

AGENDA ITEM 8 – ITEMS FROM THE PUBLIC

Details of statements and questions submitted to the meeting are attached.

Please note: the meeting on 1 February 2019 was opened and then adjourned due to adverse weather conditions. The meeting reconvened on 15 February 2019. All items received from the public for the 1 February meeting were carried forward to the reconvened meeting on 15 February.

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Agenda item 8 – Items from the public

Statements received

1	David Redgewell Public funding for bus services
2	David Redgewell Light rail / bus issues
3	Alan Morris Funding for walking and cycling improvements
4	Cllr Martin Fodor, BCC Procurement strategy and Social Value
5	Max Langer Bus Franchising for the West of England

Statement 1

Submission to WECA Budget Meeting 18th Jan, WECA Scrutiny 23 Jan , WECA Committee & Joint Committee 1 Feb

Public Funding for Bus Services

We are very concerned over the lack of agreed funding and commissioning of bus services that required by the local communities that are not commercially viable. These lack of services are now severe hardship and isolation. WECA have a duty to provide a bus strategy and then to commission such services. This is a particular issue in rural communities such as the 179 which runs from Bath to Midsummer Norton which have no evening, Saturday or Sunday services. In Bristol the 36 and 96 have no evening or Sunday services. Also there are still gaps in provision that need addressing.

Since the creation of the Combined Authority the powers and duties have transferred so we need to see adequate provision of services by the Combined Authority and the budget spent. There are also duties to work closely on cross boundary services especially with North Somerset. We also wish to see a prompt resolution to the MetroBus provision on the South Bristol loop. We welcome the T3 service at Bristol Parkway but the MetroBus infrastructure needs to be built rapidly as the service has started running.

We wish to see budget include the provision for officers to carry out bus and rail services and infrastructure.

David Redgewell, Bus Users UK and SW Transport Network.

Statement 2

Statement from Mr D Redgewell on behalf of South West Transport Network and Bus Users South West

LIGHT RAIL ISSUES

Bath - Warmley light rail consultation (Light rail around Bristol and Bath)

We want to see the budget for the light rail consultation studies in the Greater Bristol area to be fully protected and support the principle of a light rail route to Bristol Airport as a top priority and later to Bath especially from Lambridge across the City to Newbridge which could then make use of the light rail corridor to Bristol through Bitton, Saltford, Kelston, Warmley to Yate and East Bristol via Mangotsfield, Staple Hill and Fishponds as well as linking into the RUH at Weston, the new Bath Spa Art & Design College at Weston Lock and Park & Ride sites which need to be co-ordinated with the Bristol Mayor's rapid transit project. The two schemes must link to Warmley and Emersons Green and the Avon Valley Railway steam services should be retained at weekends, during school holidays and for Santa Specials and other events. Provision should be made for a continuous cycle/walkway between Bristol and Bath where possible.

The Callington Road rail corridor on the former North Somerset Railway alignment to Radstock must be safeguarded for light rail use and an alignment identified to gain access to the Stockwood/Whitchurch area also serving new housing at Hengrove Park (on the former Whitchurch airport site). The railway corridor from Yate to Iron Acton, Tytherington and Thornbury must also be safeguarded for future tram-train services to serve the proposed new housing.

The implementation of light rail will help bring the City region into line with EU emission and clean air targets together with clean fuel buses and taxi's.

We would only support a light rail scheme which minimises the amount of tunnels required and is at street level wherever possible to maximise accessibility to avoid the need for lifts and stairways thus reducing infrastructure costs.

A future extension of the light rail line towards East Bristol would provide economic and employment benefits to those living in the Bristol BS5 area (which still has higher than average levels of employment and social deprivation) by improving access to employment/study opportunities around the North Fringe, the Emersons Green Science Park and the new Bath Spa University (Emersons Green).

The light rail corridor to Odd Down is welcomed, however the majority of the traffic is to the Somer Valley at Peasedown, Radstock and Mid Somer Norton and therefore an extension of a rapid transit system to this area would be beneficial. An evaluation of the Somerset and Dorset railway corridor is also required as Norton Radstock is an enterprise zone and needs public transport improvement.

