

**5. ITEMS FROM THE PUBLIC (PETITIONS; STATEMENTS; QUESTIONS)**

5 - 12

If you wish to present a petition or make a statement, you are required to submit this by 12 noon on the working day before the meeting by e-mail to [democratic.services@westofengland-ca.gov.uk](mailto:democratic.services@westofengland-ca.gov.uk) For this meeting, this means that your submission must be received in this office by **12 noon on Wednesday 20 February 2019**.

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](mailto:democratic.services@westofengland-ca.gov.uk) no later than 3 working days before the meeting. For this meeting, this means that your question(s) must be received in this office by the end of **Friday 15 February 2019**.

In presenting any statements at the meeting, members of the public can speak for up to 3 minutes each. The total time for this session is 30 minutes so speaking time may be reduced if more than 10 people wish to speak. All statements will be circulated in advance of the meeting to the committee members.

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## **Agenda item 5 – Items from the public**

### **Statements received**

<b>1</b>	David Redgewell Public funding for bus services
<b>2</b>	Christina Biggs, Friends of Suburban Bristol Railways and Transport for Greater Bristol Alliance

## Statement 1

Submission to WECA Budget Meeting 18<sup>th</sup> Jan, WECA Scrutiny 23 Jan , WECA Committee & Joint Committee 1 Feb, WECA Audit Committee 21<sup>st</sup> 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.

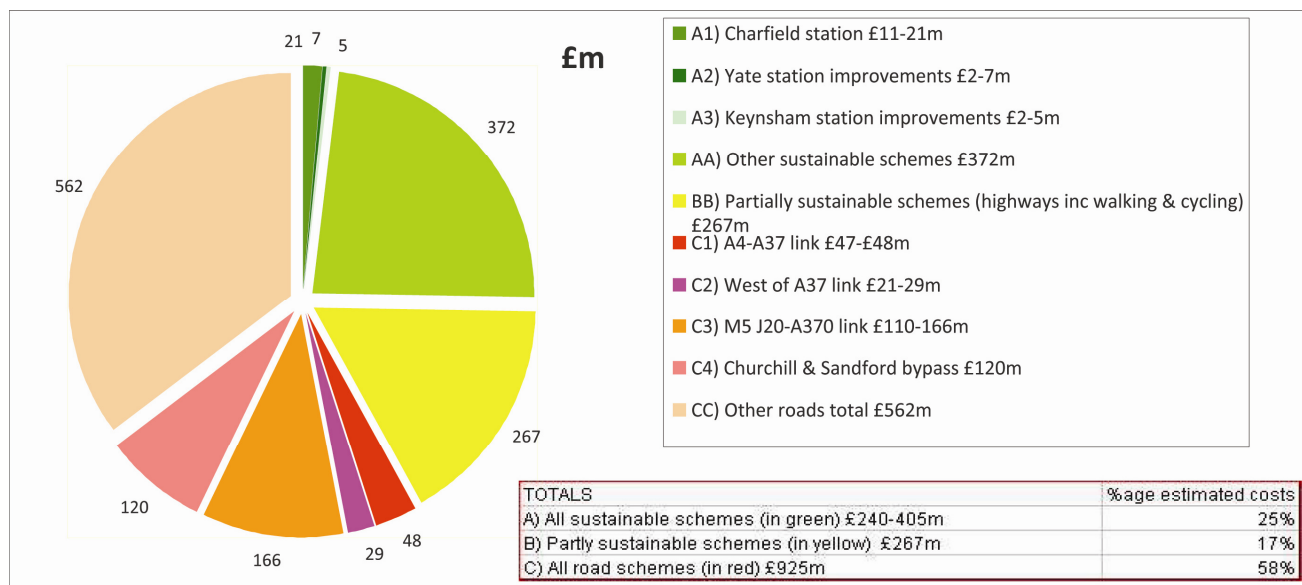


**Friends of Suburban Bristol Railways and Transport for Greater Bristol Alliance  
Joint Statement to WECA Audit Committee  
Thursday 21 February 2019 at 10am, WECA Offices, Rivergate, Bristol**

**Preamble:** We the undersigned are concerned at recent indications that WECA are neither prepared to use their considerable devolution funding to subsidise either existing or new conventional bus services, nor to deliver existing rail infrastructure schemes such as the Stapleton Road ramp, nor to provide revenue funding for the MetroWest rail schemes.

We are also dismayed at the number of schemes in the JLTP4 that are road improvements rather than public and active transport. We understood that the West of England Combined Authority was not created by DfT to steal Bristol City's transport budget to build out-of-town highway capacity and thereby increase in-town traffic jams as seems the case at present, but instead was intended for public transport and other investment appropriate to a economically thriving region beset with bad congestion and a rudimentary public transport system.

We therefore call on WECA to instead spend this taxpayer's money on delivering existing bus and rail schemes both with capital and revenue funding, investing in station reopenings, air pollution controls, city centre traffic access planning, Workplace Parking Levy, and a modal shift model, as well as strategically placed Park and Ride schemes, preferably situated at rail stations.



