

Public Document Pack

6. ITEMS FROM THE PUBLIC (PETITIONS, STATEMENTS AND QUESTIONS)

5 - 16

If you wish to present a petition or make a statement at this meeting, 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

For this meeting, this means that your petition/statement must be received in this office by **12 noon on Tuesday 26 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 by 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 **Thursday 21 February 2019**.

In presenting any statements at the meeting, members of the public are generally permitted to speak for up to 3 minutes each. The total time available for this session is 30 minutes so at the discretion of the Chair, speaking time may sometimes be reduced depending on how many public items are received. Please note that all public items will be circulated in advance of the meeting to the committee members

This page is intentionally left blank



Agenda item 5 – Items from the public

Statements received

| | |
|---|--|
| 1 | David Redgewell Public funding for bus services |
| 2 | Christina Biggs, Friends of Suburban Bristol Railways and Transport for Greater Bristol Alliance |
| 3 | David Redgewell Light Rail around Bristol and Bath |

Statement 1

Submission to WECA Budget Meeting 18th Jan, WECA Committee & Joint Committee 1 Feb, WECA Audit Committee 21st Feb, WECA Scrutiny 27 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.



Transport for Greater Bristol Alliance
 Campaigning for Integrated Transport

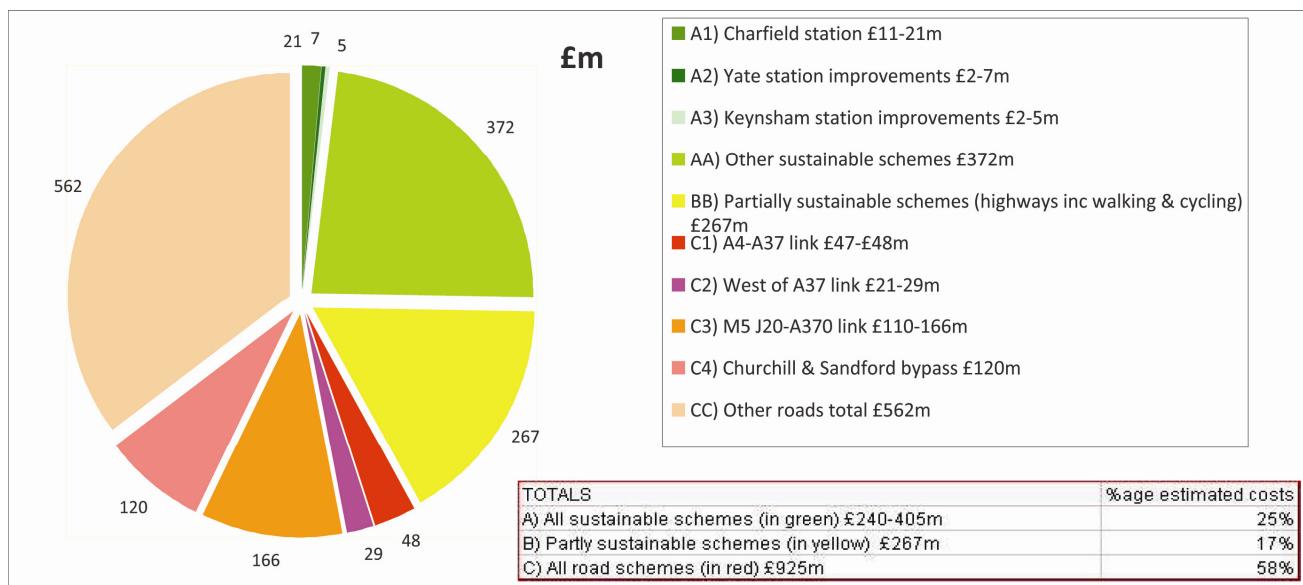


**Friends of Suburban Bristol Railways and Transport for Greater Bristol Alliance
 Joint Statement to WECA Audit Committee
 Thursday 21 February 2019 at 10am, WECA Offices, Rivergate, Bristol**

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.

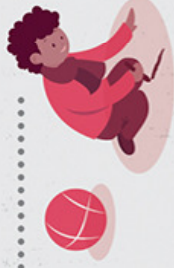
1. **Governance:** Make sure any proposed West of England arrangements have a transparent and publicly accountable governance, with a team of transport planners to consult the public and stakeholders on developing a region-wide and ambitious sustainable transport strategy and to develop links with employers 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:

| | | | | |
|--|--|--|--|--|
| | | | | |
| | | | | |



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

What we want to achieve

In the next 5 to 10 years we could:



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

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**



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



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



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



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



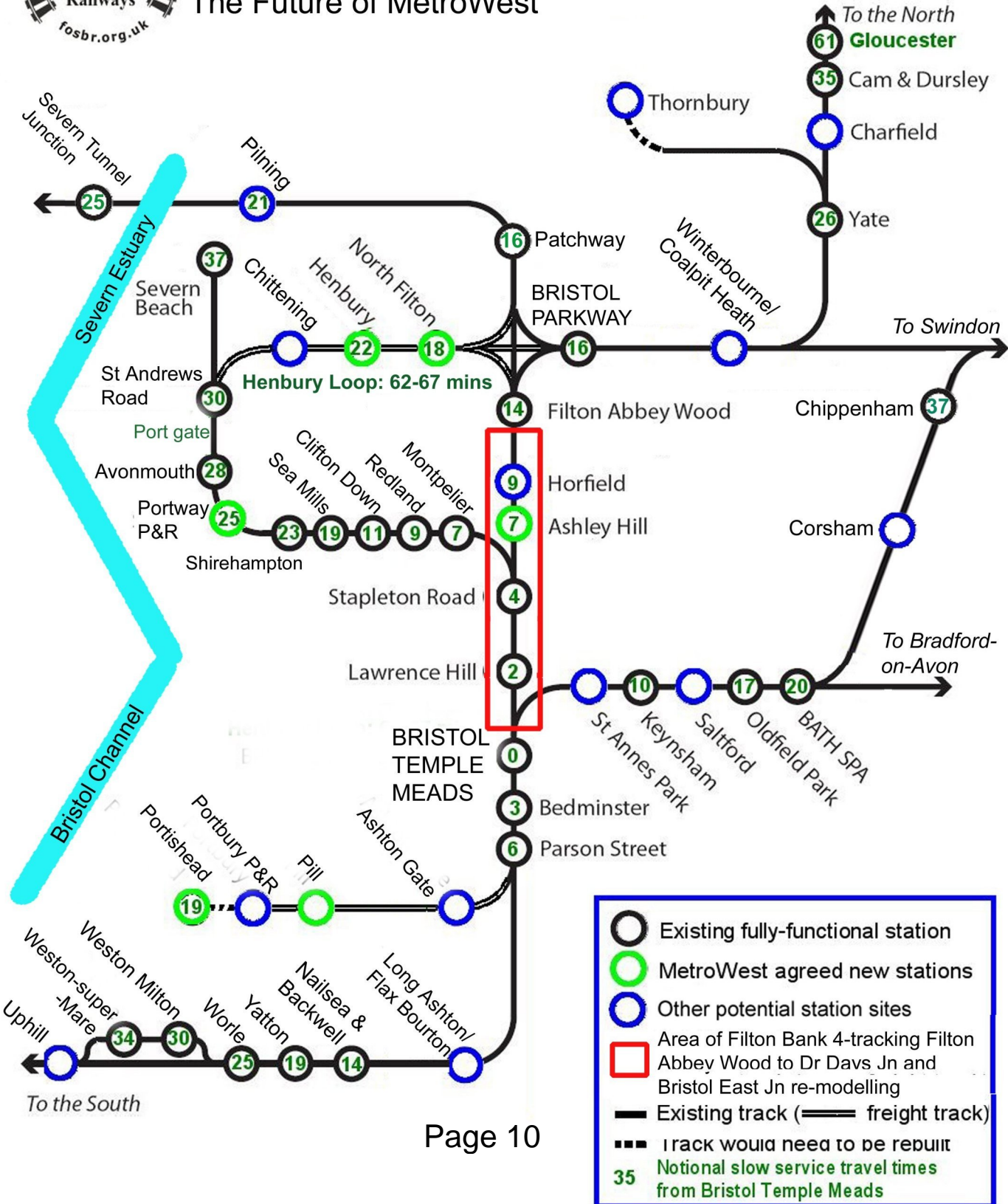
Key

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



The FOSBR vision: Rail as the backbone of the public transport network and more specifically as the rail component of the Joint Local Transport Plan of the West of England Combined Authority (WECA)

The Future of MetroWest



Statement 3

Submission to WECA Scrutiny 27 Feb

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 principles 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. Retention of Avon Valley Railway steam services at weekends. Provision should be made for a continuous cycle/walkway between Bristol and Bath where possible. 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. The light rail system should include the link up to Whitchurch via the former North Somerset Railway corridor to Callington Road thence on the ring road to Hengrove to the Whitchurch airport new housing development site and then to Bristol airport using design studies from the Avon County Council "Westway" light rail project as a template. This information could also be used as part of the current Bristol airport light rail study.

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. What evaluation of the Somerset and Dorset railway corridor has been carried out as Norton Radstock is an enterprise zone and needs public transport improvement.

The route to Bath University seems to have gradient constraints and requires considerable engineering works and it should also be noted that all LRT schemes approved in the UK have been conurbation wide eg Midland Metro (Birmingham - Wolverhampton), Greater Manchester, Nottingham and Croydon and will require DFT funding and approvals in the long term and in the short term to be in the Metro Mayors joint transport plan. A study needs to be carried out on these corridors.

