

**JOINT MEETING - WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE
& WEST OF ENGLAND JOINT COMMITTEE - 25 JUNE 2021**

Agenda item 6 – Items from the public

Statements received (full details set out in following pages):

1. David Redgewell - Transport & regional issues
2. Kim Hicks - 'South Bristol Wrong Road'
3. Steven Hunt - Transport issues
4. Lucy Travis & Peter Travis – Transport issues
5. Cllrs Mark Weston & Chris Windows (Bristol) – Strategic rail investment (agenda item 15)
6. Cllr Martin Fodor (Bristol) – Climate emergency action plan update (agenda item 11)
7. Robin Kerr – Bath Alliance for Transport and Public realm
8. Tony Lloyd – Rail and transport issues

STATEMENT 1 – David Redgewell

Transport and regional issues

The councils with B&NES council, North Somerset council, city and county of Bristol and West of England Combined Authority mayoral transport authority will need to draw up a draft plan under Bus Back Better, the government White paper on buses to improve the Bus network in the West of England combined authority area and North Somerset council cross Boundary Services into Gloucestershire, Wiltshire and Somerset plus Monmouthshire in Wales.

The government through the Department for Transport is asking West of England Combined Authority mayoral transport authority and North Somerset council to look at an enhanced quality partnership or franchising scheme.

A full plan needs to be in place by October 2021 detailing will bus operators, service levels, routes and fares and the department for transport wants to see improvements in especially orbital and rural bus route key bus Corridor, Evening and Sunday services. Smart ticketing and integration with railway services and station ferries, Express Coaches and interchanges.

The final detailed plan needs to be in place by April 2022 and agreed with the department for transport and the buses minister Baroness Vere of Noriton. On course the mayor can choose, with the combined authority to bring in bus franchising with North Somerset council and get secretary of state approval. But with only 30 public transport staff in West of England Combined Authority mayoral transport authority and North Somerset council not a member of West of England Combined Authority mayoral combined authority and needs to join.

There is also the question of buying the bus depot assets of First group, HCT and Stagecoach west .

Depots at Lawrence Hill, Hengrove are leased with Bristol city council but also First group owned Depots at Weston super mare, Wells and Bath Weston island, Depot from Stagecoach west at Patchway HCT group at Parson Street and RAPT at Keynsham and Abus at St Phillips marsh.

Whilst the mayor can investigate franchising partnership, the quickest way forward is enhanced quality partnership for West of England Combined Authority mayoral transport authority and North Somerset council. Routes that need improvement in south Gloucestershire council, Banes, city and county of Bristol area are as follows:

19 Bath spa bus and coach station to Weston RuH back entrance, Kelston, Bitton, Cadbury Heath, Warmley, Kingswood, Hillfields, Staple Hill, Downend, UWE, Bristol Parkway station and Cribbs Causeway.

Needs an Evening and Sunday services
First group west of England.

18 Bath spa bus station, Saltford, Keynsham Willsbridge, Oldland Common, North Common, Warmley, Kingswood, Hillfields, Staple Hill, Downend, UWE, Bristol Parkway and Cribbs Causeway.

Evening and Sundays.

First group west of England

17 Keynsham, Longwell Green, Hanham, Kingswood, Hillfields, Staple Hill, Fishponds, Eastville, Horfield and Southmead hospital bus station

Bristol city centre via the Gloucester Road, Filton, Patchway, Cribbs Causeway Hand Thornbury T2.

Important to restore the evening service.

First group west of England

Y2 Bristol city centre, Fishponds, Downend, Yate Bus station and Chipping Sodbury.

Evening and Sundays.

First group bus service.

Service 60 Thornbury, Falfield, Wootton under Edge, Stincombe, Cam and Dursley.

Dursley bus station, Cam and Dursley station and Gloucester bus station.

This needs later Evening service and Sunday service from Thornbury not just Dursley.

Stagecoach west service.

Service 62 Need to Operate from Bristol bus and coach station and Bond street via Falfield Or Filton and Thornbury to Sharpness and Berkeley, Cam and Dursley Railway station, Cam and Dursley.

Dursley May Lane bus station, Hunts Grove, Gloucester quays and Gloucester bus and coach station.

Some journeys could operate to Filton, Thornbury, Falfield, Sharpness, Berkeley, Cam and Dursley station. Dursley May Lane bus station to Stroud bus station.

Bristol to Stroud needs a good bus link as Stroud and Stonehouse have no Direct Railway service to Bristol.

37 Bath spa bus and coach station to Weston RuH back entrance, Kelston, Bitton, Longwell Green, Hanham, St George, Lawrence Hill station and Bristol bus and coach station.

This service needs an hourly service and Evening and Sunday services.

With modern buses.

First group west of England bus service.

The 84,85,86 group of routes

Between Wootton under Edge, Chipping Sodbury, Yate bus station, Railway station and Emerson Green and Kingswood need to be hourly and operate via the new park and ride site.

Bus priority measures are required along the A432 from Yate bus station to Bristol city council via the Ring road and M32.

