

**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>
<b>3</b>	Cllr Martin Fodor, Bristol City Council <b>Climate Change (re: Agenda Item 7)</b>
<b>4</b>	Cllr Mark Bradshaw, Bristol City Council <b>Transport Board (re: Item 11)</b>
<b>5</b>	Cllr Clive Stevens <b>Business Plan Report (re: Item 15)</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

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.

## Statement 1 – WECA Committee

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.

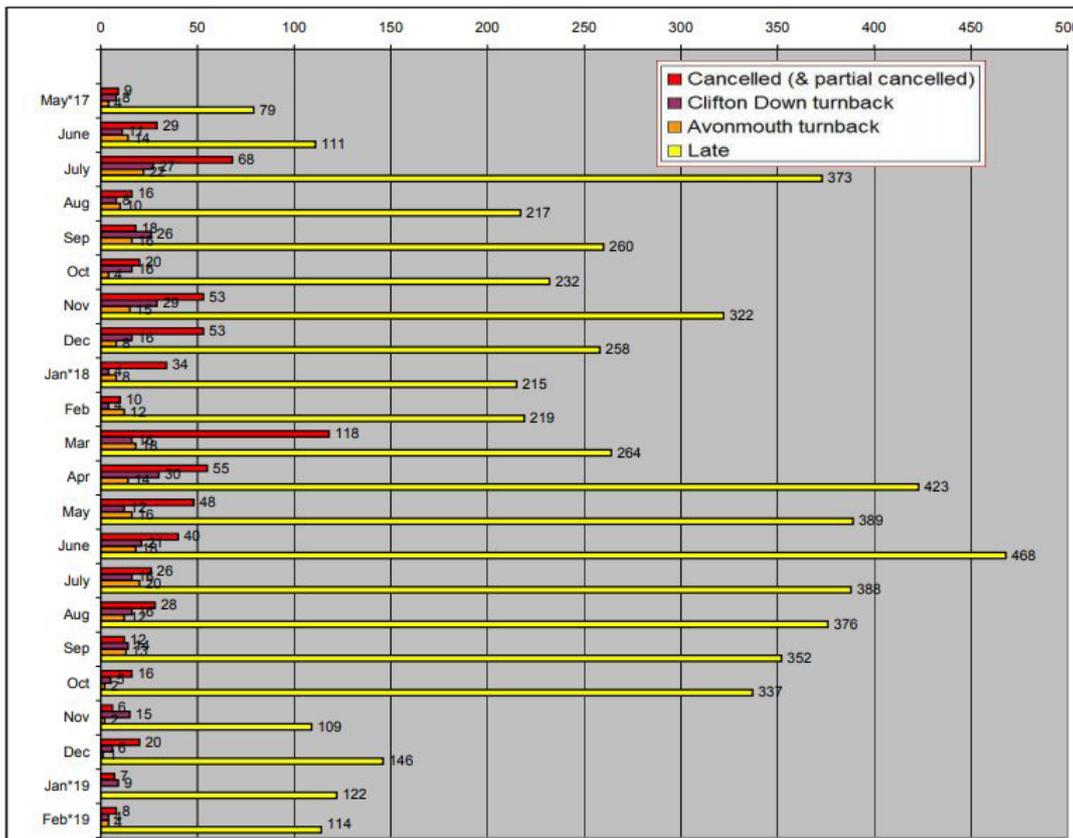
I recommend that WECA plays a clear role in the commissioning of rail services in the area. There also needs to be one Regional Transport Authority for the whole South West Region which can then work closely with WECA for this sub region

