

Minutes of the West of England Combined Authority Committee , Friday, 27 July 2018

Members:

Mayor Tim Bowles, West of England Combined Authority
Cllr Tim Warren, Bath & North East Somerset Council
Cllr Mhairi Threlfall, Bristol City Council
Cllr Toby Savage, South Gloucestershire Council

1	<p>EVACUATION PROCEDURE</p> <p>The Chair welcomed everyone to the meeting and introduced his colleagues around the table;</p> <ul style="list-style-type: none"> • Councillor Mhairi Threlfall attending on behalf of Mayor Marvin Rees from Bristol City Council • Councillor Toby Savage, from South Gloucestershire Council • Councillor Tim Warren from Bath and North-East Somerset Council <p>He drew attention to the evacuation procedure and reminded everyone that the meeting was being recorded and will be available on the website following this meeting.</p>
2	<p>APOLOGIES FOR ABSENCE</p> <p>Apologies were noted from:</p> <ul style="list-style-type: none"> • Mayor Marvin Rees, Bristol City Council <p>Professor Stephen West, Chair of the Local Enterprise Partnership</p>
3	<p>DECLARATIONS OF INTEREST UNDER THE LOCALISM ACTION 2011</p> <p>None were declared.</p>
4	<p>MINUTES</p> <p>Resolved:</p> <p>The minutes of the meeting on 2nd July 2018 were confirmed as a correct record.</p>
5	<p>CHAIR ANNOUNCEMENTS</p> <p>The Chair extended his thanks to South Gloucestershire Council for hosting this meeting at Kingswood Civic Centre, and was keen to share the following positive developments in the region:</p> <ul style="list-style-type: none"> • Government have announced this week their working relationship with WECA on Local Industrial Strategy. This will go a long way in boosting the ambitions of clean and sustainable growth. We will be working with many different local sectors as well as working closely with the LEP. • A sum of £220,000 has been granted to set up a new careers hub to help improve careers facilities for young people. • We have been invited by Channel 4 to bid to become a Creative Hub for Channel 4. This has been recognised as a great opportunity and we will be working closely to put together a compelling bid with Channel 4. <p>With regards the Adult Education Budget, we are pleased to announce that government have agreed a devolution of the Adult Education Budget to the Combined Authority. This will allow us to plan regionally how the budget is spent, and ensure positive and inclusive economic growth.</p>
6	<p>COMMENTS FROM CHAIR OF LOCAL ENTERPRISE PARTNERSHIP</p> <p>Professor Stephen West gave his apologies for this meeting.</p>
7	<p>ITEMS FROM THE PUBLIC</p> <p>Six questions were submitted for which written answers have been provided. All questions and responses have been attached in Appendix 1.</p> <p>The Chair confirmed that five statements had been received, and invited attendees to speak in the order their statements had been received. All statements have been attached in Appendix 2.</p>

David Redgewell of South West Transport Network, spoke regarding the West of England Transport Links. He stressed his concerns over the withdrawal of a number of Bus routes, namely the No. 10 and No.12 service as well as the No.51 which has been partly replaced but with no evening or Saturday service.

It is his concern that WECA ensures they take responsibility to fill any gaps in the contract to enable young people to get to school and people to get to work.

The Chair thanked David Redgewell for his comments, and confirmed his statement would be included in the minutes of the meeting.

Christina Biggs of Friends of Suburban Bristol Railways (FOSBR), spoke regarding rail plan proposals for 2018. Christina began by expressing her delight for the £100,000 feasibility study and looked forward to the outcome of this work. She urged WECA to support sustainable solutions to the ongoing Severn Beach line signalling issues and delays, and as a separate point highlighted Pilning as a good option for WECA's ongoing Clean Air proposals.

The Chair thanked Christina Biggs for her comments, and confirmed her statement would be included in the minutes of the meeting.

Christina Biggs spoke about Thornbury Railway on behalf of Martyn Hall who was unable to attend the meeting. Christina highlighted his ask to consider streamlining the trains through Yate, and therefore accommodate a fast line from Thornbury to Yate. Christina suggested working with GWR to work through the calculations.

The Chair thanked Christina Biggs for her comments on behalf of Martyn Hall, and confirmed his statement would be included in the minutes of the meeting.

Stephen Shield, on behalf of Stoke Gifford Parish Council, gave his apologies for this meeting.

The Chair confirmed his statement regarding Number 10 Bus Service Termination (Wessex Bus Company) had been noted and would be included in the minutes of this meeting.

Cllr Michael Bell spoke regarding the No. 10 Bus Service Withdrawal (Wessex Bus Company). Cllr Bell stated that Stagecoach will not be taking on all the services that were covered by Wessex Bus, and stressed his concern for the removal of the No. 10 bus service. He commented that a year ago, having been faced with the same situation, this service was saved because of campaigning and is frustrated to find it has been withdrawn once again. He stressed that this is a key NHS patient and staff line, and with most Combined Authorities encouraging the use of public transport, he suggested WECA allocate some of our transport budget to retain the No 10 service.

8

PETITIONS

None were declared.

9

BUS STRATEGY UPDATE

The Chair introduced a report that updated the committee on progress with the Bus Strategy within the context of the new Joint Local Transport Plan.

It was noted that Combined Authority officers and appointed consultants are working on the strategy to ensure people get moving around the West of England. The Bus Strategy will enhance the services in the region and by the autumn officers will come back to the committee for a discussion on options.

In this report, it was asked that the committee note progress.

Cllr Threlfall made a comment on timescales, and asked whether there would be a delay on

the Bus Strategy as a result of the delay to the Joint Transport Plan. In the meantime, with day to day activity, she asked whether we would be able to provide a level of commitment that states we will not wait until next Spring to action concerns (namely in Statements submitted by David Redgewell, Stephen Shield and Cllr Michael Bell).

As this was an information only report there was no voting.

10

INVESTMENT FUND PROGRAMME

The Chair introduced the next paper on the Investment Fund Programme. The report seeks approval for Investment Fund Feasibility and Development Funding applications and change requests for schemes within the current approved programme. The report recommended that the committee approve:

- The funding application for the development of the HIF business case as set out in Appendix 1 of the report and allocate up to £1m resource from the Investment Fund.
- The funding applications for the development of skills capital projects by Bath and SGS Colleges as set out in Appendix 2 of the report and allocate up to £1.19m resource from the Investment Fund.
- The scheme changes requested as set out in Appendix 4 of the report including allocating an additional £400k from the Investment Fund to support development of business cases for the key transport schemes supporting the Joint Spatial Plan.
- That the WECA Chief Executive, in consultation with the Regional Mayor, be delegated authority to approve the allocation of this funding to relevant activities and that the S151 Officer be authorised to make all necessary amendments to the WECA Budget and the Mayoral Budget for 2018/19 to support the allocation of this funding.
- That authority to submit the HIF bid is delegated to the WECA Director of Infrastructure in consultation with equivalent Directors in Bath and North East Somerset and Bristol and the relevant s.151s in the three Authorities.

The Chair moved the recommendations.

Cllr Tim Warren seconded the recommendations, commenting that he was happy to support investment in the area that would improve the lives of many.

Cllr Mhairi Threlfall stated that she supported all the proposals, drawing particular attention to the Temple Meads to Keynsham package and felt it was positive we could all work together.