On bus service from Cadbury Heath to Bristol city centre 42 43 via Kingswood town centre and 44 45 via Hanham to Bristol city centre.

Whilst these services provide a good service from East Bristol to Bristol city centre, there is a lack of a service from Cadbury Heath, Warmley, Kingswood, Hanham.

To Bristol Temple Meads station area and the city centre.

Other routes need higher frequency is service 35 Bristol city centre to Marshfield. Evening and Sunday services.

The loss of service 37 between Bristol and Bath via Lawrence Hill, St George Park, Hanham, Bitton, Kelston, Weston, RuH and Bath spa bus and coach station is not good for passengers without public consultation.

The change again to 17 and the provision of service 16 Keynsham to Kingswood again without stakeholders engagement.

Does not appear to follow guidance on bus back better the Government White paper on buses.

A new link from Cribbs Causeway bus station to Portishead, Clevedon and Weston super Mare. To replace the x5

6 Bristol city centre to Kingswood town centre.

Service 7 Bristol city centre to Staple Hill

5 Bristol city centre to Downend

Keynsham to Whitchurch Asda and Hengrove hospital need improvement.

A south Bristol bus service review is required.

The Bath spa bus and coach station to Peasedown St John, Radstock, Midsomer Norton, Farrington Gurney need some improvements 171 172 173 174

Bath spa bus station to Shepton Mallet and Wells

Peasedown St John, Radstock, Midsomer Norton, Shepton Mallet and Wells corridor needs improvement in Evening and Sunday services.

On the Bath spa bus and coach to Midford, Rode, Beckington and Frome Sainsbury's there is a need for improvement in Evening services and Sunday services.

And Express service from Bath spa bus station to Bathampton and Frome via the A36.

Service to Bath spa bus and coach station, Corsham, Chippenham x31

The Wiltshire wippets.

272 273 Bath spa bus and coach station, Melksham and Devizes service, these services need to be improved joint with Wiltshire county council.

Important on Bristol bus and coach station Bristol Temple Meads station

Knowle Hengrove Whitchurch

One of our biggest concern is the construction of 5 roundabout on the Bristol ring road at Lyde Green

Siston hill roundabout

Rosary Roundabout.

Deanery Road Roundabout.

Kingsfield roundabout.

Whilst there is some improvements very limited in walking and cycling the proposed provides no Bus lanes or bus priority measures this is adding additional capacity to the ring road and will simply add to poor air In Staple Hill, Downend, Warmley and Kingswood.

But also push traffic into Keynsham, Bath and south Bristol.

As the only capacity problem are in the junction of the Ring road at peak time the best way forward is improvements Bus service on Ring road.

From south Bristol, Keynsham to Employment site in East and North Bristol This issue need addressing by The west of England combined authority and North Somerset council.

Bath city bus service need improvement and better evening and Sunday services

We need bus priority measures and bus lanes in Bath .

The frequency of the Brislington, local service needs addressing 513 514 Review of 36 Bristol city centre Broadmead to Barton Hill St Anne's park and Brislington.

And 96 Brislington to Hengrove via Knowle.

Improvements to Bus service between Bristol bus and coach station and North Somerset at Nailsea and Backwell x8x9

Clevedon x5 x6, Portishead x4 x5 and Weston super mare x1

Important upgrading of 126 Weston railway station to cheddar and wells bus station needs evening and Sunday services. Vis Backwell and winscombe.

Weston super mare need improved Evening and Sunday services.

Service 20 Weston super mare to Burnham on sea need an all year round service.

We need to invest in bus interchange in Kingswood, Staple Hill, Hanham, longwell green, Cadbury heath , Yate bus station, chipping sodbury, Thornbury and Emerson's Green.

The south Bristol metro bus route needs completing From whitchurch Hartcliffe, withywood, south Bristol link Road to Bristol city centre and Temple meads.

Needs completing.

But also via the Portway and portway parkway park and ride to Avonmouth and Severnside cabot park.

We need a transport study for Severnside as park of bus back better.

The Henbury loop needs completing to Avonmouth and shuttle train from Avonmouth, st Andrew's Road and Severn beach.

Piling station needs regeneration, lighting, accessible footbridge and bus rail interchange.

Under Buses Back better we also have to provide better connections at Railway stations interchange and with Coaches and Ferry services.

The guidance to local authorities from the secretary of state for Transport and buses minster is asking local Highway and Transport authority to provide more bus priority measures and bus lanes

As stagecoach west and First group have said the bus priority are required on the Bristol Ring road and the M32.

Regards passengers facilities there is a need to review public toilets at public transport in changes and key location across south Gloucestershire county council area, The city and county of Bristol, Bath and North east Somerset council and North Somerset council.

For passengers and bus and Taxi drivers.

This is supported by Unite the union and RMT bus drivers union Aslef and Tssa.

Bus Back is a top priority for the west of England mayor Dan Norris and North Somerset council.

We ask South Gloucestershire council to also give Top priority to Bus Back Better, the Bristol to Thornbury and Bristol to Yate metro bus scheme should be progressed.

Look at equalities and passengers safety issues around public transport.

