

**Agenda item 8 – Items from the public**

**Statements received**

<b>1</b>	David Redgewell <b>Transport Issues</b>
<b>2</b>	Christina Biggs <b>Friends of Suburban Bristol Railways (FOSBR)</b>

## Statement 1

Statement for WECA Board Meeting on 14 June 19 at 1400. From David Redgewell

I ask the WECA rapidly publish a bus strategy for the area and work with North Somerset to ensure that it covers the entire region in a co-ordinated way. There needs to be clarity over the strategy over the provision of vital bus services in the area regardless of the ownership of the local bus companies such as First UK Bus. WECA is the public authority responsible for bus services in the area and they must publish their strategy.

I also ask that WECA to do all that they can to facilitate North Somerset Council joining WECA as soon as they are legally able to and also to discuss Mendip joining WECA as part of a Somerset re-organisation.

Can they also look at developing a bus deal with all bus operators to enhance service frequencies in exchange for reduced congestion and bus priority measures and also including new vehicles, new bus garages and improved passenger waiting and interchange facilities. This could be along similar lines to the deal agreed with Bus Operators and Cornwall Council. WECA should also look at Park & Ride sites being used as bus depots which would create jobs and make better use of the land used.

There is also a need to progress the Bristol Parkway interchange site which is important for connections and interchange in the region.

WECA also needs to publish their Suburban Rail Strategy again they are responsible and we need to see it clearly set out their aims and aspirations.

I wish to see the MetroWest proposals implemented as fast as possible now that the funding has been secured, including the Portishead line and including good bus / rail / cycling and walking integration. There needs to be an urgent building programme for the Portway Park & Ride station including good interchange facilities at the new station. Other priorities include the new stations in the plans and the Arena Station and the Henbury loop.

I recommend that WECA plays a clear role in the commissioning of rail services in the area. There also needs to be one Regional Transport Authority for the whole South West Region which can then work closely with WECA for this sub region.

(2)

Additional statement with first group buses in the south west GWR and swr their is a need to progress the bus strategy with urgency as coast and capital are marking abid to take control of the board on the 25 June 2019 Coast and capital are an American hedge fund that wishes to break up the company therefore the Mayor needs to protect bus and rail passenger s in Bristol and weca

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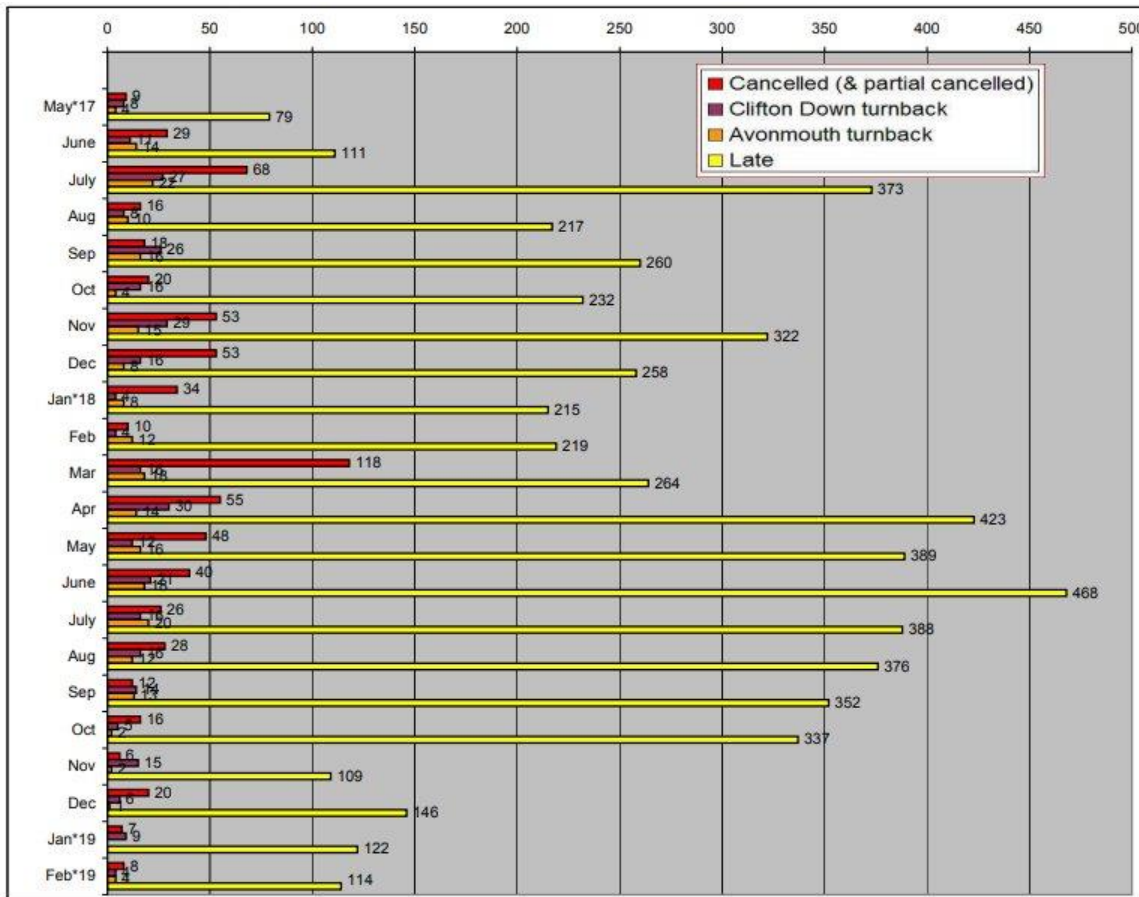
David Redgewell

