

Public Document Pack

SUPPLEMENTARY PAPERS

7 ITEMS FROM THE PUBLIC

3 - 12

Members of the public can speak for up to 3 minutes each. The total time for this session is 30 minutes so speaking time will be reduced if more than 10 people wish to speak.

If you wish to present a petition or make a statement and speak at the meeting, you are required to give notice of your intention by noon on the working day before the meeting by e-mail to democratic.services@westofengland-ca.gov.uk. **The deadline is 12pm on Thursday 27 September 2018.**

If you wish to ask a question at the meeting, you are required to submit the question in writing to democratic.services@westofengland-ca.gov.uk no later than 3 working days before the meeting. **The deadline is 5pm on Monday 24 September 2018.**

Enquiries to:

Tim Milgate, Democratic Services
West of England Combined Authority Office
Rivergate 3
Temple Way
Bristol, BS1 6ER
Email: democratic.services@westofengland-ca.gov.uk
Tel: 01174286210

This page is intentionally left blank

Public Forum

Statements Received

1	David Redgewell, South West Transport Bus Users UK West of England Transport
2	David Redgewell, South West Transport Bus Users UK West of England Transport
3	Robert Crockford MetroWest plans between Bristol and Gloucester
4	David Redgewell, South West Transport Bus Users UK West of England Transport
5	Christina Biggs FOSBR Local Transport Networks

Statement 1
David Redgewell SWTN/Bus Users UK
West of England Transport Links

Whilst we welcome the thrust of the report, we still need to see more commercialisation in the form of capitalising and renovating the toilets to include the kind of policy provided by North Somerset Council to include cafes charging and operated by Healthmatic. We also believe that the introduction of parking charges will help with Green Travel plans, walking and cycling to parks.

Ashton Park has a MetroBus stop and is next to a sports stadium but there is no public toilet or cafe just an ice cream vendor. There are no organised concessions and non have ever been advertised asking for concessionaires in parks so there is surely scope for some events to be held jointly with the Bristol Stadium Company. Unlike other west country cities, non of our transport interchanges now have toilets except the bus station, Bristol Parkway and Temple Meads stations. It is particularly disappointing with the opening of MetroBus that there are no toilets in the City Centre, Bear Pit (Bond Street), Wapping Wharf and on showcase routes Eastville Park, Fishponds Park, Avonmouth Park, Blackboy Hill, Shirehampton Green etc.

We note with grave concern with a £1.4 billion tourism economy in Bristol unlike Bath and Wells we came very low in You.Gov poll. Issueds raised included tagging, cleanliness ie street cleaning and lack of public toilets. As the city relies on tourism and festival income we would urge the Neighbourhood Scrutiny Commission and the WECA Commission to look into this issue with WECA especially looking into public transport interchange toilets across the sub-region. This problem has been highlighted by bus drivers in RMT and Unite trade unions, Bristol Older Peoples Forum, Bus Users UK and disability forums who are concerned about the loss of all disabled toilets. It shouldn't be left to retail premises to deal with the issue although welcoming the Community Toilet scheme. We note Changing Places at Cribbs Causeway and Keynsham.

Castle Park could be used for more events with its hard a standing in conjunction with Broadmead and leisure operators.

We would urge WECA, BANES, Bristol and South Gloucestershire/North Somerset to set up an action team to remove graffiti from bus stops, shelters, stations and buildings. We note that three trains have been sprayed over the summer, along with buses being tagged across the network and railway wagons in the Bristol/Bath. It is very evident that railway trackside equipment including brand new Westrace MkII trackside cabinets outside Temple Meads station, Easton Road railway bridge and in Bath, Oldfield Park together with the MetroBus infrastructure in Bristol.

We also note the continuing problems of graffiti on bus infrastructure in Bath and Keynsham as well as North Bristol (Little Stoke, Patchway and Filton).

There is a need for a joint task force between Avon and Somerset Police and British Transport Police (KINGDOM), the Unitary Authorities, the Mayors and the Police and Crime Commissioner.