The Bristol city council West of England Combined Authority mayoral transport authority and Avon and Somerset police British transport police public community safety partnership meet this week.

We also need to set up a mayor bus advisory board.

And have a meeting of west of England

Combined authority public transport Forum.

The government has also published a new white paper of the Railway Great Britain railway replacing Network rail western routes will a new body with a transport railway Authority including the train operating companies such as First group Great western railway or south western railway and cross country trains.

Page 41 allows the west of England combined authority to look at further devolution of railway services like metro west and to operate and plan Train service like Andy Burnham in Greater Manchester, Andy Street in the west Midlands combined authority and Steve Rotherham in the Liverpool city region.

We believe West of England Combined Authority mayoral transport authority and North Somerset council should set up a railway executive

To improve work on reopening the Bristol Temple meads to Portishead line via Pill and Ashton gate.

Bristol Temple meads to Ashley down, Horfield, Filton and Henbury line.

On the Bristol Temple meads to Bath spa and Westbury line new stations at st Anne's park and saltford.

On the Bristol Temple meads to Gloucester and Cheltenham line

Stations at Charfield and stonehouse Bristol road.

We feel it is very important that West of England Combined Authority mayoral transport authority and North Somerset council carry out full public consultation on Bus back better and produce a bus improvements plan and a railway plan for Devolution in Great Britain railways

The lack of Information centre at Bath spa bus and coach station and lack of a tourist information centre in Bath and the need for public toilets in Bath spa bus and coach station including disabled toilets.

Also the need for public toilets at the coach station in Avon street in Bath Somerset.

Thornbury high street.

I wish to be clear the support for part pedestrianisation of Thornbury High street by south Gloucestershire county council

And the west of England combined authority.

We still have work to do on Rock street public transport interchange bus stops shelters Drop kerbs and realtime information, Disabled parking facilities and drop off points for blue badge holders improvements to soper lane .

Improvements in Disabled toilets, changing places and I welcome the work with south Gloucestershire council disabled access group on the High street and bus interchange

Marketing campaign for public transport network to Thornbury with the west of England combined authority stagecoach west and First group west of England and Great western railway via Bristol parkway and car parking.

The restoration of the no 62 bus from Bristol bus station via Thornbury Berkeley sharpness cam Dursley and Gloucester bus station.

And joint working with The Town council south Gloucestershire county council west of England combined authority and luke hall mp on this project.

The bus back better bus improvement plan by the weca mayoral transport authority and North Somerset council

and need to improve sunday Evening and rural services and cross border service into Somerset and Wiltshire.

On Railway there is a need to set up a railway executive at the west of England combined authority to look at Railway devolution in the Government White paper Great Britain railways.

It's very important that bus and rail services network are into western Wiltshire from Bath spa to Freshford Avoncliff Bradford on Avon, Trowbridge Westbury warminster and Frome.

Corsham and chippenham melksham.

And new station at st Anne's park station and saltford.

It's very important that we put together for central Government and the Department for transport is very good sub regional bus improvements plan .

With west of England combined authority and North Somerset council.

But also work closely with Somerset county council mendip district council Sedgmoor district council, Gloucestershire county council.

Stroud district council, Gloucestershire county council Gloucester city council Cheltenham Borough council.

Monmouthshire council and Transport for wales

Western gateway Transport board and south west Transport board.

The equalities and disability equalities groups in the west of England combined authority area and North Somerset council area .

And to work with the Bristol public transport safety partnership with Bristol city council Avon and Somerset police British transport police, bus and rail

operators equalities group police and crime commissioner and weca mayoral transport authority.

Bus back better - Bus improvements plan .

There is a need for the Bus and coach station to have Toilets and Travel centre /Tourist information centres.

In Bristol, Bath, Wells bus station and facilities at Weston super mare New bus interchange In the Town centre.

These need discussions with Destinations Bristol and Bath.

On bus service as well as rural bus and orbital services evening Sunday.

Marketing of bus service and public transport are very important especially to tourists in the Bristol Bath and Dorset and Gloucestershire.

To cotswolds towns

Site of the new Bristol zoo at cribbs causeway which need bus stops.

And shelters on the cribbs causeway bus station to Thornbury to chipping sodbury via yate bus station service 622 stagecoach west and more meeting.

We are concerned about the last of rural bus service and links to and from North Somerset x5 Cribbs causeway to Portishead and Clevedon is causing hardship. With no service people having to travel via Bristol bus station.

Service 672 Bristol to the Chew valley

Loss of journeys.

And no Bus service on the 37 bus route between Bristol bus station, Lawrence hill station St George park Hanham Longwell green Bitton Kelston

Weston, RuH and Bath spa bus and coach station.

The need for bus rail integration

Park and ride at Henbury and Filton North Railway stations.

And development of metro bus stop and platform at Ashton gate and a station at Ashton gate for the site of the new housings, conference centre and Basketball centre.

On Railway, we welcome the money to improve disabled access to local station as per of step free access.

Lawrence hill Stapleton road, parson st Nailsea and Backwell are worst stations with poor disabled access.