David Redgewell

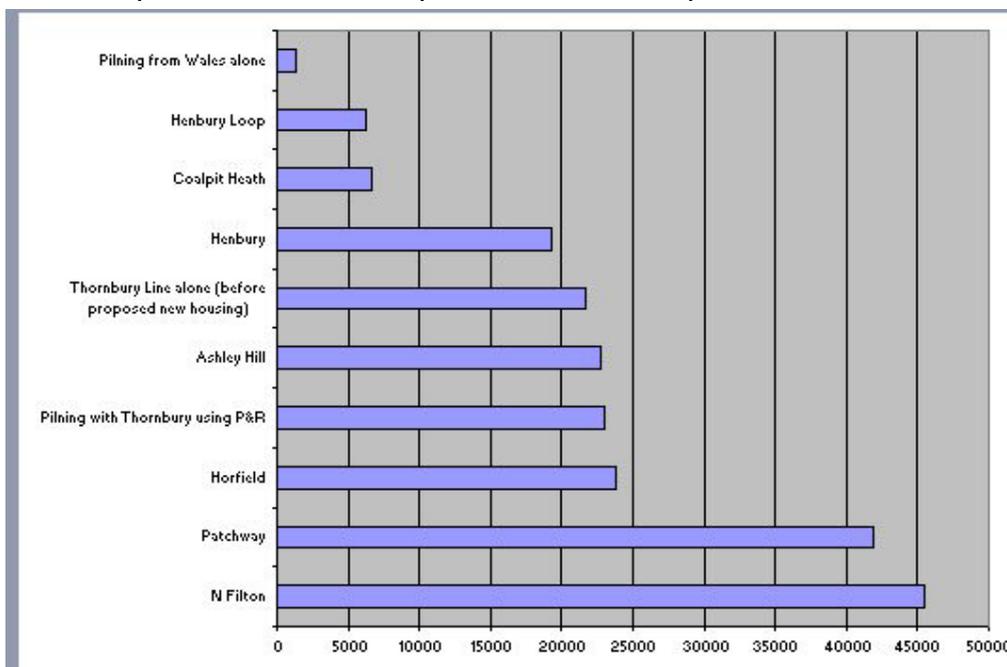


Statement to WECA Committee and West of England Joint Committee,  
 Friday 14 June 2019, Guildhall Bath.

- Filton Bank and the green light for MetroWest Phase 1A:** 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.

### 9. **Clean air and the climate emergency**

**a) Bristol Airport** - FOSBR urges WECA and WoE to assist the constituent councils in every way possible to reduce the illegal levels of air pollution in Bristol, Bath and N Somerset, and to work with Bristol Airport to ensure that all air passengers travel by public transport to the airport before considering any expansion. We continue to suggest a minibus link to Nailsea and Backwell and provision of the second ramp at the station. We understand that the flight emissions are to be included only in Scope 3 (along with plastics and other hidden carbon) and would urge that the Airport make public all the emissions due to flights both to and from the Airport.

**b) Clean Air zones** - We also urge WECA to fund clean air interventions such as electric delivery vehicles and to use all powers over enforcement of zero-idling zones, closure of roads around schools in the morning and afternoon and both workplace charging levy and roadspace reallocation to prioritise buses, taxis, walking and cycling.

**c) Clean Air Day** - Finally we challenge all elected members to travel to work car-free and to participate in the Bristol Clean Air Alliance event at Castle Park on Clean Air Day, Thursday 20 June from 12pm-2pm.

10 – **Capita proposed hostile takeover** – FOSBR is alarmed at the prospect of the American hedge fund Coast and Capital's bid for a hostile takeover of First Group and urge that WECA intervenes to prevent this and to safeguard the rail and bus services this will affect.

Christina Biggs (FOSBR Campaigns lead)

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



## A reliable half-hour train service:

- 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 and Nailsea & Backwell for Bristol Airport, accurate real-time 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, Saltford, Ashton Gate & Charfield;
- Consideration of further stations at Coalpit Heath, Chittening, Uphill/Locking, Corsham & Long Ashton;
- Exploring an extension of Tytherington line to Thornbury.

## FOSBR Rail Plan 2018 campaign Car-free travel from your door

The West of England Combined Authority (WECA) – made up of South Glos, Bristol, and Bath and North East Somerset councils (BANES) and led by Metro Mayor Tim Bowles – are working on their Joint Local Transport Plan (JLTP4) for the period up to 2036.

FOSBR wants to see at least **half-hourly services to all stations** with future 15 or 20 minute frequency, together with new stations and infrastructure to ensure convenience and reliability.

Please support our campaign for the following to be included:

### Reopening stations across the network:

- Delivery of MetroWest Phase 1A **half-hour service from Avonmouth to Bath**, hourly to Severn Beach;
- Deliver Portishead line with an initial hourly service with planning for half-hourly or 45 minute frequency;
- **Full Henbury Loop** not just terminus at Henbury;
- **Welcoming existing WECA proposals** for stations at Horfield, St Anne's, Saltford, Ashton Gate & Charfield;
- **FOSBR proposes stations** at Coalpit Heath, Chittening (Severnside), Uphill/Locking, Corsham, Long Ashton;
- Exploring extension of Tytherington line to **Thornbury**.