**Specific issues:**

1. We commend the attached FOSBR Rail Plan 2018, the TfGB Bus Plan 2018, The Good Transport Plan 2017 and the Mayoral Transport Pledge signed by all mayoral candidates save one.

2. We note that in December a separate Infrastructure and Investment Delivery Plan (IIDP) was set up, ostensibly to deliver the infrastructure for the Joint Spatial Plan. We are concerned that this may simply become a vehicle to deliver the recommendations in the Emerging Findings and Transport Topic paper, where the officers and Inspectors seem to be overwhelmingly focused on delivering road schemes to enable traffic flow, whereas it is well known that enabling traffic flow at perceived

pinch points will only cause congestion in other areas and will simply encourage growth in private road transport until limited by congestion.

3. Our suggestion is therefore for WECA to instead regard the IIDP as a vehicle for the delivery of the most environmentally sustainable schemes, being public and active transport. We reiterate the request made to WECA Committee on Friday 15 Feb for 15% of the funds to be spent on cycling and walking schemes.

4. We call on the Audit Committee to scrutinise and improve the terms of reference for the IIDP, and to specify stringent low-carbon and low-NO2 criteria for allowing inclusion of schemes in this fund.

5. We also request that this IIDP should be resourced by adequate revenue funding for subsidy of existing bus and rail services to meet the current commitments to deliver MetroWest Phase 1 and 2 and the Greater Bristol Bus Network, and in the future to deliver the most sustainable schemes in the JLTP4, prioritised ahead of legacy road schemes.

**6. Looking forwards to the JLTP4**, we also request that the audit committee look in detail at the environmental performance of the schemes identified in the consultation draft of the JLTP4. We ask you to examine:

a) How WECA intends to meet the carbon reduction targets for transport set by the Committee on Climate Change by 2050 (51 and 57 per cent reductions of the Government's fourth and fifth carbon budgets (2023-2027, 2028-2032), and 80 per cent by 2050)

b) How WECA might bring forward a more challenging target set by the Intergovernmental Panel on Climate Change which aims to limit global temperature increase to 2 °Celsius by 2030.

c) How WECA will assist BANES, S Glos and BCC with delivering Clean Air Plans and achieving compliance with NO2 legal levels in both the short and medium term.

We look forward to the promised WECA Transport Forum meetings where we will be happy to discuss our ideas in more detail.

Christina Biggs (FOSBR)  
Martin Garrett (TfGB)



**Transport for  
Greater Bristol  
Alliance**  
Campaigning for  
Integrated Transport



## Mayoral Candidate Public Transport Pledge April 2016

We the candidates for the Mayor of Bristol pledge to bring about a cleaner and less congested city of Greater Bristol, by basing our transport policies on the themes of the Good Transport Plan, and ensure that the majority of transport funding via devolution is dedicated to sustainable transport and local greener streets.

1. **Governance:** Make sure any proposed West of England arrangements have a transparent and publicly accountable governance, with a team of transport planners to consult the public and stakeholders on developing a region-wide and ambitious sustainable transport strategy and to develop links with employers and schools to improve Bristol's transport options and reduce air pollution. Develop funding streams such as a workplace parking levy on car commuting.

2. **Rail:** Make sure MetroWest Phase 1 (Portishead and half-hour "Unite the City" through services between Portishead, Severn Beach and Bath) is prioritised and delivered to the current schedule – making sure Network Rail keeps Filton Bank four-tracking to schedule, delivers the remodelling of Bristol East Junction and the proposed "passengerisation" of the Henbury Loop to deliver a minimum of a half-hour service to all current West of England stations. Immediately plan for future MetroWest phases.

3. **Bus strategy:** Deliver a bus network that serves the whole city in a systematic and logical way, with smart ticketing, radial and orbital and suburban feeder routes, and with a frequent and reliable service. Safeguard and extend bus lanes (especially in the city centre) to increase passenger confidence for the daily journey.

4. **Rail-Bus interchange:** Promote a Temple Meads Spatial Plan including the proposed passenger tunnel through to the Arena and an integrated rail-bus interchange on Friary. Investigate the development of rail-bus interchanges such as at Filton Abbey Wood and Nailsea and Backwell.

5. **A fair deal for taxi drivers:** Representation on the planning team; permission to use bus lanes; fair licencing; a disabled taxi-card scheme.

6. **Bristol Centre.** Celebrate this beautiful city by developing the Floating Harbour as a focal point, and create an iconic city centre free of unnecessary through traffic, pleasant and safe and easily navigable for cyclists and walkers of all ages.