New station eastern entrance at Bristol Temple meads works on the new footbridge at Henbury station.

Bedminster station is in need of CCTV cameras.

We welcome the work on Bristol railway network from the 12 July 2021 to the 3rd of September 2021

The Bus replacement service from Bristol Temple meads to Bristol parkway via Lawrence hill, Stapleton road and Filton Abbey wood

Bristol Temple to Keynsham Oldfield park and Bath spa.

With Lawrence hill station and Bedminster station being used during the works .

Publicity is very important and especially to bus service replacement and ticket acceptable on local bus service.

In Bath we would like to see more work on public transport and Taxis in city centre and disabled access with Banes council weca mayoral transport authority Avon and Somerset police the British transport police and the police and crime commissioner mark shelford of the security arrangements for Bath city centre.

Precepting by weca mayoral transport authority and North Somerset council is needed to improve bus services like Greater Manchester and the west Midlands combined authorities.

On course we welcome a governance review with North Somerset council joining the west of England combined authority.

And a review of the sub regional transport board western gateway transport board and south west transport board as part of railway devolution powers and deals as part of Great Britain railway restructuring of the England Scotland and Wales railways.

David Redgewell south west transport network and Railfuture Severnside.

STATEMENT 2

Statement on behalf of the SOUTH BRISTOL WRONG ROAD GROUP

The WECA transport plan gave many people causes for concern on some elements of the plan.

Specifically, the idea of a road from the A4 at Brislington, across Green Belt to the A37 at Whitchurch and onto a residential road in Whitchurch – Whitchurch Lane. It was appreciated that the final Transport document adjusted to refer to the 'new road' as the **South East Bristol Orbital Low Carbon Corridor**, however that still appears to involve building a road! It appears to this is not an active project at the moment, however, based of the reasons that 1000's of people submitted to the JLTP4 consultation, the route is not feasible so many reasons.

The pandemic and the recent climate/ecological emergencies, that have been announced since the Transport Plan was drawn up, are also additional factors why the route should be removed from the plan as soon as possible. The fact that the route/road is still in the Transport plan is a concern. It is like the 'Sword of Damocles' hanging over the heads of many Bristol South Residents. People have suffered enough during the pandemic. They do not need this lurking in the background as well, especially if in reality it is unlikely to happen. If it is not likely to happen then it should be removed from the current Transport plan.

Here are just a few of the reasons why the route should be removed from the transport plan:

1. We cannot destroy our valuable Green Belt, now more than ever. That goes against so many announced emergencies. Green Belt it is NOT replaceable.
2. It is not affordable, even before the pandemic, there was a massive shortfall in funding. The failure of the JSP (AND the lost of the HIF Bid money) has not helped.
3. There are no current, up to date studies, to confirm the need for this specific for this route. Diverting additional traffic onto a residential road with speed humps, weight limits, 20mph zone, a road that is next to a 600+pupil junior school....is unacceptable.

There are 1000's of people in the SOUTH BRISTOL WRONG ROAD GROUP (SBWRG) who are keen to engage with WECA at any opportunity to address this issue.

The SBWRG are looking forward to having a meeting with Dan Norris as soon as he can fit us in. We can bring him up to speed with the journey that the SBWRG has been on, to this point, We can work with him, and WECA, to ensure that he understands where very many local people in the Bristol South area are coming from.

STATEMENT 3 – Steven Hunt

Transport issues

Can the Mayor as part of the bus improvements plan look at London Transport style tickets system like they Transport allows for retired residents in London. Can you arrange for oaps pensioners in Bristol and Bath city region to have 24 hour free bus travel or let us use our bus pass, from before 5am Monday to Friday as at the moment the cut off period is 4am so in other words it would be extended by one hour. If the Department for transport extend the funding for concessionary passes.

Also should it be possible to introduce flexible ticketing on all buses so if we work three days a week we could have a fare card for three days similarly to great Britain railways have issue from this week.

Can West of England Combined Authority mayoral transport also carry out promotions of all combined bus and rail tickets in West of England Combined Authority mayoral transport authority area and North Somerset council area including North and west Wiltshire.

Bath Rider, Avon Rider. Bristol rider Weston super mare Rider Wiltshire Rambler and the bus rail freedom pass.

Which needs a child OAP and disabled person rate similar to Greater Manchester and Newcastle upon Tyne.

To get passengers back on public transport like the North East Transport authority have with bus rail and Ferry operators. Including media promotions.

Steven Hunt public transport user.

STATEMENT 4 – Lucy Travis & Peter Travis

Transport issues

The Somerset catch the bus campaign and Somerset bus partnership are working to improve bus services across the county of Somerset and into North Somerset, Bath and North East Somerset and into the city and county of Bristol and South Gloucestershire.

With the Government Bus Back better scheme to improve bus services, we are very keen to see advance quality partnership across Somerset county council and weca and North Somerset council areas.

With regards to bus service improvement plans these need to work across Boundaries, our concerns are about the Bristol Bath travel to work area. In the case of mendip district council into the west of England combined authority these are the following services

173 Wells bus station, chilcompton, Radstock, midsomer Norton, peasdown st John and Bath spa bus and coach station.

Needs an Evening and Sunday services.