A new light rail station at Warmley could be an interchange for buses in the Kingswood area and one at Fishponds station would be suitable for the 5/17/48/48A/49/Y2 and Y5 bus services.

There should be improvements to MetroRail services to Bath, Westbury, Clifton Down (to Severn Beach), Gloucester via the Filton Bank and the Henbury loop.

South West Transport Network think that the Arena at Filton should have sufficient coach parking close to the site with MetroBus stops, coach stops and bus stops at this location together with Park &

Ride services to Brislington, Parkway, Portway, Ashton Vale, extra trains from Bath and West Wilts, Taunton, W-S-M, Cardiff, Newport, Patchway, Filton, Yate, Gloucester, Cheltenham, Severn Beach via Clifton Down, Henbury loop, Portishead and Swindon. There should be a 15 minute frequency for rail services on the Henbury loop which serve the Arena and a 10 minute shuttle bus service on main routes to it.

The new IEP trains need to operate from London and South Wales via Parkway to Filton North station for the arena, services from the South West, West Midlands to the Henbury loop station, coach parking will need to be provided, taxis, bus links Greater Bristol wide, links to Cribbs Causeway and hotels will need to be addressed.

We urge the City Council, WECA and Bristol Mayor's to address a full integrated transport plan for the Arena similar to those at Manchester Victoria or Wembley.

The Arena rail services will need to be included in the new rail franchise.

BUS ISSUES

Whilst we welcome fully the City Business plan, transport outcomes which are in-line with the congestion task group the main issue that we need to address is to get the MetroBus rapid transit network fully operational on all lines and routes especially the South Bristol link (Hengrove - Hartcliffe to the Floating Harbour and City Centre/Temple Meads) and the link via the M32 to UWE, Bristol Parkway, Aztec West and Cribbs Causeway along with routes already commissioned (Emersons Green - Bristol M3), Hengrove - Bradley Stoke and Cribbs Causeway M2).

We need to commission with public subsidy through WECA some of the start up services in South Bristol / North Somerset (perhaps X75, X76 to the City, Filton, Henbury, Patchway and Cribbs Causeway and across to Bristol Parkway and Emersons Green (MetroBus Phase 3).

We wish to see continued City Council support for the Brislington and Portway Park and Ride services.

There are concerns that if MetroBus is not successful then pushing forward with our first light rail rapid transit route to the airport could be more difficult. Equally, MetroBus needs to show good progress on interchanges at Temple Meads and Parkway so as to improve our chances of getting £47 million of MetroWest Phase 1 money for the Portishead and Severn Beach lines.

On integration we are concerned that the Bristol area MetroBus issues have not been addressed although Bristol has 20% growth on the Showcase routes in the City region including Bath operated by First, HCT Group and Stagecoach West :-

- 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.*

[6.no](#) details of Freedom Pass rail/bus ticket or the Avon/Bristol Rider tickets and bus ticket machines not registering Freedom passes.

The Mayor also wishes to follow Edinburgh and convert the Temple Meads - Ashton Gate route to the airport to light rail in the future.

What has happened to the Whitchurch – Hengrove Hospital – Hartcliffe - Bedminster – Temple Meads – City Route?

What has happened to the South Bristol Loop route?

- *Metrobus routes should have full access to Bristol Parkway Station and Bristol Temple Meads to enable full and easy interchange*
- *signage for MetroBus interchanges at Bedminster and Parson Street stations and harbour ferries is required.*
- *MetroBuses should serve Aztec West to Lydd Green via UWE*
- *The following locations should be part of the MetroBus network – Yate, Chipping Sodbury, Thornbury, Clevedon, Keynsham and Bath*
- *With the T1, T2 services to Thornbury there are issues with the design of the routes around the town and the need for bus shelter upgrades along the A38 at Alveston, Rudgeway and Thornbury.*
- *In the City centre and BRI there is no disabled access (castle kerbs). If the Yate (Y) services are to move from the bus station then the disabled access will need to be provided.*
- *If the Megabus & Falcon coach services are to move from Bond Street into the bus station (subject to agreement) there should be suitable capacity for them.*
- *Regarding Bristol Airport we support the future provision being for a mass transit light rail link along the South Bristol link/A38 as suggested in the Bristol Airport Towards 2050 Master Plan consultation.*
- *When the Portishead line reopens there needs to be a bus/rail interchange at Ashton Gate*
- *need for MetroBus/rail/ferry ticketing*
- *provision needs to be made for public toilets on MetroBus routes ie City Centre, Bear Pit, Ashton Park*
- *We want WECA/Bristol City Council to provide some public subsidy, at least initially, for MetroBus routes to get them established.*