On integration we are concerned that MetroBus the following issues need addressing :-

1. interchange information and signage at Temple Meads
2. interchanges with other buses at key locations
3. interchange with coaches in Bond Street and the Coach station
4. including the 505 bus in the M2 timetable and map as it operates via Hotwells Road
5. no information on cross-harbour ferries on maps or ferry terminals in the harbour
6. no details of Freedom Pass rail/bus ticket or the Avon/Bristol Rider tickets

There is an urgent need for more rolling stock on the GWR franchise as stock has been moved to Northern Rail and Scot Rail and in 2019 stock will be transferred to the Welsh Government. We need temporary rolling stock on GWR until the HST's and 769 units are delivered and Class 165/166 turbo's come to Bristol.

Progress on bus strategy regarding No.10 bus Southmead - Lydd Green.

We support the CBI and Travel Watch on the need for one RTB for the South West for rail and bus/coach operations and hope the two boards will work together. Disabled access for Stapleton Road, Lawrence Hill and Patchway need to be monitored.

DAVID REDGEWELL (SWTN)

Statement and Questions from David Redgewell on behalf of Bus Users UK and South West Transport Network.

For :

WECA – Scrutiny & Overview 19 September 2018
- Committee & Joint Committee 28 September 2018

Statement:

Bus Users UK and the South West Transport Network urge the Mayor to develop a comprehensive bus strategy that recognises the need for services for both urban and rural areas and also commits public money for the provision of socially necessary bus services. There is nowhere else in Europe that depends on commercial companies providing the network of buses so the Mayor must commit to a network of support to local buses and I want to see similar commitments to those made by the Metro Mayor of the West Midlands.

I support the formation of a single Sub Regional Transport Body for the South West and not the two currently being discussed, one body will have a stronger voice with Government and needs to compete with other such bodies including Transport for the North and the Midlands Engine, it would also match up with the DfT decision to have a single franchise for Cross Country and not split the South West.

I urge the Mayor to work closely with the Mayor of Bristol who has convened meetings with Network Rail to push forward on ensuring that Stapleton Road and Lawrence Hill rail stations are fully accessible for all, there is funding available through the Access for All funds and over time the entire suburban rail network needs to be accessible. WECA and the Mayor must monitor the developments at local stations ensuring that the access roads and pavements are in a good condition for wheelchairs and pushchairs and report back on the progress being made.

As the MetroBus network expands we must make sure that it is linked into the existing public transport in terms of the bus network, local rail network and the ferries – there is no signage at Temple Meads for easy wayfinding to the MetroBus. Integrating public transport also requires good passenger waiting infrastructure so that they can wait in a secure and comfortable environment, money needs to be invested by the Mayor into bus stations and shelters, I am still very concerned that passengers waiting for the Airport Shuttle on the Temple Meads approach have no shelter and have to wait in the rain, the Mayor needs to address this as a matter of urgency to show WECA take their responsibilities seriously and promote public transport and give a good first impression to visitors using Temple Meads as a gateway to the South West. Tourism plays a vital role in the South West economy and we want to give tourists easy access to public transport.

1. Bus Related Questions

- a) WECA be making a submission to the Transport Select Committee Inquiry into buses in England, which closes on 24 September, if so will they be pressing the need for extra funding to support services that are vital for linking people to employment and services?

- b) What progress is being made on developing a comprehensive and integrated Bus Strategy for the Region and how will you deal with cross boundary issues in North Somerset?
- c) What progress is being made on Integrating the growing MetroBus network with the current network of local buses and local trains and the ferry service?
- d) What financial allocation has the Mayor allocated to protecting rural bus routes which provide links for often disadvantaged communities to health services and employment opportunities?
- e) What is happening with the service 51 in Bristol and Service 10 in Bath both previously operated by Wessex. It appears that the 51 service has been partially replaced but there is no news on the 10 service for Bath?