Bus/Rail integration

This is required at Bath Spa station and other locations where light rail might possibly connect with buses. Across Europe and Greater Manchester/London rapid transit is fully integrated into the bus network. We need to make progress on bus/rail integration at Temple Meads as the proposed Temple Gate stops do not work for passengers.

On rail we welcome the work on disabled access at Stapleton Road and Patchway but the Stapleton Road temporary ramps do not provide good access without grab rails.

There should be investment in MetroWest between Westbury, Bath and Bristol currently out for consultation with the DFT as part of the GWR franchise with First Group as the operator until 2022. This could include a business unit for Bristol and Bath, Somerset, Gloucestershire and Wiltshire & Greater Bristol.

SWTN also want to see the GWR franchise kept as one complete business unit and not split up as proposed by the DFT. The GWR IEP electrification programme should also be completed in the shortest possible time to assist with high technology rail job creation opportunities in the region together with the Henbury loop rail project serving the proposed Arena.

There should also be a Greater Bristol business unit within the GWR franchise with devolved powers similar to the West Midlands and Greater Manchester PTE's.

Bus proposals can be included as should future schemes eg light rail integration and the Overground rail project in Bristol.

Arena issues

The Mayor and Metro Mayor should draw up a full transport plan with First Group and YTL if the Filton arena proposals are taken forward.

Regarding a shuttle train from Bristol Parkway to Temple Meads, taxi ranks, ferry terminal, service coaches and car parking including disabled spaces.

Construction of Station Street and bus interchange at the Friary is required as part of the new University campus development at Temple Meads.

Brabazon hanger

This location would need coach parking, MetroBus stops, coach stops, bus stops at this location and on 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 15 minute frequency services on the Henbury loop serving the Arena and 10 minute shuttle bus service on main routes to it.

The Class 800 IEP trains should 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.

If the Filton arena plans fall through for any reason then a Temple Meads Arena would need coach parking, MetroBus stops, coach stops in Avon Street, bus stops at this location and on Bath Road Park & Ride services from 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.

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/Wembley.

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

Bus strategy

Whilst there has been some investment in the rail network including Stapleton Road, Patchway station car park and Portway Park & Ride we are concerned over the lack of an overall bus strategy. Some bus shelters need upgrading, bus flags require repair/replacement and many don't have working lighting or real time information screens. There shouldn't be any further cuts in bus subsidies but more investment in the local bus network instead so the Metro Mayor must address these issues alongside any light rail proposals for Bristol and Bath especially where services like the 16 from Bristol Parkway to Longwell Green via Lodge Causeway have already been cut leaving residents with no buses. The 10 Lyde Green - Southmead hospital bus service should be reinstated as part of an improved orbital bus network. We are also concerned about the limited frequencies on routes 36, 96 and 179 to Radstock and reduction of the 17 service from Kingswood to Southmead to hourly (Monday - Saturday evenings) and cut on the later Sunday evenings.

Passengers interchanging between bus/rail routes should have accessible toilet facilities on key routes with money for maintaining/cleaning bus shelters/bus bays. These should include facilities at Shirehampton Green, Eastville Park and Fishponds Park. One way to fund public transport would be to use money raised by parking fees instead of spending it on non transport infrastructure projects like pavement repairs. These toilets are also used by bus drivers and passengers on routes around Bristol. Has an Equalities Impact Assessment been carried out regarding the closures and any new facilities. Of course in South Gloucestershire, BANES and North Somerset have protected these facilities as part of the network.

We remind you that the tourism industry in Bristol is worth £1.3 billion and we do not want the reputation damage to Bristol so these facilities including community toilets and private sector transfers must work.

WECA Transport Forum issues

We are concerned about the lack of progress for a rail and transport forum and the need to merge the congestion task force within any WECA group. We also must address the proposed Regional Transport Board.

On integration we are concerned about the lack of integration between MetroBus and the background bus network especially around North Bristol along the Bradley Stoke corridor.

We call on the Scrutiny Committee of WECA to take up the role of scrutinising the provision and procurement of subsidised bus services across the WECA region with immediate effect. There is a joint responsibility with the three LA's but we are concerned about the provision of services and of gaps being left. The primary responsibility lies with WECA.

We call upon the WECA scrutiny committee to make a statement on the bus strategy and explain what progress has been made, when it will be finished and how decisions are being made before the strategy is published.

We also would like the scrutiny committee to evaluate progress on MetroWest and also the Rail Station improvement works at Stapleton Road, Patchway, Portway P&R and the MetroBus interchange at Bristol Parkway.

DAVID REDGEWELL South West Transport Network/Bus Users South West

This page is intentionally left blank