There is a need to improve and deliver as part of the Metro Mayor's bus review a viable bus network in North and South Bristol, South Gloucestershire and North East Somerset.

Service 10 Southmead hospital - Patchway - Bristol Parkway station - UWE - Lyde Green must be reinstated along with service 16 Bristol Parkway - UWE - Fishponds (Lodge Causeway including the Hillfields estate) - Hanham - Longwell Green.

With recent Council cuts on service 17 Southmead hospital - Fishponds - Staple Hill - Kingswood - Keynsham (subsidy withdrawn on evening and Sunday services) and changes to the service 36 going from the City Centre to St Annes terminating at Brislington Wick Road. It should be noted that the last service 96 (the service 36 partial route replacement service) 96 (Brislington - Hengrove) departing Brislington Square at 19.23 with the last return service from Hengrove leaving Hengrove Depot, Entrance at 1830 (Mondays-Fridays) and no service 96 on Sundays whatsoever leaving sections of the community in South Bristol with very limited orbital public transport connectivity.

Revised services in North East Somerset eg service 179 Bath - Timsbury - Radstock have resulted in cuts with no Saturday or Sunday services and no weekday evening services and on service 178 Bath - Radstock evening and Sunday services have also been cut so it is extremely important to protect the bus network and not reduce journey opportunities for the general public who depend on them.

We want to see continued support for the subsidised bus services that many residents depend on for access to jobs and crucial services. The Mayor must discuss with WECA where the additional money for bus services is going to be found. We have been contacted by residents hit by recently withdrawn services from Wessex. We need to see subsidy important bus services in Bristol, 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 Lydd Green – UWE – Patchway – Southmead Hospital. We also want service 16 Longwell Green - Bristol Parkway reinstated and the maintenance of service 36 at its current level. We note cuts in service 17 which will effect both patients relatives and hospital staff. Workers are really struggling to get to work in a reasonable travelling time and these important services need proper subsidy. We urge the Mayor to ensure that WECA officers are working closely with Bristol and South Gloucester officers on cross boundary routes otherwise orbital routes will become unuseable due to country bus type level service frequencies. The City of Bristol has considerable problems with bus stop rutting eg Fishponds Road by Morrisons supermarket (inbound and outbound stops).

We support the extension of the Bus Shelter advertising concession on the agenda but are disappointed that the replacement of 300 shelters due to finish in 2020 has been delayed for a year. Part of the delay is due to MetroBus but surely this should have been counted as extra infrastructure and not reliant on current spending. We ask that all infrastructure is high quality and accessible for all to ensure that this essential part of public transport adds to the experience and is not a barrier.

Sufficient resource must be given to keep the shelters clean and free of graffiti and to make sure they are well lit. We ask that because of the one year delay in completion, the programme is reviewed and the work scheduled for passenger benefit so that the most used stops are replaced first bringing benefits to the majority first and not the easiest or cheapest first.

DAVID REDGEWELL SWTN/Bus Users South West

Statement 3

Statement to WECA Committee on 1st February

From:
Bristol Walking Alliance
Bristol Cycling Campaign
Cycle Bath
Life Cycle UK
Living Street Bath
Living Streets Bristol
Sustrans

Statement: Funding for walking and cycling improvements

1) 15% commitment

Following the Cycling and Walking Investment Strategy (CWIS) Safety Review, the government is now "encouraging local councils to invest around 15 per cent of their local transport infrastructure funding over time on safe and efficient cycling and walking infrastructure". We urge WECA and its constituent councils to make that commitment, and to include the commitment in the final version of the Joint Local Transport Plan, and to demonstrate that the planned schemes and packages listed in JLTP deliver on that.