Signed, the Mayoral candidates:




## What we could achieve together

## What we want to achieve



See a **significant increase** in the number of people using **public transport**

**Reprioritise the city centre** for **walking** and **cycling**, developing **major new routes** that help to link different parts of the city



Strengthen **local communities** through **innovative street design** that puts neighbourhoods and its **residents first**



Enable **all children** to have the option to **walk**, **scoot** or **cycle** to school and **play outdoors** where they live



See a growing proportion of **vehicles** on our roads that use **ultra low emission technology**

# What we want to achieve

In the next 5 to 10 years we could:

Develop and secure funding for a **clear, ambitious and deliverable plan** to achieve step-change in our **public transport infrastructure** and **walking and cycling networks** over the next 50 years

**Halt and reverse air pollution** caused by transport in our city and become a **European leader in air quality**



Double the number of people **walking or cycling** for **everyday journeys under 5 miles**



**Increase** the number of businesses who use **freight consolidation centres**



Create **pedestrianised areas** across the city centre with **open and dynamic spaces** for retailers that will help to ensure **economic vitality**

See the majority of people **walking, cycling** or using **public transport** for their **journeys to work**

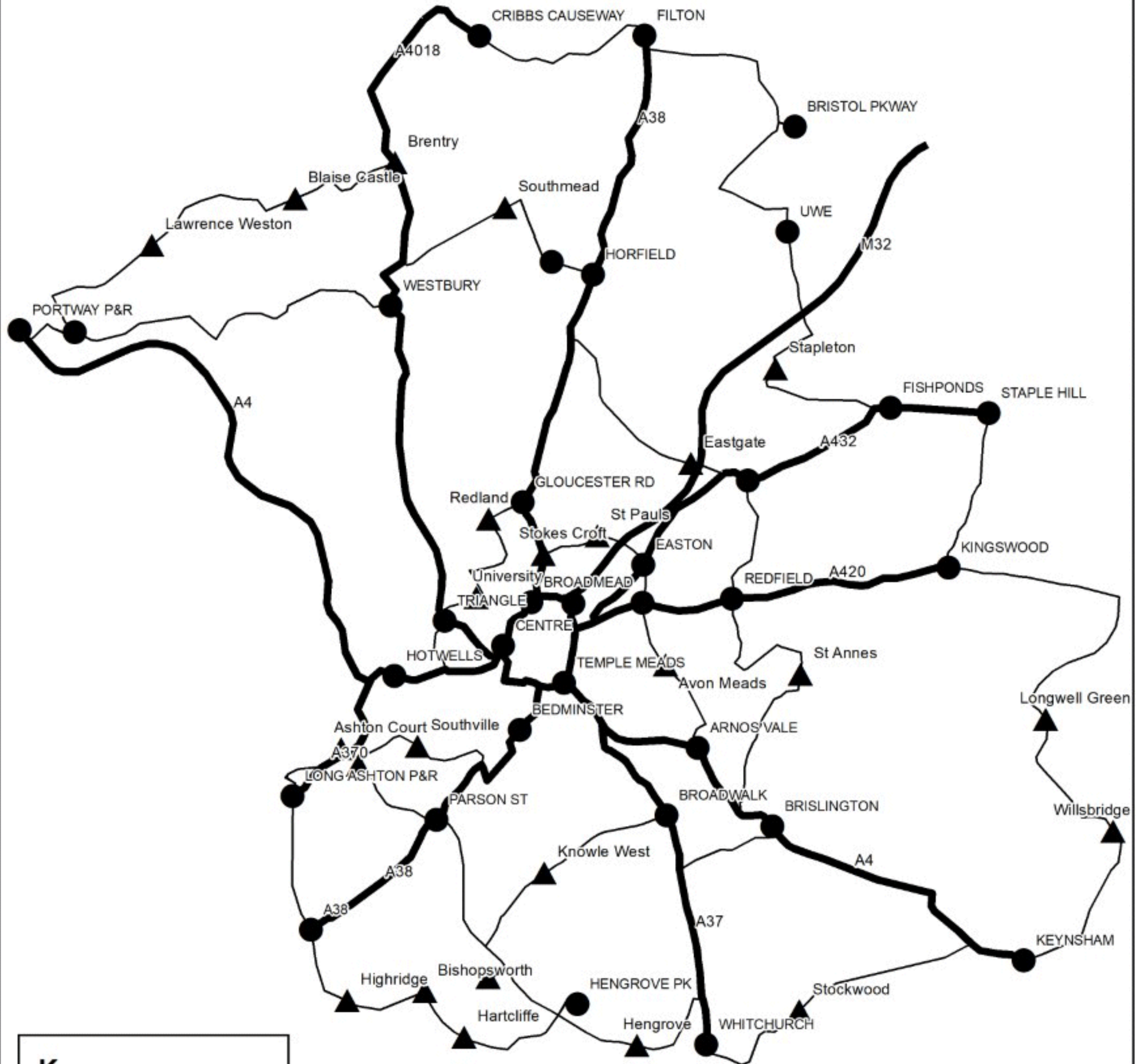


Create a city where everyone embraces and celebrates the **culture of sustainable travel** and which sees **walking, cycling** and **public transport** use as the norm for the majority of journeys



# TFGB Bus Plan

## Trunk and Orbital Routes



### Key

- Trunk Routes
- Orbital Routes
- Bus Hubs
- Other Destinations

## The Future of MetroWest