174 wells Bus station shepton mallet Radstock midsomer Norton and peasdown st John Bath spa bus and coach station

Needs later Evening services.

172 Paulton, Radstock, midsomer Norton peasdown st John Bath bus and coach station.

184 Frome, mells, midsomer Norton.

Needs a Saturday service and Sunday services.

414 ,424 Frome to Radstock midsomer Norton.

D2 Bath spa bus and coach station to midford Norton st Phillip, Rode and Beckington and Frome.

This can then be a hourly stopping service

Need a fast service from Bath spa bus station along the A36 Express to Frome and

D1 Bath spa bus and coach station to Bathampton Bradford on Avon, Trowbridge warminster and Salisbury.

376 Street .Glastonbury. wells Bus station . chewton mendip .Farrington Gurney. clutton. pensford .whitchurch Hengrove .Knowle .Bristol Temple meads station and Bristol bus station.

Morning and evening journeys should operate via the Horringtons

683 well bus station to keynsham service.

126 Weston super mare Banwell winscombe Axbridge cheddar and wells bus station.

This route needs an Evening and all year round Sunday services

Service 20 Weston super mare Town centre Railway station, Brea, Berrow Burnham on sea.

The other service that is important is the south west falcon coach services from Bristol city centre Bristol Airport Churchill Brent knoll Bridgwater Taunton Wellington, Cullompton Exeter Newton abbot and Plymouth coach station.

This service needs improved coach stops and station in Bristol at Temple meads or the bus station.

Bridgwater, Taunton and Wellington.

Region coach service must be included in the strategy.

In the Bath area we are very keen to see improvement to the Bath spa bus station to Cribbs Causeway bus service 19 via Weston Kelston Bitton Cadbury Heath Warmley Kingswood Hillfields Staple Hill Downend Uwe Bristol Parkway station and Cribbs Causeway.
Evening and Sunday services.

Service 37 Bath spa bus station to Weston RuH back entrance Kelston Bitton Longwell Green Hanham St George Lawrence Hill station Bristol bus and coach station.

This should be an hourly service tendered by the West of England Combined Authority.

620 69 Bath spa bus station Yate Bus station Chipping Sodbury Tetbury and Stroud bus station.

Evening and Sunday services.

All services should terminate at Stroud bus station.

With the Department for Transport spending £27.3 a week on bus service. There is need for the West of England Combined Authority, North Somerset Council and Somerset County Council plus Wiltshire and Gloucestershire to run like the North East of England a marketing campaign with the 2 Region South West and Western Gateway Transport Board to get people back on to public transport network.

In terms of bus and coach stations should have toilets and travel centres. Public toilets should be reopened at Bath spa bus station and the Tourist Information Centres move into the bus station.

Wells bus station Travel Centre should be reopened.

Public toilets are very important at all public transport interchanges.

For passengers and staff.

West of England Combined Authority Mayoral Transport Authority needs to set up a public transport forum with North Somerset Council.

And a bus advisory panel

Somerset County Council have appointed consultants to work on the bus improvements plan.

Somerset County Council need to set up public transport Forum with the bus and rail operators with users groups and Banes, North Somerset and WCA Mayoral Transport Authority.

Working with Wiltshire Council is very important on bus service out of Bath to Corsham and Chippenham bus station x31.

272 273 Bath spa bus station to Melksham and Devizes.

D1 Bath bus and coach station to Bradford on Avon, Trowbridge Westbury Warminster and Salisbury.

And the important Bath spa bus station to Stroud bus station service 69 620 into Gloucestershire

Somerset catch the bus campaign see integrated transport as important and Bus railway station interchange.

At Bristol Temple meads station.
Bath spa bus and coach station
Weston super mare .
Yatton for clevedon.
Keynsham.
Castle cary station.
And Frome.
Highbridge and Burnham on sea.
Bridgwater and Taunton.
We like to see realtime bus information at local railway station
And railway information at bus stations.

We would still like to see important bus link like the x2 Weston super mare to Bristol via the village operate Sunday and evenings.
Better bus service Yatton station to clevedon.
A Bus service reinstated between Clevedon portishead and cribbs causeway bus station x5
7 days a week operation.
We welcome the new bus interchange at Weston super mare.
Taunton need a new bus interchange.
The Somerset catch the bus campaign and Somerset bus partnership welcome the mayor plans with North Somerset council who we support be coming a full weca mayoral combined authority member as soon as possible.
Advance quality partnership plans .
And will be happy to engage in public consultation to the plan submission o Baroness Vere of Norbiton the bus minister in October 2021 .
And operational in April 2021
We hope the Region mayor Dan Norris will also work with the Western gateway transport board and south west transport board on Region bus service across the Somerset Wiltshire Gloucestershire Bristol to Bath travel to work area.
The most important point is public and passengers consultation.
By the west of England combined Transport authority North Somerset council and with passengers group across the travel to work area from Somerset, Wiltshire and Gloucestershire.
On bus service in to the travel to work area.
More needs to be done on rural bus services but also marketing especially to the Tourist market.
Bus shelter and information at every bus stop with realtime information system timetable and disabled access and cleaning standards.
And information lines for passengers at weca mayoral transport authority and North Somerset council.
And improvements in public transport safety with the British transport police and Avon and Somerset police through work with public transport safety partnership with Bristol city council weca mayoral transport authority and North Somerset council The police and crime commissioner
This safe partnership is very important to passengers.