Cllr Toby Savage commented that he was pleased to see the HIF fund bid taking shape, in particular to Paragraph 9 of the report which welcomes the work WECA are doing with South Gloucestershire. His second point drew attention to Paragraph 14 regarding the funding for a full business case on STEAM business centre, and felt this is a good example of joint working.

The Chair moved to the voting which he confirmed would be in line with the constitution, stating that recommendations 1 – 3 required a unanimous vote of the constituent councils excluding the WECA Mayor.

On being put to the vote the motion was carried unanimously by the constituent councils excluding the WECA Mayor.

Resolved:

1. Approve the funding application for the development of the HIF business case as set out in Appendix 1 and allocate up to £1m resource from the Investment Fund.
2. Approve the funding applications for the development of skills capital projects by Bath

and SGS Colleges as set out in Appendix 2 and allocate up to £1.19m resource from the Investment Fund.

3. Approve the scheme changes requested as set out in Appendix 4 including allocating an additional £400k from the Investment Fund to support development of business cases for the key transport schemes supporting the Joint Spatial Plan.

Recommendations 4 – 5 required a majority decision of the three local authorities and the Combined Authority Mayor.

On being put to the vote the motion was carried unanimously by the three local authorities.

Resolved:

4. Approve that the WECA Chief Executive, in consultation with myself as WECA Mayor, be delegated authority to approve the allocation of this funding to relevant activities and that the S151 Officer be authorised to make all necessary amendments to the WECA Budget and the Mayoral Budget for 2018/19 to support the allocation of this funding.

Approve that the authority to submit the HIF bid is delegated to the WECA Director of Infrastructure in consultation with equivalent Directors in B&NES and Bristol and the relevant s.151s in the three Authorities.

11

AGREE COPE AND TIMETABLE FOR DEVELOPMENT OF OPTIONS FOR JOINT ASSETS BOARD

The Chair introduced the Joint Assets Board as the next agenda item, and explained the Committee were asked to give their views and endorse to move forward, at pace, with the shaping of the proposed Joint Assets Board (JAB) as detailed in section 2.5 – 2.9 of the report.

The Chair moved the recommendation.

Cllr Toby Savage seconded the recommendation.

There were no further comments from members.

The Chair moved to the voting which he confirmed was in line with the constitution, stating the recommendation required a majority decision of the three local authorities and the Combined Authority Mayor.

On being put to the vote the motion was carried unanimously by the three local authorities and the Combined Authority Mayor.

Resolved:

Endorse to move forward, at pace, with the shaping of the proposed Joint Assets Board (JAB) as detailed in section 2.5 – 2.9.

12

TO NOTE THE WORK ON THE DEVELOPMENT INDUSTRY PANEL

The Chair introduced the next item on the agenda to note the work on the Development Industry Panel. As part of WECA's work towards a housing deal and the housing infrastructure fund WECA propose to work with industry, this being addressed in the paper.

Cllr Tim Warren commented that by working together we have an opportunity to deliver strategic housing in the right place.

Cllr Toby Savage shared that he felt comms and engagement is key to unlocking and excelling delivery, which is just as important as having the right resource. He very much welcomed the report.

	<p>As this is was information only report there was no voting.</p>
13	<p>RATIFICATION OF STATUTORY APPOINTMENT</p> <p>As part of this agenda item, the Chair was pleased to ask Committee to ratify the last appointment to our Senior Management Team – Malcolm Coe as the Director of Investment and Corporate Services, which comprises the statutory Section 151 Officer function. The Chair was happy to move the recommendations.</p> <p>Cllr Mhairi Threlfall seconded the recommendations.</p> <p>There were no further comments to add from members.</p> <p>The Chair moved to the voting which was confirmed to be in line with the constitution.</p> <p>Recommendation 1 required a majority decision of the three local authorities and the Combined Authority Mayor.</p> <p>On being put to the vote the motion was carried unanimously by the three local authorities and the Combined Authority Mayor.</p> <p>Resolved:</p> <ol style="list-style-type: none"> 1. Formally ratify the recommendation that Malcolm Coe is appointed as the statutory Section 151 Officer for the West of England Combined Authority. <p>The Chair confirmed that members were asked to note recommendation 2 so no voting was required.</p> <p>To note that Tim Richens retains the statutory Section 151 Officer responsibility until the new post holder commences in post.</p>
14	<p>ANNUAL GOVERNANCE STATEMENT 2017/18</p> <p>The Chair introduced the next item on the agenda as the Annual Governance Statement for 2017/2018 where members were presented with the West of England Combined Authority Annual Governance Statement for 2016 – 2017 and 2017- 2018 for information. It was confirmed that this has been approved at Audit Committee. Members were asked to note the content of the report and the Annual Governance Statement.</p> <p>There were no further comments from members.</p> <p>As this was an information only report there was no voting.</p>
15	<p>MAYORAL AND WECA BUDGET OUTTURN 2018/19</p> <p>The Chair introduced the next item on the agenda as the Mayoral and WECA Budget Outturn 2018/2019 report which presents the forecast revenue and capital financial outturn budget monitoring information for WECA and the Mayoral budget for the financial year 2018/2019 based on actual data for the period April 2018 to June 2018.</p> <p>The report also sought approval for a substituted Transport Levy for 2018/2019 together with other funding adjustments to recognise the latest available financial information.</p> <p>The Chair moved the recommendations.</p>

Cllr Tim Warren seconded the recommendations.

Cllr Toby Savage commented on the Apprenticeship grant (paragraph 15.3) stating that although it was a small amount this was an area with potential to make huge impact and looked forward to the continued work.

The Chair moved to the voting which was confirmed to be in line with the constitution.

Members were asked to note recommendation 1 so no voting was required.

1. To note the Mayoral Fund and WECA revenue and capital budget outturn forecasts as set out in Appendices 1,2 and 3

Recommendation 2 and 3 required a unanimous vote of the constituent councils excluding the WECA Mayor.

On being put to the vote the motion was carried unanimously by the constituent councils excluding the WECA Mayor.

Resolved:

2. To agree a Substituted Transport Levy is set for 2018/19 of £4.011m for B&NES, £6,893m for BCC and £2.102m for SGC replacing the original Levy approved in February 2018.
3. To agree the allocation of a minimum of £74,600 to each of the constituent councils and £15,000 to the WECA Budget from the Apprenticeship Grant for Employers funding in line with Para 4.2.9 and subject to agreeing the final balance and transfer of funding with B&NES Council.

Recommendation 4 required a majority decision of the three local authorities and the Combined Authority Mayor.

On being put to the vote the motion was carried unanimously by the three local authorities and the Combined Authority Mayor.

Resolved:

To agree delegation to the S151 Officer in order to make all necessary adjustments to Mayoral and WECA Budgets to reflect the decisions in 15.2 and 15.3 above.

16

TREASURY MANAGEMENT FINAL OUTTURN 2017/18

The Chair introduced the next agenda item as the Treasury Management Outturn Report 2017/2018. It was stated that as an Authority, WECA are required to approve a Treasury Management Strategy before the start of each financial year, review performance during the year, and approve an annual report after the end of each financial year. This report provided a review of performance to 31st March 2018 and has been to our Audit Committee.

The committee were asked to:

- Note the Treasury Management Report to 31st March 2018, prepared in accordance with the CIPFA Treasury Code of Practice, and
- Note the Treasury Management Indicators to 31st March 2018

There were no further comments from members.