### Investing in infrastructure to unlock capacity:

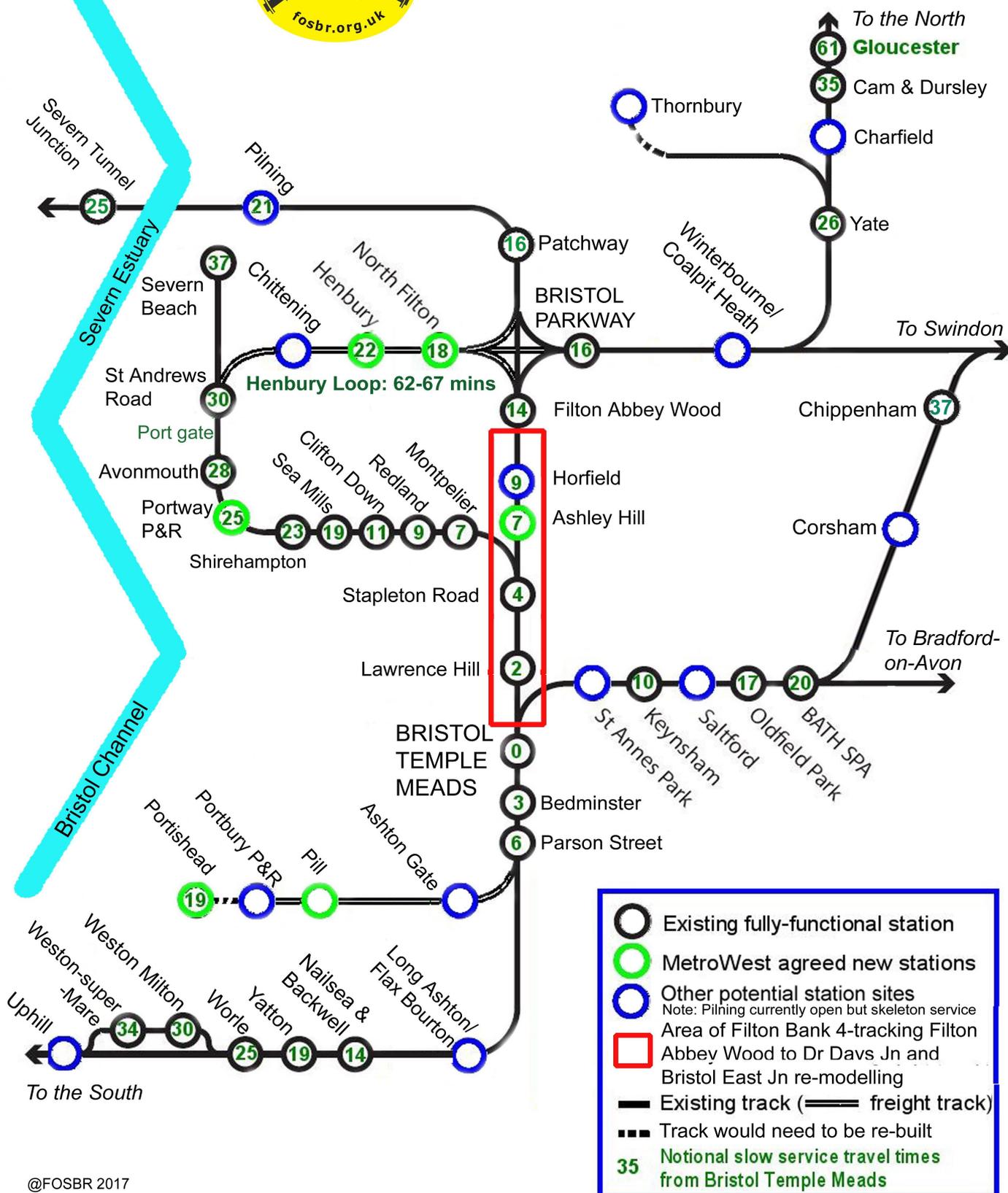
- **Bristol East and Westerleigh Junctions** need remodelling;
- **Pilning** station rebuilt to allow Severnside commuting;
- **Creating rail-bus interchanges** by real-time bus information and signage at stations, including at Bristol Temple Meads, Filton Abbey Wood (for Southmead Hospital) and Nailsea & Backwell (for the Airport);
- **Selective double-tracking of Severn Beach Line**;
- **Longer trains** with more seats and room for cycles;
- Multi-modal **smart ticketing**, with guards on all trains;
- Electrification and reduced emission or light rail trains;
- The West of England Combined Authority (WECA) need **rail powers and operational oversight**.