Lucy Travis

STATEMENT 5 – Cllrs Mark Weston & Chris Windows

Joint statement on rail report recommendations by Councillor Mark Weston & Councillor Chris Windows

West of England Combined Authority Committee & West of England Joint Committee
Meeting on 25th June 2021

Item 15 Strategic Rail Investment

We write to lend our support to all of these proposals but with particular reference to **Recommendation 1: the construction of a footbridge link to the A4018 as part of the MetroWest Phase 2 project**. As the report makes clear, there is a very strong case for this extra infrastructure. It will improve accessibility to the new Henbury Station for users from the south – namely Bristol residents and thereby help to encourage greater use of rail services on the Henbury Spur.

The Committee will be aware that we have long championed rail investment in track, trains and stations and it is heartening that the commitment to this hitherto greatly neglected form of travel continues apace. Post COVID-19, passenger and freight transport still represents the best mass transit option to get people off congested roads and as a means of meeting climate change targets. As a result, the dream of upgrading the current planned spur into a full circuit or loop line remains undaunted.

The report alludes to the new housing which it is to be delivered next to the station by Persimmon. These future families will need to be encouraged to use their local rail services more and that means offering them reliable, convenient, cost-effective and comfortable alternatives to the car. Moreover, increasing station accessibility is recognised within the JLTP4 with the aim of making new stations 'step free'.

North Bristol is fast becoming a major urban centre due to huge housing and leisure redevelopments in and around our ward. In practical terms, the impact of all this on those who already live in this part of our city dictates that substantial capital funding will have to be found to mitigate any adverse effects from such expansion. This footbridge represents a welcome addition or step in the right direction and good value-for-money spent towards that end.

**COUNCILLORS MARK WESTON & CHRIS WINDOWS
(Henbury & Brentry Ward)**

STATEMENT 6 – Cllr Martin Fodor

West of England Combined Authority - June 25th June 2021.

Statement on item 11: CLIMATE EMERGENCY ACTION PLAN UPDATE

I'd like to thank the committee for this report. An update on the CEAP is urgently needed as it's now almost **2 years** since the declaration was made by WECA and we do need to see progress is being made and how far/fast the gap is narrowing towards the deadline of 2030. As the report says: "further, bolder action" is needed. Regular updates are needed so corrective action can be anticipated and taken in a timely manner by everyone who has a role to play.

It's useful to have details of the proposed regional activity in the lead up to COP 26. The importance of '**Local Contributions**' is now recognised as vital to achieving climate goals so if major activity is taking place locally we need the government and the COP to know both that this is underway and also what extra support is needed to achieve even more.

I welcome the Metro Mayor's priority on taking urgent action to address climate change and protect the natural environment and biodiversity within the region. It's also significant that he signed up to the Bristol Energy Network "10 Asks from BEN". There will be widespread interest in his actions to support community energy now he's in post. Its potential is enormous as seen in other countries and prior to government changes that affected many plans; it's food to know the region can play a part in reversing the slowdown in projects as this is support urgently needed.

Up to now all we've seen are minor actions and a lot of preparatory work reported by WECA, as I said in a previous statement – and another year has passed now. So **more ambition and a stepping up of large scale action** is going to be really helpful and is essential in the nine years left until 2030. As he says "we need to move fast and work in partnership with our unitary authorities, businesses and the national government."

It's very helpful to know that revised plans and new programmes geared towards supporting recovery also reflect our climate ambitions e.g. recovery funding to extend the Low Carbon Challenge Fund. A more fully developed Green New Deal for the region would be useful.

The reference to positive behaviour change - such as increased levels of cycling and walking that became common in the pandemic and contribute towards overall emissions reduction and many other goals – are helpful. Traditionally individual action was disregarded and often dismissed by many in power as they thought it was irrelevant and far superseded by state and corporate actions like infrastructure or service provision, or just a middle class fashion. The rhetoric then changed to welcome and encourage it. Its cumulative effects can be significant, but it's only part of the solution. What's most needed now is **serious investment** to make street space safer and more welcoming for cycling and walking and strong signals to major organisations to play their part.

Also action should be taken to make home energy efficiency as easy to do as possible through large scale retrofit programmes and support for skills and supply chains. The feasibility study may be helpful but many barriers and lessons have already been learned – please do move to action without delay to build a market and join up the supply chains and

make sure we have a skilled workforce to do the jobs well and generate confidence in the work to our homes.

We also urgently need to step up the LCWIP from a handful of possible radial routes to create comprehensive regional networks each for walking and cycling [ideally safely segregated] that are continuous, direct and high quality.

