causeway bus station.

The scheme needs to link in with Bus

Bus rail interchanges at Bristol Temple Meads Clifton Down and the new Henbury station on Metro West railway service to Bristol Temple Meads

Via Filton North Filton Abbey Wood station Ashley Down Bristol Stapleton Road and Lawrence Hill. As per Integrated Transport a Bus Back Better West of England and North Somerset bus service improvements plan.

The route needs good information on bus

stops and shelters and interchange information at the railway stations

in Broadmead and at Airport Road in South Bristol

We also welcome the Metro bus consolidation on the Parkway bus corridor and links to Shirehampton Parkway station. This route needs to link through Avonmouth to Severn Beach Cabot Park.

The route should start from South Bristol Whitchurch Hengrove Hartcliffe Withywood Highridge to Bristol City Centre

Broadmead Bristol Temple Meads station. One Metro bus route

and the other via the Parkway Parkway to Avonmouth and Severn Beach Cabot Park. As part of studies with the Metro Mayor West of England Mayoral Transport Authority 15 million and 3 million to progress the studies.

But looking at the recent funding reductions from the Department for Transport of £27.3 million a week for Covid 19 bus operators grant to £226.5 million pounds from September to April 2022 there is a revenue support shortfall

which the Metro Mayor needs from the Treasury to keep service operating no bus or coach service is making profit in England at present

The West of England Combined Authority does not have tax raising powers unlike the other Mayoral Combined Transport Authorities.

One of the West of England Mayoral Combined Authorities is like Greater Manchester without Stockport and Salford. By North Somerset Council not being a member.

The bus service strategy which is part of the bus services improvements plan need an enhanced quality partnership with first group west of England buses Stagecoach west buses HcT group and RA P Bath bus company. and impoverishment at Key Railway stations like Bristol Temple meads station Lawrence hill Stapleton road montpellier station Redland and Clifton down Bedminster station and Parson street station in Central Bristol area . And good interchange with ferry services and Terminals and National Express Coaches megabus and flix bus .

It's very clear from public transport user point of view that bus and train operation at west of England combined authority Mayor Dan Norris need also to complete control of all bus services infrastructure in the 4 unitary authorities to make a complete public transport network plan which is fully accessible to all users

We are also concerned that the secretary of state to the decision to withdraw the Bristol Temple meads keynsham , oldfield park, Bath spa Bradford on Avon, Trowbridge, Westbury warminster , Salisbury and London Waterloo train service.

Please add the following policy points to West of England combined authority and North Somerset council improvements plans We feel that more reference should be made to rural bus service and the transport corridor in south Gloucestershire Bristol to Thornbury and yate bus station and chipping sodbury. Thornbury is missed out as public transport interchange and hub a point made by stagecoach west and first bus west of England. Interchange with service to Gloucester via Dursley may line More work needs to be done on the Bristol Dursley Gloucester corridor and and Thornbury to Dursley

as is yate bus station for service to wootton under edge for Dursley bus station service 60 65 connections at present wotton under edge and Charfield has no train station The bus improvement plan does include reference to stagecoach west a large National bus company providing services in the west of England combined authority and North Somerset council. We clear bus priority on the m 32 which should be removed from the National road network in England bus lanes are required on Bristol Ring road along it network with an m32 or Ring road park and ride . The plan need to address levelling up and bus service in to south Bath south Bristol Radstock, midsomer Norton improvement Bournville , estate Cadbury heath chiswick and lockleaze southmead patchway and Filton. More importantly is to provide evening and Sunday services. The intergated ticketing and interchange is good we travel centre and toilets policy at bus and coach stations.

We not reference to the role of staff on the bus and coach network or the RmT or unite the union consultation.
We need bus drivers and engineers

Or we have no service.

Public consultation on support service's and enhanced quality partnership is to welcomed by the west of England combined mayoral transport authority.
And North Somerset council.
Bus stop information and shelter cleaning standards should progress.