	As this was an information only report there was no voting.
17	<p>TREASURY MANAGEMENT OUTTURN APRIL TO JUNE 2018/19</p> <p>The Chair introduced the next item on the agenda, the treasury management monitoring report April to June 2018/2019.</p> <p>The committee were asked to:</p> <ul style="list-style-type: none"> - Note the Treasury Management Report to 30st June 2018, prepared in accordance with the CIPFA Treasury Code of Practice, and - Note the Treasury Management Indicators to 30th June 2018 <p>There were no further comments from members.</p> <p>As this was an information only report there was no voting.</p>
18	<p>ANY OTHER ITEM THE CHAIR DECIDES IS URGENT</p> <p>There were no urgent items.</p> <p>The Chair thanked everyone for attending and confirmed the next meeting will take place on Friday 28th September 2018.</p> <p>The meeting closed at 11.16am</p>
	<p>Signed:</p> <p>Date:</p>

**APPENDIX ONE – PUBLIC FORUM – QUESTIONS
APPENDIX TWO – PUBLIC FORUM - STATEMENTS**

APPENDIX 1

PUBLIC FORUM

QUESTIONS

RECEIVED

1	Thomas Gravatt <i>MetroWest</i>
2	Cllr Gary Hopkins <i>Bristol Bus Service satisfaction</i>
3	Cllr Claire Young <i>Pothole Action Fund</i>
4	Cllr Mike Drew <i>Introduction of supplementary questions for WECA meetings</i>
5	David Redgewell, Bus Users UK and South West Transport Network <i>Stagecoach Bus Service</i>
6	Stephen Williams MP <i>MetroBus</i>

Question 1

Thomas Gravatt

1. **What will WECA do to assist with finding the funding for the Portishead railway?**
2. Will WECA communicate with Chris Grayling and others to remind them of the importance of the Portishead railway project and to request funding from central government?
3. What will WECA do to ensure that funding is found by September in time for the submission of a development consent order for the project?

Answer:

1. *The West of England Combined Authority has, through the Local Enterprise Partnership and the Local Growth Fund, funded the majority of the £10m development costs for MetroWest Phase 1 (includes Portishead) and £44.5m towards delivery. An additional £6m from the West of England Investment Fund was approved by the West of England Combined Authority Committee in December 2017 to present a compelling case for Large Majors funding by the Department for Transport but subject to a successful Large Majors bid.*

The West of England Combined Authority will continue to work with North Somerset Council on securing full funding for MetroWest Phase 1.

2. *The West of England Combined Authority is in constant communication with the Department for Transport on the MetroWest programme and wider aspirations for suburban rail in the West of England region.*
3. *The West of England Combined Authority and the Local Enterprise Partnership will continue its work with North Somerset Council on MetroWest Phase 1.*

Question 2

CLLR GARY HOPKINS

1. **Can the Mayor tell us whether he feels the reduction in public satisfaction with bus services in Bristol from 58.1% in 2011 to 40.2% in 2017 (BCC quality of life survey)is linked to the introduction of a Mayor for Bristol in late 2011 or the specific failure to introduce a franchise system to protect services?**
2. Will the Mayor base policy and his bus strategy on real public feeling rather than biased data coming purely from bus passengers and start using his powers to franchise?

Answer:

1. *Bus passenger satisfaction across the West of England is improving. The most recent Transport Focus survey in the West of England shows that 89% of passengers are very or fairly satisfied with their overall journey in 2016/17 (up from 85% the previous year).*
2. *The passenger survey data collected by Transport Focus is transparent and objective. The West of England Bus Strategy will transparently assess delivery mechanisms available to the combined authority (including the opportunity to franchise local bus services in its area) prior to a recommendation on the most appropriate approach for passengers, residents and businesses.*

Question 3

Cllr Claire Young

At February's meeting of WECA the Authority allocated the Pothole Action Fund to the constituent authorities in the following orders:

B&NES - £198,000

Bristol - £187,000

South Gloucestershire - £263,000

We now understand that the amounts the authorities received were in fact only:

B&NES - £189,478

Bristol - £177,234

South Gloucestershire - £252,034

Can you please explain why local authorities have been short changed by almost £30,000 and what action you are taking to remedy this?

Answer:

In total, three tranches of Pothole Action Fund grants have been announced by DfT and distributed to constituent authorities by the WECA;

- 1) £891,000 March 2017
- 2) £618,746 February 2018
- 3) £1,240,704 March 2018

The indicative allocations to Constituent Authorities for the second tranche of funding were included in the 2 February 2018 WECA Committee report. These were provided by colleagues at DfT in early January, however, as referenced in the report to Committee, were subject to formal confirmation of the funding, which was subsequently received on 5 February.

Constituent Authority s151 Officers were notified of the actual allocations made by DfT on 7 February, accompanied by an explanation that the final grants were lower than the amounts that were initially expected and that DfT had indicated this was due to allocations due to London Authorities that hadn't been provided for in those circulated prior to Ministerial approval of the grants.

All Highways Maintenance Capital Grants received by the West of England Combined Authority, including the Pothole Action Fund, have been pass-ported in full to Constituent Authorities in line with the formula allocations which they would have received from DfT.

Question 3

CLLR MIKE DREW

You will recall from when we served together on South Gloucestershire Council, that councillors there have the right to ask oral questions of the administration, in follow-up to answers received to their written questions. Do you agree with me that this sort of questioning is conducive to transparent and democratic government and, if so, will you commit to introducing supplementary oral questions for WECA meetings?

Answer:

The Combined Authority governance was agreed by each of the Councils and allows all the members of the Combined Authority to participate in debates and voting.

WECA has built a governance arrangement that ensures Councillors nominated by their constituent councils can engage in discussions and influence decision making. Councillors can engage through our Advisory Boards, Scrutiny function and Audit Committee and are represented by their council leaders at WECA Committee as members of the Combined Authority.

Question 4

DAVID REDGEWELL, BUS USERS UK AND SOUTH WEST TRANSPORT NETWORK.

1. **Can WECA confirm that Stagecoach have access to suitable sites for the repair and maintenance of the expanded fleet that will be needed to keep the services previously operated by Wessex and being taken over, running?**
2. We also wish to know if WECA responded to the changes made by Stagecoach to the Bath – London MegaBus services resulting in a loss of that service and whether they were able to offer any assistance prior to the decision for it to stop?

Answer:

1. *The provision of suitable depot facilities for the accommodation and maintenance of vehicles for a local bus service is the responsibility of the operator.*
2. *The service you describe is not a local bus route and is therefore outside of our jurisdiction.*

Question 5

STEPHEN WILLIAMS

In response to my question at the last meeting (1st June, answered under West of England Joint Committee Public Forum) to the Mayor about who has responsibility and accountability for MetroBus, he listed a whole series of bodies and unnamed officers but did not mention himself (or the Mayor of Bristol) once - despite his responsibility to produce a regional bus strategy. Will he assure us that the future of MetroBus will be included within his bus strategy and that he will begin to take some responsibility for it moving forward over the coming months and years?

Answer:

Metrobus is a legacy project run by the three participating councils (North Somerset, South Gloucestershire and Bristol City Council), which has been developed for a number of years and is now coming to delivery.