I welcome the commitment to establishing a green recovery fund that will tackle the climate emergency, protect biodiversity, and promote recovery and would like to see this scaled up and widely available. At the same time we need to know that other actions by WECA are not **undermining** this by investing in the old damaging infrastructure and sectors which are causing the problems in the first place. Green recovery can't be credible or coexist effectively while business as usual continues in the form of large scale road building and traffic generation that was proposed in March 2020's JSTP4. In this regard the bold statement by the Welsh Assembly Government is a landmark for the Western Gateway region. We shall be looking to see if WECA now follows suit and accepts the evidence that roadbuilding just generates more traffic, congestion and pollution.

The Solar Together proposal sounds helpful and people will want to know what it offers and how soon it will be open to business. Also if it can be utilised by community groups as well as individuals?

Cllr Martin Fodor
Bristol, Redland ward, Green

STATEMENT 7

BATH ALLIANCE FOR TRANSPORT AND PUBLIC REALM

1. The Bath Alliance for Transport and Public Realm is an association of 22 major Bath organisations representing a spectrum of transport interests across the city. The Alliance was formed in 2016 with the aim of encouraging the development of a transport plan to resolve the city's transport problems and transform Bath into a place that is truly worthy of its World Heritage Site designation. World Heritage Sites are "Places of outstanding universal value to the whole of humanity".
2. Attached is a synopsis of the Alliance manifesto. More detail can be found on the Alliance website at <https://bathalliance.org.uk/>
3. Since its creation, the Alliance has discussed its ideas with B&NES Council and with WECA. We look forward to continuing this dialogue with the new leadership of the Combined Authority.

Robin Kerr, 25th June 2021

Leader, Bath Alliance for Transport and Public Realm

BATH ALLIANCE FOR TRANSPORT AND PUBLIC REALM

Aviva Investors | Bath BID | Bath Bridge | Bath City Football Club | Bath Festival | Bath Preservation Trust | Bath Spa University | Bath Rugby | British Land | Curo | Walk Ride Bath | First West of England | FoBRA | Kaleidoscope Collection | NHS B&NES CCG | NHS RUH | Stay in Bath | Sustrans | SUBath | University of Bath | Wessex Water | Bath and Bristol Area Trams Association

1. The Bath Alliance for Transport and Public Realm is an association of 22 major employers, institutions, businesses, housing providers, residents, public transport providers, universities and custodians of Bath representing a spectrum of transport interests across the city. The members share a common goal of resolving the city's transport problems.
2. The people living in, working in, and responsible for Bath today have inherited a glorious legacy from our predecessors, which is reflected in the city's designation as a World Heritage Site (WHS). As Bath's custodians, we all have a duty to make it one of the great small cities. This means serving with aspiration and confidence to make it prosperous, cohesive and functional. Excellent transport and public realm lie at the heart of realising Bath's full potential as a city.
3. Bath suffers from high levels of traffic congestion, which prevents free movement of pedestrians, deters cyclists, blocks buses, imposes economic costs and spoils the city experience for residents, workers and visitors. High levels of air pollution, largely caused by vehicles, harm the health of residents, workers and visitors and damage the historic buildings. Vehicles in Bath cause a significant amount of the city's carbon emissions, contributing to the Climate Emergency. The city's public realm suffers from long term neglect, degrading the urban environment and impeding the enjoyment of public spaces. Bath has a dysfunctional transport system, with over-reliance on private cars, inadequate public transport alternatives, and a free-for-all for commercial vehicles.
4. Bath is falling far short of its potential. A bold initiative is needed to address the problems of traffic congestion, air pollution and carbon emissions and degraded public realm whilst reducing car-dependency. This will transform Bath into a place that is truly worthy of its WHS designation. Many cities elsewhere have shown what can be achieved.
5. The starting point is to have a vision for the city which is specific and concrete in terms of transport and the public realm – how the city should actually look, feel and function in five or ten years' time. This vision applies to all of Bath but should start with the city centre, which contains most of the city's economic and social activity as well as the cultural and historic places that visitors come to see.
6. The Alliance Vision is of Bath as:
A beautiful city in a green setting, with vibrant public spaces, a historic centre free of all but essential traffic, clean air, good mobility and excellent transport infrastructure.*
7. The policy framework for Bath's transport delivery plan already exists in the Bath Transport Strategy, approved by B&NES Council with all-party support in 2014. B&NES is now working on a Bath Transport Delivery Action Plan (BTDAP) to implement the Bath Transport Strategy. The Alliance has developed a set of proposed specific transport initiatives which can be mapped onto the objectives set out for the BTDAP. These are interconnected and mutually supportive. Although these initiatives must be planned now as a package they will be delivered over an extended period of time. Some of the initiatives require significant funding but many of them do not. Some actually provide revenue to fund other transport initiatives. Sources of funding must be proactively identified and developed in partnership with WECA. Funding is challenging but there are several new potential sources that should be pursued.