FOSBR – at [www.fosbr.org.uk](http://www.fosbr.org.uk), and on Twitter and Facebook.





# The Future of MetroWest Phase 3



# BRISTOL CLEAN AIR DAY

Thursday  
**20th June**  
is National Clean Air Day 2019

**BRISTOL CLEAN AIR ALLIANCE  
COMMUTER CHALLENGE**

**Help Bristol breathe on Clean Air Day!**

Commute in car-free and travel in by:



Bring a picnic lunch and celebrate your travel story at our prize-giving event 12pm-2pm

**Castle Park, Bristol City Centre**

by the S-shaped Castle Park bridge BS2 0HQ

Hotwells (The Pump House)	11.16	
City Centre (Depart)	11.40	
Castle Park	11.53	13.53
Temple Meads 	12.00	14.00
Castle Park	12.05	14.05
City Centre (Arrive)		14.18
Hotwells (The Pump House)		14.36

For more details find us on facebook



@bcadchallenge2019

Bristol Clean Air Day 2019



Need your car? Apply for our green badge and come along!

Need a bigger challenge? Sign up with TravelWest

[www.travelwest.info/businesses/travelwest-challenge](http://www.travelwest.info/businesses/travelwest-challenge)



**Green Councillor Martin Fodor**

**Statement – WECA Committee meeting 14 June - Agenda item 7 - Comments from the Chair of the Combined Authority's Overview and Scrutiny Committee**

Most of us will now have realised how the climate debate has shifted.

From the government's new plans to get the UK to net zero carbon by 2050, to local initiatives, we can see the direction we must go.

If we didn't realise the advice published by the IPCC has been published we can't have failed to notice the regular school strikes and the actions of Extinction Rebellion. Parliament has debated this too and recognised the climate emergency that faces us.

The West of England is of course not immune to climate breakdown, with rising flood risks (and expensive infrastructure projects to try and cope with this risk of inevitable flooding) to the other threats to our communities and our economy. It's now more obvious than ever that the economy is a subset of our environment, not the other way around.

So how will this body deal with both the opportunities and the imperatives of climate breakdown, from the massive potential of renewables and energy efficiency, to the risks to large areas of the region and threats to its people – from heatstroke in summer, flooding, health implications of new insect vectors, food hygiene dangers, damage to ancient buildings and infrastructure like cuttings, and so on? The climate impacts are wide ranging and ubiquitous.

I raise this issue as I really want to know when the climate emergency will be recognised by WECA and when it will start to rewrite its plans and develop a detailed strategy to prepare projects and spending plans? A few months ago a range of residents and organisations pressed the authority on the inadequacy of its energy strategy. In other meetings the need for firmer active travel and public transport initiatives were the subject of many statements and questions. People are getting impatient!

Two of the three authorities in WECA have already declared a climate emergency, and South Gloucestershire is drafting a motion on the same subject. In addition North Somerset is also an authority that has declared it recognises the emergency.

So when will WECA do the same and start to prepare real plans to do its bit?

Statement to West of England Combined Authority Committee - 14<sup>th</sup> June 2019

Item 11: Annual Business Report

I am pleased to see the formation of a separate Transport Board made up of portfolio holders from the constituent councils. This is welcome as transport remains a key focus and opportunity for cross-boundary working. Opportunities to enhance travel, mobility and boosting integration was a fundamental reason why many people, myself included, supported the creation of both the Combined Authority and a Regional Mayor.

I am unclear whether this new Board will have a public profile. Several other combined authorities have a committee or board leading on transport matters which meets in public. The former Joint Transport Board (JTEC) gained much from its public meetings, inviting key partners to attend and present and I am convinced this helped to shape priorities and improve our decision-making and transparency.