WECA is jointly responsible for the Joint Local Transport Plan and Bus Strategy, and as part of that work will consider how to take forward bus services including metrobus, once the existing network has been delivered.

Appendix 2

Public Forum Statements

Received

Statement	Name, organisation
1.	David Redgewell, South West Transport Network <i>West of England Transport Links</i>
2.	Christina Biggs, FOSBR <i>FOSBR Rail Plan 2018 Proposals</i>
3.	Martyn Hall (Christina Biggs to speak on behalf of) <i>Thornbury Railway</i>
4.	Stephen Shield on behalf of Stoke Gifford Parish Council – Apologies received <i>Number 10 Bus Service Termination (Wessex Bus Company)</i>
5.	Cllr Michael Bell <i>No. 10 Bus Service Withdrawal (Wessex Bus Company)</i>

Statement 1

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

1. The Chocolate Path Bristol

We support plans to reinstate the path and make it fit for purpose for walking and cycling.

2. *MetroWest*

We welcome the DfT and Metro Mayor study into the suburban rail network for Greater Bristol and the investment in Severn Beach – Westbury and the proposed Portishead – Westbury lines. We also welcome studies into Bristol – Gloucester and Bristol – Henbury Loop, noting that the Henbury loop will need a higher level of service if indeed the Arena is sited at Filton North Station.

We feel it is very important to make progress for the City Region and we must ensure that all stations are fully accessible eg Lawrence Hill and Stapleton Road.

3. *Congestion Task Group*

We welcome the work undertaken especially on bus priority and bus infrastructure and the potential Quick Wins on the A38 corridor. The Group worked on getting progress on Temple Meads station works which are now receiving funding. We believe that through Partnership working with First Bus division, First Rail division and Network Rail we are getting funding released and are making real progress.

4. *MetroBus*

We support the extension of Metro Bus from The UWE to Bristol Parkway – Patchway Station and Cribbs Causeway including Gypsy Patch Lane bridge and Station.

5. *Transport Board*

We welcome setting up a Transport Board and associated working parties. It must fit in with the Metro Mayors proposals for the sub region and also must align with any Regional; transport body being set up by the government.

The preferred model would be to have one Regional Transport Board covering Cheltenham – Penzance – Bournemouth. This is borne out by the new Cross Country Franchise which is being consulted on by the DfT on this Regional basis.

We urge the Mayor to meet other Council leaders to make the case for a Regional Board, given the power of the Northern Transport Authority (TfN) and Midlands Connect we must not be left behind.

6. *Cross Country Rail Franchise – Consultation*

We wish to urge the Authority to make a full and detailed response to the current DfT consultation on the future of their Cross Country Rail Franchise. In particular we urge the response to clearly show the requirement for through services to continue linking northern cities and Scotland with the South West as per the current services and not allow services to be reduced or cut short. We also strongly support enhanced security on trains through measures such as CCTV. We must ensure that catering services on the long distance trains are retained as they are very important to customers making those journeys. There also needs to be a priority given to all aspects of Disability Access both on trains and at the

stations.

7. Support for Partnership Working in Transport.

We wish to see the Local Authorities taking advantage of Partnership working with First and other operators in enhancing and developing the public transport offer in Bristol City plus South Gloucestershire, BANES and North Somerset. The bus companies are willing to commit to investment in return for infrastructure commitments from the local authorities. I urge the local authorities to work together through WECA and linking in with North Somerset to take advantage of the offers to invest which will lead to a speedy delivery for the benefit of local residents. Bristol must work closely with WECA and the WECA Board to develop coordinated plans for fast delivery.

8. Rail Projects

We fully support the Metro West Phase 1 and Phase 2 projects and urge the Authorities to progress these schemes. These schemes need to be developed and fully integrate with the bus network to provide seamless integrated public transport. We note that for Phase 2 of Metro West there is no support in the rail industry for trains to turnback short at Bathampton or Yate and we wish to see trains serving the full journeys to Gloucester/ Cheltenham and Westbury.

9. Bristol Congestion Task Group

We welcome the work undertaken especially on bus priority and bus infrastructure and the potential Quick Wins on the A38 corridor. The Group worked on getting progress on Temple Meads station works which are now receiving funding. We believe that through Partnership working with First Bus division, First Rail division and Network Rail we are getting funding released and are making real progress.

10. Wessex Bus

Following the demise of Wessex Bus – Part of Rotala , we wish to see urgent action from WECA as the responsible transport authority, to work with the relevant local authorities to ensure that services continue for the travelling public. We understand that several services and the staff have been transferred to Stagecoach and First , however we are concerned that Service 10 has not been mentioned and it is vital that this service is covered with continued public subsidy as it provides crucial links for the public within the Region. We also want to see the Service 12 in Bath covered and want to ensure that the areas covered by the current service 51 still have a bus service.

With regard to Service 10 Mike Garland will be attending the meeting to make the point of how important this service is to local residents.

We want to ensure that the authorities make integrated ticketing a priority too as different companies may be picking up the services and their replacements.

Statement 2

Christina Biggs, FOSBR FOSBR Rail Plan 2018 Proposals

Statement to WECA Scrutiny Weds 25 July, WECA Committee and WoE Joint Committee Friday 27 July 2018, on FOSBR Rail Plan 2018 proposals for the Joint Local Transport Plan consultation draft:

1. 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.
2. Severn Beach Line – FOSBR has been engaging with GWR and Network Rail on the continuing delays and cancellations on the Severn Beach Line, and urges that WECA contribute financially to provide sustainable solutions – such as extra rolling stock, 40-minute buses between Avonmouth and Severn Beach, and that WECA engages with Network Rail on the outstanding issues with the BASRE resignalling, namely the 10 mph limit still in force at Temple Meads, and the long waiting times for Severn Beach Line trains at Narrowways Junction due to the Automatic Route Setting software.
3. 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 welcomes the ongoing Filton Bank works and urges that WECA continue to lobby government to fund Bristol East Junction. We would 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 any delays. We also note Parish Council support for a station at Coalpit Heath.
4. 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.
5. Bristol Airport – FOSBR notes the Airport's wish to expand, and would ask for comprehensive public transport provision, including restoring a rail-bus link to Nailsea and Backwell station, perhaps with an electric minibus that could run through residential streets in Backwell to bypass the crossroads. 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.

6. 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.

7. Thornbury – FOSBR urges that WECA investigates imaginative uses of the existing Tytherington Line, such as a bolt-on powered carriage for a MetroWest Phase 2 Gloucester train, and using the Westerleigh Freight Line to provide better cross-over connectivity at Westerleigh Junction.

Christina Biggs (FOSBR Secretary)

FOSBR Rail Plan 2018 – car-free travel from your door

(1) A reliable half-hour train service:

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WECA to have rail powers and operational oversight;

- **Longer** trains with more seats and **room for cycles**;
- Rail-bus interchanges at Filton Abbey Wood for Southmead Hospital bus information at stations;

- Multi-modal **smart ticketing**, with guards on all trains;
- Delivery of MetroWest Phase 1A **half-hour train service between Avonmouth and Bath**, hourly to Severn Beach;
- 30 min service for Patchway, Parson St and Bedminster;
- Future 15 or 20 minute frequency.