# Friends of Suburban Bristol Railways (FOSBR)

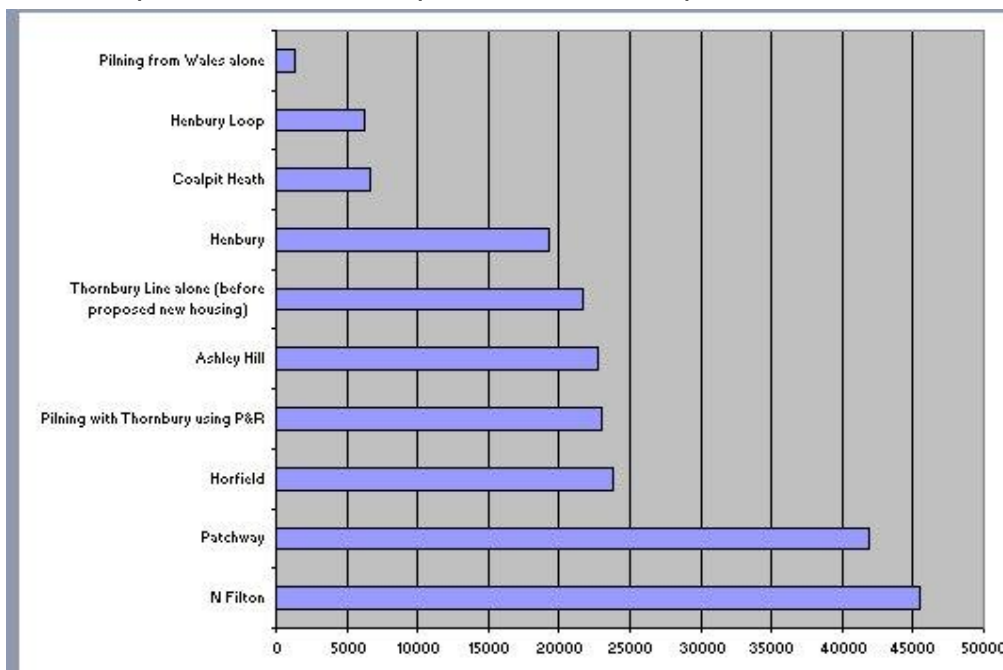


Statement to WECA Scrutiny, Weds 12 June 2019, Harbourside Bristol

- Filton Bank:** FOSBR notes that since the four tracks on Filton Bank were delivered in November 2018 that the reliability of services on the Severn Beach Line has been largely restored. We are now very keen to see the speedy implementation of MetroWest Phase 1A (half-hour services to Avonmouth, hourly to Severn Beach) and have recently launched a petition to this effect.



- Joint Local Transport Plan consultation:** We suggest that the work on finalising the JLTP4 should now be on determining priority order of the various projects. We commend to you the priority chart we published below as part of our own response to the consultation.



3. **Portishead** – FOSBR are delighted that the remaining £48 million has been found for the Portishead Line to go ahead. We propose a celebration event at Quays Avenue Portishead where we can plant a flag with the proposed 2024 completion date.

4. **Severn Beach Line** – We ask that WECA should consider working up proposals for selective double-tracking of the Severn Beach Line as the single-track sections are highly sensitive to delays. This would also reduce idling on the line as there is considerable residential housing in this area where air quality is a concern.

6. **MetroWest Phase 2** – We support the request to WECA Committee for funding £3.519m of the remaining £11.036 shortfall, to proceed to the Full Business Case (GRIP 3) and would urge that MetroWest Phase 2 is expedited in consultation with YTL, taking into consideration the likelihood of an Arena at Filton and future-proofing for the full Henbury Loop. We are concerned that the MetroWest Phase 2 update provided to the BCC Cabinet for Tuesday 18 June has not been included in either the WECA Scrutiny papers, WECA Committee or WoE Joint Committee.

7. **Pilning** - FOSBR urges that WECA include in their ongoing Rail Study a business case for Pilning at its present location that both includes a cycle track south to the new M49 Junction and a Park and Ride serving Thornbury, until Thornbury Rail can be delivered, and notes the high footfall this would generate for Pilning.

7. **Infrastructure** – FOSBR urges WECA to continue to urge DfT to approve funding for Bristol East Junction and to propose further infrastructure schemes to enter the Rail Enhancements Delivery Pipeline – Severn Beach Line selective double-tracking and the remodelling of Westerleigh Junction to facilitate the delivery of the Thornbury Line.

8. **Governance** – FOSBR notes the large numbers of staff now at WECA who are devoted to investment planning, but would urge the appointment of staff with expertise in delivery of public transport. We commend to you our response to the Williams Rail Review where we propose that the Combined Authority should have authority over procurement, rolling stock purchase and maintenance (which is more economic than hire) and control of delays and cancellations.

Christina Biggs (FOSBR Secretary)



# The Future of MetroWest Phase 3