STATEMENT 2 – Adam Reynolds

WECA Overview & Scrutiny Committee: Major LCWIP issues

For the attention of the Overview & Scrutiny Panel:

The £1 Billion City Region Sustainable Transport Settlement (CRSTS <https://www.westofengland-ca.gov.uk/wp-content/uploads/2021/10/West-of-England-Combined-Authority-CRSTS.pdf>) places the delivery of active travel infrastructure (Walking, Wheeling, and Cycling) squarely on the shoulders of the Local Walking Infrastructure Plan (LCWIP <https://travelwest.info/projects/west-of-england-local-cycling-and-walking-infrastructure-plan>).

However the LCWIP is not finalised as per the LCWIP Consultation Report and has significant outstanding work. The LCWIP also falls below the gold standard set by councils like Oxfordshire (<https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/active-and-healthy-travel>) and became an exercise in developing a number of local routes rather than defining a regional strategic vision of walking, wheeling, and cycling.

It should also be noted that I had to insist the LCWIP Consultation Report be reinstated when the website was recently migrated. It was extremely concerning that a critical element of the LCWIP was so readily 'lost'.

Will the scrutiny panel urgently task officers with:

- 1) Delivering an LCWIP that provides a strategic cycle network map (down to 400m route grid) with identified areas with Liveable Neighbourhood potential.
- 2) That individual detailed designed routes be removed from the LCWIP as these are not of strategic value and have no bearing on final delivered design?
- 3) That the LCWIP rigidly enforces LTN 1/20 compliance and goes beyond, as the government has, banning "paint" only schemes and ensuring good design practice (e.g. use parking to protect cycle lanes)
- 4) That this be completed within the next 6 months.

Will the scrutiny panel insist that funding from the CRSTS and Active Travel Fund can only be spent on identified routes & Liveable Neighbourhood areas within the LCWIP and require the LCWIP to be treated as a "living" document with yearly updates.

I realise the above is an extremely long set of questions/demands and there is an argument that the committee should convene a special meeting to take action on the LCWIP. There may also be some concerns that £30,000 was spent on consultants to produce the current LCWIP and despite numerous

feedback sessions that the "final draft" had so many significant and fundamental holes in it. However it should also be noted that the same set of consultants also produced the exceptional Oxfordshire LCWIP so the problem may be much more in the consultation brief.

The WECA LCWIP is truly not fit for purpose and should not form the key foundation stone of the £1 Billion CRSTS without urgent remedial work. It is time that WECA treated active travel seriously and recognised it as a key part of the West of England's transport mix. We're trying to build a house and somebody forgot to employ the architect.

STATEMENT 3 – Dick Daniel

How is the proposal for mass transit progressing.

WECA acknowledges the Climate Emergency and motor vehicles are one of the largest sources of GHG emissions, they also cause a huge amount of air pollution that is so bad for our health.

Mass transit based on trams as the back-bone integrated with buses is the best answer.

Trams have been shown to get people out of cars far more successfully than any bus based system.

STATEMENT 4 – Graham Ellis

The Department for Transport is withdrawing in December 2021 (9 weeks time) the direct train service from Bristol Temple Meads to London Waterloo. This is being done without any consultation and even the Department's own Transport Focus says that any changes should be delayed for a year.

Oldfield Park (and Bradford-on-Avon and Trowbridge) lose all their through trains from London

Keynsham is left with a single through train from London, leaving Paddington at 06:20

Bristol Temple Meads and Bath Spa lose their direct trains to Clapham Junction (busiest junction in the country) and Waterloo (biggest station) and connective opportunities to South London, Surrey, East Sussex and Kent.

As the local transport authority, what is WECA's view on this service removal, without adequate replacement (we are told we can "connect" at Salisbury but there's a way there or nearly an hour, and for passengers with heavy luggage or disabled this is doubly unwelcome.

"The Waterloos" have been highly popular, with most passengers on the trains (personal observation) going "across" Salisbury and should be attracting passenger back to rail and helping us move towards zero carbon rather than driving people to private cars.

Rail User and campaign groups along the line are working together - I am 'fronting' a petition at <https://petition.parliament.uk/petitions/598397> asking for the service to be retained while properly looked at for an appropriate future. I have written a lot more about it at http://www.passenger.chat/25503p1_598397 too.

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