Robust infrastructure to unlock capacity:

- Completion of Filton Bank four-tracking;
- Bristol East and Westerleigh Junction remodelling;
- Replace footbridge at Pilning for Severnside commuters;
- Emission-free trains: electrification to Bristol Temple Meads and battery or hydrogen-fuelled local trains;
- Extra platforms and bus hub at Temple Meads;
- Selective double-tracking of Severn Beach Line.

Reopening stations across the network:

- Deliver Portishead line with an initial hourly service with planning for half-hour service;
- Henbury Spur extension to Henbury Loop;
- Welcoming WECA's proposals for Horfield (at Constable Rd), St Anne's, Salford, Ashton Gate & Charfield;
- Consideration of further stations at Coalpit Heath, Chittening, Uphill/Locking, Corsham & Long Ashton;
- Exploring an extension of Tytherington line to Thornbury.

Employment density for Severnside Local Area

Author: Andrew. G. Short 27/2/17, for Friends of Suburban Bristol Railways.

Business area: Central park, Western Approach and West Gate.

HMG document 'Employment Density Guide (3rd edition Nov 2015)' issued by the Homes & Communities Agency suggest that a typical density of employees in 'regional Distribution Centres is 77 square metres (M²) per person average.

This is per Full Time Equivalent (FTE). This equates to a single shift through the average working week. The occupancy would thus be 2 persons per 77 per M² if everyone in every company worked a two-shift system, 3 persons per 77 M² for 3 shifts.

Brochures for the business areas quote:

Westgate development overall	4,000,000 sq ft.
Tesco (not in above) estimated	500,000 sq ft.
Central park development overall	3,775,000 sq ft.
Western Approach (estimated)*	3,000,000 sq ft (

* Brochure not available 16-1-17).

Red figures below from <http://sites.southglos.gov.uk/insouthglos/enterprise/avonmouth/key-facts/>

Total business building floor area 11,275,000 sq ft.

At 10.7 ft sq per M², this equates to 1,105,400 **1,323,630** M²

At 77 M² per person, this equates to some 13,700 **17,190** FTE persons.

It is assumed that 50% of employees are on the businesses are on 2 shift and 15% on three shift. This equates to:

$(13,700 * 0.35) + (13700 * 0.5 * 2) + (13,700 * 0.15 * 3) = 24,660$ **30,941** FTE persons.

Assuming an occupancy of 3/4 (allowing for vacancies, automation, sickness, business premises vacated, etc.) this gives a level of 18,500 FTE persons.

Thus on an average day, there could be 18,500 **23,200 persons commuting to and from the three distribution parks** and to be targeted as possibilities for public transport (e.g. a 1% take- up of public transport equates to 185 **232** return journeys per day.

A G Short, Weds 21 Feb 2018

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Directions Traffic My Places More

Severn Beach
Whitehouse Farm
Ellinghurst Farm
Western Approach Distribution Park
Avlon Works
Dyer Common
Middle Compton Rhine
Piling Station
Marsh Common
Swanmoor Bridge
New M49 exit opens Dec 2019

Torr's Farm
Gumhurst Farm
Piling
Station Farm
Rednend Farm
Piling Junction
Bellhouse
Brynleaze Farm
Washingpool Farm
Bailey's Road Rd
ALMONDSBURY CR

Redwick Common Rhine
Ellinghurst Rhine
Middle Compton Rhine
Noon Rhine
Swanmoor Rhine
Over Brook

200 feet 250m
Image courtesy of Ordnance Survey
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Pilning Station Footbridge Cost Benefit Analysis

February 2018

Dr David Williams.

About the Author:

Dr David Williams is a Research Associate at the University of the West of England. Dr Williams has a background in transport planning and assessment for local authorities in the West of England. This work was conducted in Dr Williams' own time for FOSBR and the findings are his own work and do not reflect the views of the University of the West of England.

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Introduction

The Friends of Suburban Bristol Railways (FOSBR) have requested that a cost benefit analysis be completed to support their case for the installation of a new footbridge at Pilning station in South Gloucestershire, to the north west of the city of Bristol. The case is being made to the GWR Franchise consultation that closes on 21 February 2018. The original footbridge was removed in 2016 as part of Network Rail's electrification programme¹ and it was deemed not cost effective to replace it due to the low number of passengers using the station, with just 230 people using the station in 2016/17². The low number of passengers, up from 46 in 2015/16, is due to the fact that the station is served by just two trains a week, at 0834 and 1534 on a Saturday. Network Rail has estimated that the installation of an equalities compliant bridge at the station will cost £2 million and FOSBR have requested that the installation of this bridge be included within the next stage of the GWR franchise.

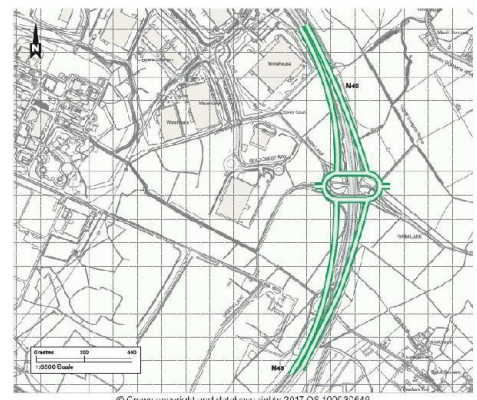
PROPOSED M49
AVONMOUTH JUNCTION⁴

Feasibility

Since Network Rail's decision not to replace the footbridge in 2016 there have been several changes to transportation within the Greater Bristol area surrounding Pilning Station. Highways England has announced plans to construct a new junction on the M49 motorway that would provide greater access to the station. This new junction provides Bristol City Council with the opportunity to develop a Park and Rail site at the station, reducing trips into Bristol city centre. This is important as Bristol City Council is currently developing options for installing a Clean Air Zone (CAZ) within the city centre to comply air quality standards³. Developing Park and Rail facilities at Pilning station, through the construction of a pedestrian bridge and surface level car parking would provide a relatively low cost option compared to the construction of a new Park and Ride site served by buses. The new junction is expected to cost between £25m and £50m, but as yet no date has been set for its construction.

The second change to transportation in the Greater Bristol area is the proposed expansion of *The Mall* at Cribbs Causeway and the associated additional traffic this will have. Pilning railway station is situated 4.8km away from The Mall site. The Transport Review Group for the development's travel plan have stated to FOSBR that if more frequent services were reintroduced to Pilning Station they would consider running a shuttle bus to/from the station to serve their customers who wished to travel by train, rather than car.

The final change comes from the businesses to the south of Pilning Station based at Severnside. SevernNet, a consortia of businesses on at Severnside, are interested in running shuttle buses for their staff to/from the station providing the services meet fit with current shift patterns. All three of these changes suggest that the re-installation of a footbridge at Pilning station should be considered as part of the next GWR franchise as they would provide benefits for travel within the Greater Bristol area.