2) Transforming Cities Fund

The Government announced the £1.7bn Transforming Cities Fund in the November 2017 budget, with some of the initial funding going to the six mayoral Combined Authorities on a per capita basis. WECA received £80m, with a further £23m announced in the November 2018 budget. The money is for public and sustainable transport improvements in intra-city connectivity. A year after the funding was announced, WECA has yet to make any public announcement about how the money will be spent, but it appears that most of the money will be spent on rail and other public transport, not walking and cycling. By comparison, Greater Manchester received £243m and in June 2018 announced that it was allocating £160m (60%) to its Beelines walking and cycling project. We urge WECA to allocate at least 15% of its Transforming Cities Fund to walking and cycling.

Alan Morris
Chair, Bristol Walking Alliance

Statement 4 – Cllr Martin Fodor

Statement to WECA Committee on 1st February

Item 17 - Procurement strategy and Social Value

I note that item 17 on the agenda for WECA is to approve a Combined authority procurement strategy.

Of course the authority needs to develop its own procurement policies. My concern is how little it has to say about social value.

The strategy WECA has adopted for the region says its published aims include “to be a driving force for clean and inclusive growth.”

The best way to do this must be to ensure that in its spending it gains benefits for the environment and the local communities of the region. I therefore read through the strategy seeking evidence you are using your powers under the Social Value Act to assist this. Para 9 says the details are likely to include creating social value through procurement.

Yet the power to do this seems to be neglected: your statement on procurement simply suggests the framework will be based on principles including, simply:

“Social Value – Support local economy and long term skills development in the region.”

This makes me concerned that you think social value is just about skills and economic activity. The Act allows procurement to incorporate a range of far wider environmental and social benefits and gains, all sorts of contributions to wellbeing, inclusion, communities you work in, and the local and global concerns across the region, which can be seen in the recent updating of Bristol’s social value strategy - see BCC Cabinet 22nd January - Social Value Policy Refresh.

I’m therefore keen to hear at item 17 how members of the Authority wish to see this aspect used more effectively. It would be a considerable loss to the region if the authority fails to gain all the additional benefits. Please don’t disappoint.

Martin Fodor
Redland ward Green Party councillor, Bristol

Support Bus Franchising for the West of England

Bus services in Bristol and across the region are not serving residents effectively. Mass disruptions, cancellations and an unreliable service has led to a drop-in trust in services. Without this trust, residents are forced to use their cars, congesting our streets and polluting our air.

This anger is what led me to start the ‘Take Control of Bristol’s Buses’ campaign which has so far garnered around 2,500 signatures. We are calling on you as our elected representatives to work towards a bus franchising system for our region so that we can build a transport system that works properly for our communities. I hope to return here to present the petition in the coming months. The Bus Services Act of 2017 gives you the franchising powers to overhaul the current unregulated system and bring order to our transport chaos. These powers are currently being investigated by the Greater Manchester regional authority and we ask that you follow suit.

With these powers you can bring accountability to our system. Our elected representatives will be given the teeth they need to deliver services that help our communities. Services should connect all of our city and not leave entire areas behind. Fares and discounts can be chosen to help groups that rely on our service, giving them welcome relief from recent fare rises.

Franchising powers will also allow us to set ambitious targets to fight pollution our city. Buses cause around 20% of nitrogen emissions in Bristol, whilst making up only 1% of traffic. Franchising gives us the power to cut this 20% drastically and so achieve the air quality that residents deserve.

Finally, we will be able to tackle the unfair monopoly that stifles competition in our city. Through fair tendering of routes, all bus companies may fight on a level playing field, bringing new competitors to our region, driving up standards. A complacent monopoly does not help our region to thrive, we need new ideas.

We are relying on you to take action where those before have not. Through franchising we can rebuild trust in our bus service that has been diminished over decades. So, we ask you to think big and take the radical steps we need to fix our transport woes.

WECA COMMITTEE – 1 FEBRUARY 2019

QUESTIONS AND REPLIES

The following questions were submitted by the deadline (full details enclosed):

- 1. David Redgewell - Subject: questions on various transport matters**

Questions from David Redgewell (10 questions submitted)

Subject: Various transport matters

1. What arrangements have been made by WECA to commission non-commercial bus services and when will these arrangements start?