2. Rail Related Questions

- a) What progress is being made on extending the local regional rail services and in particular the Henbury Loop and the Portishead line? The Henbury Loop would enable services to be provided to a potential new Arena site in the Filton area.
- b) Has WECA submitted a formal response on the Cross Country Rail Franchise consultation which closed on 30 August and if so what were the key issues raised with the DfT?

STATEMENT TO THE WECA JOINT COMMITTEE – SEPTEMBER 28th 2018 in respect of MetroWest plans between Bristol and Gloucester

In December last year I made a statement to the Joint Committee welcoming **MetroWest** proposals to extend a rail service to Gloucester. I pointed out also that there is a good case for re-opening Stonehouse (Bristol Rd) station to serve the 'Stroudwater' urban catchment area of Stonehouse and Stroud, with a population of over 40,000.

Since then I have researched the paradox of why Gloucestershire generates such low levels of rail journeys, which decrease the nearer to its major trading partner of Bristol. (*this analysis was for recent submissions to the GWR and Cross Country Franchises.*)

I found that rail journeys per head from/to the City and Stroud District are lower than on the other rail routes that converge on Bristol.. Gloucester's urban area population is nearly 160,000 – *the largest between Derby and Plymouth*. Yet as a County Town it generates by far the fewest journeys per head than any other in the West of England **eg** at nearly twice the size it is only 50% of Taunton's level – and even well below nearby Cheltenham. It became clear that a major factor was its slow hourly service to Bristol rather than a fast half-hourly NE/SW Cross Country service.

Furthermore, **Stroudwater** has **no direct rail access to Bristol** to connect two of the 'greenest' areas in the country, each with growth in modern industries. A '*re-cycled*' station at **Stonehouse** could currently generate up to **400k journeys** a year. However, Network Rail has insisted hitherto that such a station would create pathing conflicts with Cross Country services.

A half-hourly service from **Gloucester** would generate a similar number. A new station at **Charfield** (*when its population within 2 miles reaches over about 15,000*) would give **c.300k journeys**. It is clear that **a suitably structured service could generate over 1million extra journeys a year.**

These figures are not to show the lost '*fare box*' revenue (£10m+?) lost by the rail operators, but to remind the Committee that transport is just a means to an end, which is to maximise economic and social benefits. The loss of rail journeys highlights the suppression of these benefits within the growing communities from Gloucester to Bristol.

Historically, this area has enjoyed shared interests in Trade, Transport, Wool and Aviation etc; Hi-Tech and Sustainability are recent additions. Nevertheless thousands of workers, businessmen, students, sports fans, leisure & tourist visitors etc can only make their journeys via the M5 and congested roads or not travel if they can't go by road.....unless there is an effective rail service. In future, for example, SGS College will continue with its core campuses mutually inaccessible by sustainable transport, The Arena's catchment area will be diminished, as will the restored Stroudwater Canal.

Overall, the Bristol area will be the greatest loser in economic and social terms.

This statement seeks the Committee's support for the right framework for better rail services along the Gloucester, Stonehouse/Stroudwater, Charfield and Yate to Bristol corridor. Those elements outside the direct WECA jurisdiction and provision will benefit from any supportive action that the Joint Committee can include in its plans.

(NOTE : As a transport economist and railway planner of 35 years' experience, I shall be happy to explain my analyses and conclusions to your planning advisors.)

Robert Crockford 18/09/18

Statement from David Redgewell on behalf of Bus Users UK and South West Transport Network

For :

WECA –

- Committee & Joint Committee 28 September 2018

Statement:

On behalf of Bus Users UK I am asking the Mayor to use the additional £1.2m of transport funding recently committed to subsidise important bus services in the region, specifically (a) evenings , Saturdays and Sundays on Service 2A, (b) Park And Ride at sites serving Bristol City Centre on Sundays and (c) the Service 10 (previously Wessex) that ran Lyde Green – UWE – Patchway – Southmead Hospital. I have been contacted by workers who are really struggling to get to work in a reasonable travelling time and these important services need subsidy. Can I also urge the Mayor to ensure that WECA officers are working closely with BANES and Somerset Council to support bus services that cross the boundaries and are at risk.