1 Sims, A. (2016)

http://www.gazetteseries.co.uk/news/14587196.Rail_platform_and_footbridge_set_for_closure_in_Pilning/

2 ORR (2018) <http://orr.gov.uk/statistics/published-stats/station-usage-estimates>

3 BBC (2017) <http://www.bbc.co.uk/news/uk-england-bristol-40865101>

4 Highways England (2017) <http://roads/highways.gov.uk>

Cost Benefit Analysis (CBA)

The Department for Transport's Web-based Transport Analysis Guidance (WebTAG) provides advice on transport modelling and appraisal for highways and public transport interventions. This is based on HM Treasury's Green Book to explore a wide range of impacts from a transport intervention. Rail interventions are based on the same approach. For the purposes of this analysis three scenarios will be tested to demonstrate the benefits of installing the bridge. This will be based on the Carbon Dioxide (CO₂) and Nitrogen Oxide (NO_x) reductions from people travelling by train compared to driving within the Greater Bristol area. It is not possible to capture the wider economic benefits or social benefits of this scheme due to the lack of available data. The analysis is therefore designed to demonstrate the benefits in one area, emissions, with the request that WECA conduct a full CBA as part of the Joint Local Transport Plan for the implementation of the bridge in line with its inclusion in the next GWR franchise period.

Assumptions

As with any model a set of assumptions will be included. These will be outlined below.

The CBA will be based on the assumption that additional train services will be provided to/from Pilning Station by Great Western Railways as part of their next franchise to meet the demands of Severnside businesses and The Mall's customers. The table below includes the proposed services which would include 10 services a day in each direction. This number of services has been used for the CBA as it would provide services to serve shift patterns at Severnside and the majority of the weekend trips to The Mall.

The second assumption is based on the type of car that will be taken off the road. For this scenario the findings are based on a 1.6ltr Diesel Ford Focus, the most popular car in Britain. The Ford Focus emits 114 grams of CO₂ per kilometre⁵ and between 0.5 and 0.75 grams of NO_x per kilometre⁶.

The cost of these emissions to the environment is approximately £0.05/kilometre⁷.

The CBA will test the three scenarios.

⁵ EU (2015) <https://www.energy.eu/car-co2-emissions/ford.php>

⁶ Emissions Analytics (2018) <http://equaindex.com/equa-air-quality-index/>

⁷ MyClimate.org (2016)

https://co2.myclimate.org/en/portfolios?calculation_id=1045204&localized_currency=GBP

Scenario 1 – 10 passengers will use Pilning Station/train

Scenario 2 – 20 passengers will use Pilning station/train

Scenario 3 – 40 passengers will use Pilning Station/train

An assumption has been made that each of these passengers would travel 40km by car if they were not travelling by train.

The trains currently running this line run on diesel and therefore emit CO₂ and NO_x. These trains will be running on this line whether they stop at Pilning or not. The level of emissions per service is therefore negligible and has been discounted for the purposes of this analysis. Further research would need to incorporate these figures.

DAY	DIRECTION	APPR OX	PURPOSE
MON-FRI	Bristol to Pilning	0530	Serving Businesses at
MON-FRI	Bristol to Pilning	0630	Serving Businesses at
MON-FRI	Bristol to Pilning	0730	Serving Businesses at
MON-FRI	Bristol to Pilning	0750	Serving Businesses at
MON-FRI	Bristol to Pilning	0830	Serving Businesses at
MON-FRI	Bristol to Pilning	1330	Serving Businesses at
MON-FRI	Bristol to Pilning	1430	Serving Businesses at
MON-FRI	Bristol to Pilning	1600	Serving Businesses at
MON-FRI	Bristol to Pilning	1930	Serving Businesses at
MON-FRI	Bristol to Pilning	2030	Serving Businesses at
MON-FRI	Newport to Pilning	0530	Serving Businesses at
MON-FRI	Newport to Pilning	0630	Serving Businesses at
MON-FRI	Newport to Pilning	0730	Serving Businesses at
MON-FRI	Newport to Pilning	0750	Serving Businesses at
MON-FRI	Newport to Pilning	0830	Serving Businesses at
MON-FRI	Newport to Pilning	1330	Serving Businesses at
MON-FRI	Newport to Pilning	1430	Serving Businesses at

MON-FRI	Newport to Pilning	1600	Serving Businesses at
MON-FRI	Newport to Pilning	1930	Serving Businesses at
MON-FRI	Newport to Pilning	2030	Serving Businesses at
SAT-SUN	Bristol to Pilning	0930	Serving the Mall
SAT-SUN	Bristol to Pilning	1030	Serving the Mall

DAY	DIRECTION	APPROX	PURPOSE
SAT-SUN	Bristol to Pilning	1130	Serving the Mall
SAT-SUN	Bristol to Pilning	1230	Serving the Mall
SAT-SUN	Bristol to Pilning	1330	Serving the Mall
SAT-SUN	Bristol to Pilning	1430	Serving the Mall
SAT-SUN	Bristol to Pilning	1530	Serving the Mall
SAT-SUN	Bristol to Pilning	1630	Serving the Mall
SAT-SUN	Bristol to Pilning	1730	Serving the Mall
SAT-SUN	Bristol to Pilning	1830	Serving the Mall
SAT-SUN	Newport to Pilning	0930	Serving the Mall
SAT-SUN	Newport to Pilning	1030	Serving the Mall
SAT-SUN	Newport to Pilning	1130	Serving the Mall
SAT-SUN	Newport to Pilning	1230	Serving the Mall
SAT-SUN	Newport to Pilning	1330	Serving the Mall
SAT-SUN	Newport to Pilning	1430	Serving the Mall
SAT-SUN	Newport to Pilning	1530	Serving the Mall
SAT-SUN	Newport to Pilning	1630	Serving the Mall
SAT-SUN	Newport to Pilning	1730	Serving the Mall
SAT-SUN	Newport to Pilning	1830	Serving the Mall

a) **Calculation**

The calculations are based on the use of the station for 363 days of the year, with each person saving 40km of travel by car. The first table shows the financial benefits per day of the three scenarios. With scenario 1 an average of 10 passengers per train there is a £4,000 financial benefit for the local environment due to the emissions saved, with this increasing to £16,000 if there were 40 passengers alighting per train.

NO. TRAIN SERVICES/ DAY	NO. PASSENGERS/ TRAIN	TOTAL PASSENGERS/ DAY	DISTANCE BY CAR SAVED (40KM/)	CO2 EMISSIONS SAVED/D	NOX EMISSIONS SAVED/DA	ENVIRONMENTAL SAVING/DAY (£)
2	10	200	8,000km	912kg	5kg	£4,000
2	20	400	16,000km	1,824kg	10k	£8,000
2	40	800	32,000km	3,648kg	20k	£16,000

For the year the figures demonstrate that for Scenario 1, 10 passengers per train the environmental benefits would be £1.4m per year, with this increasing to £5.8m for Scenario 3, with 40 passengers per train.

NO. TRAIN SERVICES/ YEAR	NO. PASSENGERS/ TRAIN	TOTAL PASSENGERS/ YEAR	DISTANCE BY CAR SAVED (40KM/ PASSENGER)	CO2 EMISSIONS SAVED/ YEAR (114G/KM)	NOX EMISSIONS SAVED/ YEAR (0.625G/KM)	ENVIRONMENTAL SAVING/YEAR (£)
7260	1,815 kg	72,600	2,904,000km	331,056 kg CO2		£1,452,000
7260	3,630 kg	145,200	5,808,000km	662,112 kg CO2		£2,904,000
	7,260 kg	£5,808,000		1,324,224 kg CO2		
7260	40	290,400	11,616,000km	1,324,224 kg CO2		

SUMMARY

The results show that if GWR were to provide 10 services a day to Pilning station and that if each train had 10 passengers either alight or board the service the environmental savings for the West of England area of installing the footbridge at Pilning at the cost of £2m would be paid back in under 18 months. In the most optimistic scenario (Scenario 3) this would be paid back in just under four months, in terms of environmental benefits for the Greater Bristol area.