REPLY:

Bus service tenders are currently being undertaken by the constituent councils under their joint responsibility with WECA. Members of the Combined Authority Committee agreed on 30th November 2018 that the delivery of this function should, where practical, be carried out directly by the Combined Authority. Work to develop a transition plan is underway and progress will be reported to a future meeting of the committee.

2. What budget will be available for subsidised bus services through WECA in the Bristol, South Gloucestershire and BANES areas for 2019/2020 as under the 2017 Bus Services Act WECA have this responsibility?

REPLY:

The relevant budgets set for 2019/20 are:

Concessionary Fares:	£12.445m
Community Transport	£ 1.690m
Bus real time info.	£ 0.602
Total:	£14.737m

The responsibility for the provision of supported bus services is shared between WECA and the constituent councils. For the 2019/20 financial year, as for previous years, funding for supported bus services will be allocated by the constituent councils themselves from their own budgets.

3. What arrangements do WECA have in place for subsidised cross boundary bus services with North Somerset, Gloucestershire, Somerset and Wiltshire?

REPLY:

The responsibility for the provision of supported bus services is shared between WECA and the constituent councils. For the 2019/20 financial year, as for previous years, designation of and funding for cross-boundary supported bus services will be undertaken by the constituent councils, who have an existing method of collaboration for cross boundary work.

4. Who is responsible for Real Time Information on bus stops and other bus infrastructure in the Bristol area as it is regularly not working correctly – and what is being done to rectify it as soon as possible?

REPLY:

Bristol City Council is currently coordinating the provision and maintenance of `Real Time' passenger information on behalf of the Combined Authority and North Somerset Council. The councils are working closely with the provider and operators to monitor and improve the performance of the system and have identified a number of issues that suppliers to both councils and operators are resolving.

5. What progress is being made on the provision of MetroBus services for Bristol Parkway?

REPLY

The infrastructure required to enable an extension of services into Bristol Parkway station is being progressed by South Gloucestershire Council in dialogue with First Great Western.

6. What progress is being made on providing a MetroBus service on the South Bristol loop?

REPLY:

The Metrobus Board is having discussions with operators on the future provision of services on the South Bristol Link and there is an in principle agreement to provide a service. Although no firm time can be provided at present we are optimistic that a solution can be found.

7. Is there any progress on putting in extra MetroBus stops in Whitchurch and Bamfield?

REPLY:

The Metrobus Board has accepted in principle that a stop at this site meets the agreed standards for distances between stops to maintain Metrobus as a mass rapid transit service. However, at present the funding for a stop that meets the high standards required by Metrobus has not yet been fully identified.

8. What date will the Integrated Transport Unit be operational, where will it be located, how will it be staffed and will it cover all bus, rail, ferry and transport planning functions?

REPLY:

It is envisaged that some Transport Authority functions would transfer to the Combined Authority during 2019/20, options are being considered at present, with a view to developing an implementation and transition plan that will be presented to a future committee. In the interim period, the current arrangements for the delivery of these functions remains unchanged.

9. Can WECA give an assurance that the transport publicity that they are responsible for will be accurate and mistakes corrected shortly and they will not wait until there is a refresh ready for the summer to correct mistakes?

REPLY:

The provision of bus service information (including real time information) is currently undertaken on WECA's behalf by its constituent councils. Members of the Combined Authority Committee agreed on 30th November 2018 that the delivery of this function should, where practical, be carried out directly by the Combined Authority. Work to develop a transition plan is underway and progress will be reported to a future meeting of the committee.

10. What arrangements are being made to ensure that the public feel safe when using public transport and that the activities of Avon & Somerset Police, The British Transport Police and other enforcement bodies are being co-ordinated and anti-social behaviour, graffiti and vandalism are being tackled?

REPLY:

WECA's constituent authorities continue to work closely with enforcement bodies and public transport operators to improve public safety. Improving safety and security is a core objective in the West of England Joint Local Transport Plan 4, on which public consultation is scheduled to start on 6th February.

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