David Redgewell – Bus Users UK and South West Transport Network

Statement to WECA Committee and West of England Joint Committee, Friday 28 September 2019, City Hall Bristol

1. Joint Local Transport Plan consultation: FOSBR will be actively participating in the JLTP consultation. We continue to commend our FOSBR Rail Plan 2018, which is based on our 2016 rail survey in which 700 people participated.

2. MetroWest Phase 1 - FOSBR suggests that N Somerset Council considers seeking third party private and corporate investment for the £48 million shortfall for the Portishead Line, and urges that the MetroWest Phase 1A signalling works at Avonmouth and some turnback strategy for Bath (such as turning back at Chippenham or Westbury) be completed soon so as to expedite the delivery of the long-awaited half-hour service from Avonmouth to Bath, hourly to Severn Beach.

3. Severn Beach Line – FOSBR has been engaging with GWR and Network Rail on the continuing delays and cancellations on the Severn Beach Line. We urge that WECA contribute financially to provide sustainable solutions – such as extra rolling stock, helping to fund 40-minute buses between Avonmouth and Severn Beach - and engage with Network Rail on the outstanding issues with the BASRE resignalling, namely the 10 mph limit at Temple Meads, and optimising the Automatic Route Setting software for Filton Bank. While completion of Filton Bank will resolve many issues, we note that the Class 150 trains operated well up to July 2017 without four-tracking in place. We also ask WECA to consider working up proposals for selective double-tracking of the Severn Beach Line as the single-track sections are highly sensitive to delays.

4. Infrastructure – FOSBR welcomes the WECA funding of £2m for the Temple Meads Masterplan and urges that Station Street and a bus exchange on the Friary should be delivered soon as a first stage. FOSBR urges that WECA continue to lobby government to fund Bristol East Junction and to open discussions on using the Westerleigh freight line to optimise Westerleigh Junction.

5. Henbury Loop – In the light of the recent announcement of the proposed Brabazon Hanger location for the Arena, we urge that WECA reconsider the proposals for the Henbury Loop, especially those not in the original 2015 plans, such as running from North Filton through the Filton Rail Diamond to Bristol Parkway (as the nearest station on the electrified Paddington line), decoupling the St Andrew's Gate, West Town Rd and Avonmouth Station level crossings to reduce barrier down time, and improving the road access to Holesmouth Bridge. Please also consider Chittening Station.

6. Bristol Airport – FOSBR notes the Airport's wish to expand, and would ask that before this happens that Bristol Airport commit to providing public transport for all existing customers, including restoring a rail-bus link to Nailsea and Backwell station. This station already has a half-hour train service and regional GWR connectivity to Cardiff, Gloucester and Taunton as well as a mere 11-minute road transit time to Bristol Airport. We urge that WECA work with GWR to complete the ramp access to Nailsea and Backwell and consider creating space for a minibus stop in the car park. This would obviously be a supplement to the existing Bristol and Weston Flyers but would suit executive short-stay business travellers due to the much reduced journey time to the airport. An exploratory postcode study should be initiated soon.

7. Pilning - FOSBR would wish to point out that if a temporary Pilning footbridge is delivered (for £2 million) in 2018, a commuter service could be delivered in the May 2019 timetable as one of WECA's contributions to the current Clean Air proposals and illustrative of the potential for rail as the only long-term solution to both the regional congestion and regional air quality concerns. We have already attended a DfT CrossCountry Franchise consultation event and urge WECA to join us in requesting a trial daily commuter stop at 07:30 at Pilning on the 07:00 Cardiff to Manchester stopping service as this is the optimum time of day for commuters both to and from Pilning, Severnside and Thornbury. We remind WECA that they supported increased passenger services to Pilning when responding to the Great Western Franchise consultation.

This page is intentionally left blank