The findings do not include any calculations of economic or social benefits of implementing this scheme, that would be added to this equation to demonstrate the full benefits.

This report concludes that providing GWR were prepared to run these services and work together with SevernNet and The Mall's transport plan team, it would be possible to provide these services and help reduce emissions CO₂ and NO_x in the Greater Bristol area.

NEXT STEPS

The results of this analysis show that the provision of services and a new footbridge at Pilning station have the potential to provide an environmental benefit to the Greater Bristol area in terms of emissions reduction. Therefore this report recommends that the installation of a bridge and the introduction of services be considered for the next GWR franchise period by the Department for Transport.

The installation of the footbridge, additional trains, new junction for the M49 linking to Pilning station and a Park and Rail site to be delivered at the station should also be included for consideration at Pilning as part of the West of England Combined Authority's Joint Local Transport Plan. Once the scheme is included in both these plans it will be possible to conduct a full cost benefit analysis of the schemes to demonstrate the wider benefits the enhancement of this station can provide to the Greater Bristol area moving forward.



Summary: FOSBR recommends that the Bristol Arena should be located at Temple Meads rather than the Brabazon Hanger due to the vastly superior rail connections at Temple Meads. For either location there needs to be investment in transport connections, and both locations urgently those transport connections even if they are not the chosen location of the Arena.

1. The case for locating the Arena at Temple Meads

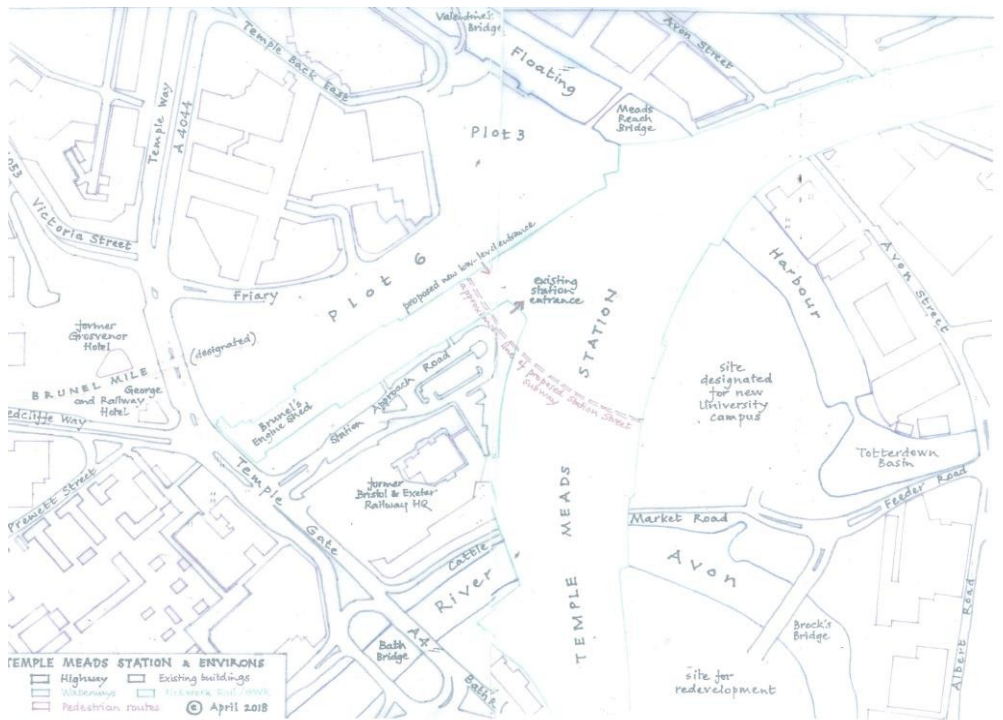
(a) Temple Meads enjoys direct rail connections both locally, across the region and across the whole of the UK. It is also close to the city centre via ferry and bus connections and is in easy walking distance from Temple Quarter, St Mary Redcliffe and the Floating Harbour. There is also ample parking, though the rail connections are such that drivers could use Park and Ride facilities at Portway P&R, Bristol Parkway P&R

and potentially Pilning for drivers from Wales. There is also a direct bus from Bristol Airport.

FOSBR believes that the public would overwhelmingly use public transport to access the Arena if it were at Temple Meads as many members of the public routinely pass through this station on a daily basis.

2. Infrastructure needed at Temple Meads.

Some infrastructure needs to be put in place at the Arena to enable public transport links – as a minimum, Station Street needs to be put in to link pedestrians from the Friary (Plot 6) under Temple Meads to the Arena. BCC also needs to negotiate with Homes for England to allow bus stops on the Friary. This should be put in place in any case to allow access to the University of Bristol site.



3. Rail infrastructure needed at Brabazon Hanger

The challenge of connecting the Brabazon Hanger to the rail network is much more significant. As well as planning for N Filton Station to have longer platforms, provision needs to be made for a Park and Ride nearby as there is only the minimum parking planned in the Filton Airfield, and the Brabazon site is only accessible by road from the south, near BAWA. FOSBR suggest that one option to explore for P&R could be by using the SW quadrant of the Filton Rail diamond with a rail shuttle to Filton (see aerial view below). The Henbury Spur is currently only envisaged to connect to Bristol Temple Meads via Filton Abbey Wood station. Connecting N Filton to the more obvious choice of Bristol Parkway involves upgrading the single track through the Filton Diamond and addressing the capacity problems at Parkway even with its fourth platform.



Additionally for decent local rail connectivity to local stations in north Bristol, the Henbury Loop through to Avonmouth and on to the Severn Beach Line would need to be put in place. This means that the access issue for the Port of Bristol at St Andrew's Gate level crossing would need to be addressed. The options for this are a dive-under for the rail line at St Andrew's Gate or improving road access from Holesmouth Bridge to the north.

Finally, even the Henbury Spur cannot operate until Bristol East Junction (currently still unfunded) is put in place, to allow both MetroWest Phase 1 and 2 local train services to operate alongside the national services.