Given that transport has a profound impact on almost everyone across the West of England and will help enable growth and the building of new homes, I ask the Committee to consider the benefits of public meetings which would improve wider recognition of the work of the authority; the vitality of joint working and the progress of project development and delivery.

Cllr Mark Bradshaw

Bristol City Council

13.6.19

**Green Councillor Clive Stevens**

**Statement to WECA Committee meeting - agenda item 15 WECA/LEP Business Plan Annual Report - Councillor Clive Stevens, Clifton Down, Bristol**

Dear WECA and also may I say welcome to the new leader for BathNES.

I was reading your 18/19 Business Plan annual report and trying to match up the “visions” of the different leaders and organisations that affect my ward in Bristol. I’m looking to see if there is any overlap.

Different vision statements

LEP (Chair) - Represents the interests of universities and business (p66).

WECA (Mayor) - Drive growth and improve people’s lives (p66).

BCC (Mayor) - Ensure life chances and health are not determined by wealth and background (Corporate strategy alignment - Cabinet item 15).

It’s one of those Venn diagrams we all did at school and I want to see if the three circles have any overlap.

No overlap here

It’s easy to identify areas where there isn’t an overlap – for example, the recent uncontrolled expansion of numbers by two of our universities and the detrimental impact that has had on many people’s lives, life chances and even health. The expansion occurred without planning agreements, leading to rent increases, more evictions of people on low incomes and tensions between residents and concentrated student populations. In theory these downsides wouldn’t bother the LEP and I presume it didn’t?

Overlap means win-win-win

But in searching for the win-win-win, the overlap, given the three vision statements earlier, it has to be: “where universities and business can grow through improving the lives, life chances and health of all people irrespective of their wealth or background”.

I’ll repeat that because it sums up what your combined vision should be...

**“where universities and business can grow through improving the lives, life chances and health of all people irrespective of their wealth or background”**

Check the strategies comply with the vision

If you are going to do future strategies, green deals, business plans, investment plans then this has to be your combined vision. If you agree then every action and investment should have a “Vision statement check”.

- for whom does it improve life chances? How? (Wealth/background analysis).
- for whom does it improve health? How?
- for whom does it improve lives (wellbeing)? How?
- how are universities contributing?
- how are local businesses contributing?

Don’t forget the climate emergency

I think within the life chances and wellbeing you might want to include response to the climate emergency too, it will certainly be a big growth area and bring potential employment opportunity to those throughout the area.

Statement 5 – WECA Ctte

So hoping you and the other members of WECA can reach a joint vision with an overlap and are therefore trying to achieve the same thing.

## **WECA COMMITTEE – 14 JUNE 2019**

### **QUESTIONS & REPLIES**

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

- 1. Gordon Edwards – Subject: Transport functions – local bus services**
- 2. Cllr Clive Stevens (Bristol City Council) – Subject: Annual business report (agenda item 11)**
- 3. Cllr Carla Denyer (Bristol City Council) – Subject: Climate emergency (Business Plan annual report – agenda item 15)**

**Question from Gordon Edwards**

**Subject: Transport functions – local bus services**

‘Section 8 (4) of the West of England Combined Authority Order 2017 states that ‘The functions contained in sections 63 (functions of local councils with respect to passenger transport in areas other than integrated passenger transport areas and passenger transport areas) and 64 (consultation and publicity with respect to policies as to services) of the Transport 1985 are exercisable by the Combined Authority jointly with the constituent councils’.

Section 63 of the Transport Act 1985 gives local councils ‘the duty to secure the provision of such public passenger transport services as it considers appropriate to secure to meet any public transport requirements which would not in their view be met apart from any action taken by them for that purpose’.

How is the West of England Combined Authority discharging the duty which it holds jointly with the constituent councils under section 63 of the Transport Act 1985 to secure local bus services that are not operated commercially and to provide funding for such local bus services?’

**REPLY:**

The West of England Combined Authority works closely with its Constituent Authorities to understand the need for bus service provision, the commercial provision of services and the supported provision of services, as necessary. Through regular dialogue, WECA and our Constituent Authorities continue to review the current supported routes in relation to their need, level of usage and value for our communities and the potential need and provision of routes across the region in the future.