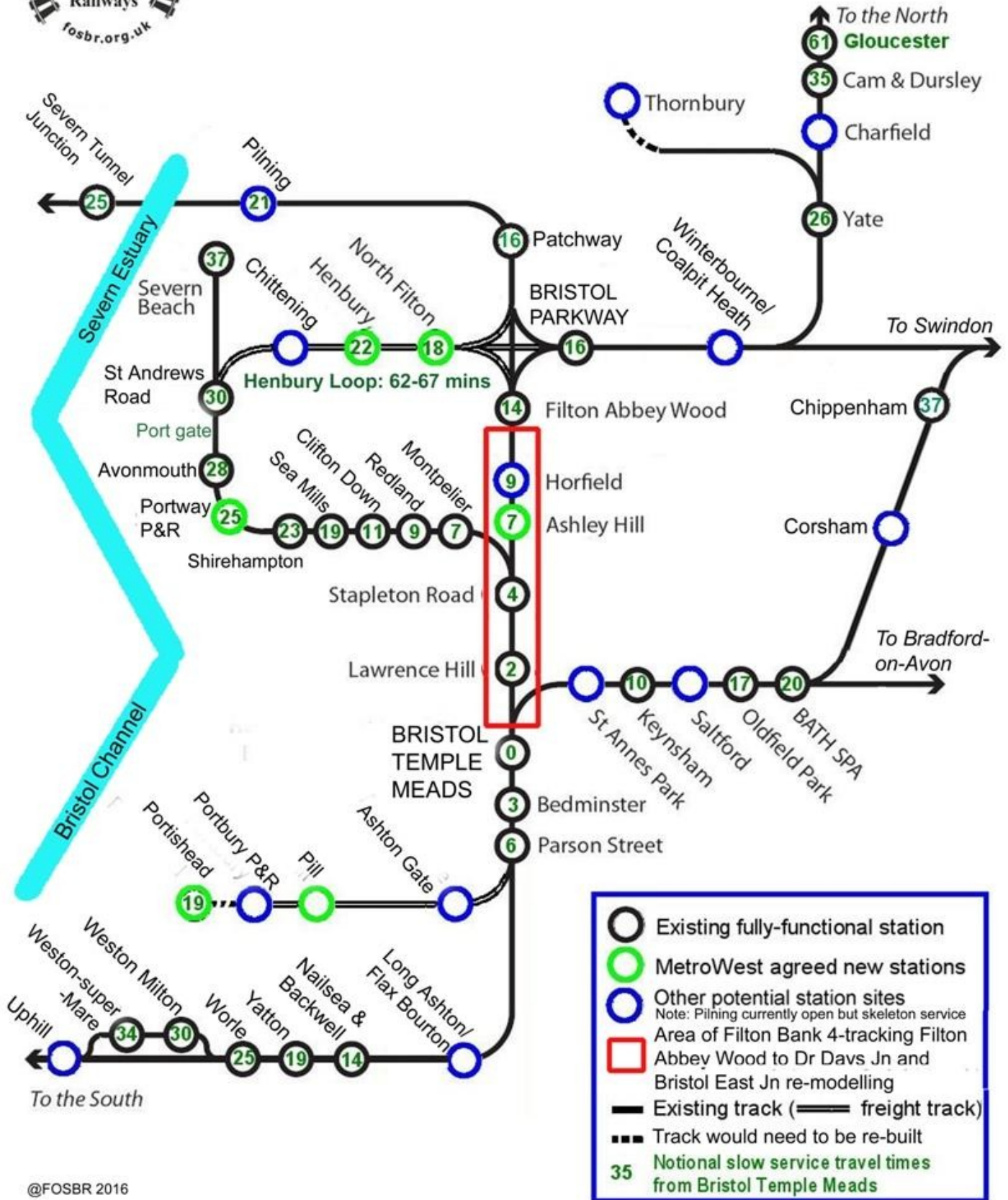
Locating the Arena at Brabazon Hanger therefore involves extensive planning and funding, which is currently not in place.

FOSBR would of course welcome the Henbury Loop, if possible running to Bristol Parkway, to be put in place even if the Arena is not located at Brabazon Hanger, and there is significant support from North Bristol SusCom for this. But this should not be at the expense of locating the Arena in such an inaccessible location as the Brabazon Hanger, which would only cause more road congestion and make sustainable transport in the area so much more difficult.

Christina Biggs (FOSBR Secretary)



The Future of MetroWest Phase 3



Statement 3
Martyn Hall
Thornbury Railway

Please can you consider Thornbury Railway to the top of Grovesend Road since the railway to Tytherington Quarry has recently been re-vamped with Network Rail clearing the line and sorting the railway crossings out.

Currently the buses take too long to get to Bristol 1 hour and 15 mins and a railway line from the top of Thornbury would mean a drastically reduced time to Bristol, more reliable transport, not to mention being cool smooth and quiet.

A number of neighbours have said they would prefer to use the train if it was reintroduced, not only for Bristol but other places in the country.

You would have to be mad in the current climate not to jump on board now and get a decent service that would enable lots of people to not use their cars to travel further afield.

Considering the line is almost to the top of Grovesend Road it would have to be a sheer act of lunacy to ignore this and get on board ASAP. This would go well with the new developments in Thornbury and reduce your carbon emissions.

So from the voices of Thornbury, please consider this, as there are lots of people who would rather use the train to town (Bristol) than the unreliable buses even the T2 etc have been late already, with people threatened with losing their jobs as a result of not being able to get to work.

Once again please consider this line before the field owned by the Greys is sold to a developer and the hope of a Thornbury line is gone for good!!!!.

Do something great for a change and take Frances view, act now and benefit in the future.

Statement 4

Stephen Shield on behalf of Stoke Gifford Parish Council Number 10 Bus Service Termination (Wessex Bus Company)

At the meeting of the Parish Council's Planning Committee on Tuesday evening, 24 July 2018 concerns were raised by members of the public with reference to the news that the number 10 bus service provided by the Wessex Bus Company would terminate on 2 September 2018 and would not be renewed.

Residents of Little Stoke which forms part of the parish rely on this bus service to link them to both Lyde Green and Frenchay village to the east and westward to Southmead Hospital and onward via the linking 11 service to Westbury on Trym and Avonmouth.

It is also recognised as a link between educational establishments along its length.

With the service currently being funded under a one-year emergency arrangement following First Bus ceasing to run the 18 service last Autumn, the problem arises out of the recent decision by Wessex Bus Company to withdraw from the provision of local services, with the majority being taken over by the Stagecoach Company.

Changes which were notified to Councillors on the afternoon of Tuesday, 24th July 2018 leave Little Stoke and Stoke Gifford residents facing significant uncertainty over bus services and diversions over the next couple of years while Gipsy Patch Lane is subject to extensive closure and improvement.

Residents and Councillors alike ask the Combined Authority to consider supporting this service, at least in the short term, from the 400K transport budget recently made available to WECA.

Please accept my apologies for not being available to attend in person at the meeting on Friday, 27th July 2018.

Statement 5

Cllr Michael Bell

No. 10 Bus Service Withdrawal (Wessex Bus Company)

I want to bring your attention to Wessex Buses' recent announcement of the intention to stop running the #10 bus route from Lyde Green, Mangotsfield and through to Frenchay and Southmead hospitals.

I hope that WECA, with its transport responsibilities, can find some way to intervene to reverse this closure.

Wessex are ceasing their local services and most are being picked up by Stagecoach instead. The #10 is not one of these services. According to Wessex, the #10 is being withdrawn because the local authority has decided it cannot provide the subsidy necessary to make this service viable.

The local authority's advice to Mangotsfield residents who need to get to Southmead Hospital by public transport is "to interchange at Fishponds or Staple Hill with the 17 service, at UWE with the 77 service or at Bristol Parkway with the 77 or 82 service".

I do not know how many of you regularly use buses and have direct experience of their reliability. Very few who do will be confident about relying on two buses to reach hospitals in a timely fashion. This comes at a time when the NHS is complaining about the cost on missed appointments.

Even if the #10 is not very widely used, as is claimed, it provides a lifeline to those living in Mangotsfield who rely on public transport to Hospital whether as a member of staff, out-patient or visitor.

This Authority has public transport responsibilities. I would suggest that a top priority for public transport is connecting residents with local hospitals. I urge you to intervene – working with the local authority or other bus companies – to make sure that this lifeline is not withdrawn in September.