The level of investment in bus infrastructure over recent years, complementary policies and continued growth in passenger numbers across the region, bucking the national trend, ensures that the extent of the commercial proportion of the network is also maximised to support bus provision and the level of need across our communities.

**Question from Cllr Clive Stevens**

**Subject: Annual business report (agenda item 11)**

*Preamble:* On page 60 you define the members of WECA as the Mayor and the leaders of the 3 LAs or their substitutes. So I think you are excluding the members of the two scrutiny committees. Assuming this is the case then at page 236 (member / officer protocol) you refer to these Members and also imply there are other members (with a small m).

Q1: Are these members the ones on the two scrutiny groups or another group?

*Preamble:* Why Q1 is relevant, is because of the access to information in the Member Officer protocol as being to Members only "on a need to know basis". Others are excluded and that seems at odds with page 260 at 1.7 (5) of the Nolan principles "...and restrict information only when the wider public interest clearly demands."

Q2: Please could you reconcile for me the need to know control of information to Members only and the clause 1.7 (5) restrict information only clause?

**REPLY:**

The reference to Members on page 60 is a reference to Members of the West of England Combined Authority Committee in line with the West of England Authority Order 2017.

Members of the authority's Overview and Scrutiny Committee and Audit Committee are members of those statutory committees.

There are specific provisions relating to access to information for Combined Authority Scrutiny committee members contained in Article 8 of The Combined Authorities (Overview and Scrutiny Committees Access to Information and Audit Committees) Order 2017- see link <http://www.legislation.gov.uk/uksi/2017/68/contents/made>

**Question from Cllr Carla Denyer**

**Subject: Climate emergency (Business Plan - agenda item 15)**

Two of WECA's three constituent Councils (Bristol and BANES) have declared a Climate Emergency and set new carbon emissions targets. North Somerset, in WECA's Joint Committee has also done so, and South Gloucestershire is shortly to debate it too.

In line with its constituent local authorities, will WECA declare a Climate Emergency and commit the West of England to go carbon neutral by 2030?

**REPLY:**

The West of England has already made a strong commitment to tackling climate change, and to clean and inclusive economic growth. Figures from the Department for Business, Energy & Industrial Strategy demonstrate a reduction in carbon emissions across the West of England Combined Authority region by 35% since 2005. The reduction was achieved while the region's economy grew by 46% according to the Office of National Statistics.

This clearly demonstrates that economic growth can be achieved alongside ambitious carbon reduction if we work together as a region and the Combined Authority has launched schemes and invested in projects to build on this success.

WECA and the LEP have invested millions in projects to support clean growth ambitions, including £10m in the Institute of Advanced Automotive Propulsion Systems (IAAPS) - a global centre of excellence, delivering transformational research and innovation in low-emission vehicles. We've also invested in the National Composites Centre, which is developing lightweight materials that are stronger and have the potential to reduce weight and increase carbon efficiency.

We recently launched a £4.2m West of England Low Carbon Challenge Fund to support micro, small and medium-sized business to adopt energy efficiency measures, along with community energy schemes and retrofit energy efficiency measures for homes/housing providers (eg smart meters).

The Combined Authority also hosts the South West Energy Hub. The Energy Hub is a £3.5m project funded by BEIS to increase the number and quality of local energy projects in the South West. It is supporting projects from energy efficiency retrofit for homes, business and the public sector, to renewable or low carbon electricity and heat generation.

We are working to tackle congestion and improve transport options, encouraging people to leave their cars at home. The need to address poor air quality and take action against climate change is a key objective of our region's Joint Local Transport Plan and the multi-million pound projects we are funding across the region.

By working with partners in our councils, government and house-builders, we will ensure that we build new, well-connected communities – places where people want to live, connected to where they work with the public transport and walking and cycling routes they need to get where they want to be.

We know we all need to do more, and achieving clean growth is at the heart of our emerging Local Industrial Strategy. It will increase our productivity, boost earning power and help protect the climate and environment upon which we and future generations depend.

Climate change is a challenge recognised by all the leaders of the Combined Authority backed up with ambitious plans in place to build upon our early successes and ensure a clean, sustainable future for everyone.