* eg Deliveries, cleansing, buses, taxis, key business needs, disabled, and access for residents to their homes and nearby on-street parking

Friends of Suburban Bristol Railways (FoSBR)

Statement to WECA Joint Committee

Friday 25th June 2021 at 11.15 am



STATEMENT 8

1. Welcome to Dan Norris

The Friends of Suburban Bristol Railways would like to congratulate Dan Norris on his recent election as WECA Mayor. We are pleased to see that, in his election manifesto, he attached importance to *'creating a transport system for the 21st century, to include green and reliable buses, trains, and walking and cycling options to connect our region'*. Transport is an important concern to many in this region and we are pleased that he will be taking an active interest in trying to improve the situation.

2. Road Building is not the answer

Along with other transport and environmental campaigners, we consider that there is still too much emphasis on the creation of more road space. A recent example is the plan by South Gloucestershire Council to 'improve' a 7km stretch of the A4174 between Emersons Green and Longwell Green. The plans would see five roundabouts widened or converted to 'throughabouts', with an estimated cost of £30 million. It is now well understood that increasing road capacity is only a temporary fix for congestion – and, after a short time, traffic will build up again to saturate the newly available road space. We strongly object to this proposal and will campaign for this money to be used instead to improve public transport, including rail services. We note that Mayor Norris has also criticised these plans.

3. We need an Integrated Transport Authority

Turning again to Mayor Norris's manifesto, he states that *'Access to public transport remains poor across the West of England. There has been a failure of leadership, resulting in an under-resourced and overly complex transport network that is not fit for purpose'*. Surely this points to the need for some kind of over-arching body to actively plan and deliver improvements and to integrate all the different modes of travel – an ITA. Authorities with such bodies, such as Greater Manchester, West Midlands and South Yorkshire have much improved public transport systems and are more able to acquire Government funding

4. The importance of Rail

FoSBR see rail as at the core of an integrated, sustainable transport system in Bristol. For this vision to succeed, we need more frequent services to more destinations. FoSBR's Plan for Rail shows the rail network that would support this, and a fifteen minute frequency would provide the turn-up-and-go service that's needed to pull this all together. It is also important that railway stations are optimised as interchanges with other active travel modes and bus services that reach across the city. ***Nobody finishes their journey at a railway station*** (unless they are a train spotter or they work at the station!)

5. Rail Improvements

We welcome the forthcoming MetroWest improvements:

- Half-hourly service to Avonmouth due Dec 2021, after completion of Bristol East Junction remodelling
- Portway Park and Ride rail station due Dec 2021/Jan 202
- Half-hourly service to Yate or Gloucester due 2023, or earlier
- Ashley Down rail station due 2023
- Portishead service due 2024
- Hourly service to Henbury due 2023

However we will be actively campaigning for further improvements, including the following:

- Re-instatement of the Henbury Loop
- St Annes station re-opening, the emerging business case for this being funded by Restoring Your Railways
- Ashton Gate and Horfield/Lockleaze stations re-opening, these being the Bristol ex-stations that we believe demonstrate the best potential
- Four-tracking of Bristol Temple Meads to Parson Street, as recommended by Network Rail in its Bristol to Exeter Strategic Rail Study and by WECA for its Bristol West Capacity Enhancement project
- Double-tracking of the Severn Beach Line from Narrowways. WECA currently propose to double the line from Narrowways Junction to Montpelier to facilitate a 20-minute service to Avonmouth - whereas FoSBR are lobbying for re-doubling from Narrowways to Clifton Down to allow a 15-minute frequency.
- Completion of electrification to Bristol (Temple Meads) which was deferred by the previous administration. Network Rail's decarbonisation strategy identifies Chippenham – Bath – Bristol Temple Meads – Bristol Parkway as 'core electrification' routes.

6. Bedminster station

Bedminster Station has the potential to be a very useful transport hub, especially as passenger numbers are likely to increase greatly because (a) more trains will stop there when the new Portishead passenger service starts, (b) up to 3,000 more people might be accommodated in the nearby Bedminster Green development, (c) development within the Whitehouse St regeneration area will also bring more people within reach of the station.

The station, however, is hindered by lack of facilities and, more importantly, by poor access. There is only one street access to the station – via Fraser Street at the junction with Windmill Hill which is connected to a subway in the station and then by ramps that are not Equality Act-compliant up to the platforms. The street access is on the south-east (Windmill Hill) side of the

railway whereas the busier commercial and residential areas lie to the north-west (Bedminster) side. Passengers from Bedminster Green or East Street have to pass under the narrow Windmill Hill bridge to access the station.

This unsatisfactory situation could be resolved if, somehow, there could be direct access from the station to Whitehouse Lane on the Bedminster side. A report by Jacobs concluded that this would not be technically feasible but it did not take account of the fact that this stretch of railway will likely be soon recommended for four-tracking – a project known as the *Bristol West Capacity Enhancement*. This may require a re-design of Bedminster Station and offer the opportunity to extend Bedminster station underpass under the tracks to open onto Whitehouse Lane. FoSBR think that a northern entrance to Bedminster station would be transformative.

If businesses are to be displaced for new homes, then FoSBR would like to see further investigation of a northern entrance to better serve local rail users. Meanwhile, we argue that **the land between Whitehouse Lane and the railway must be protected** until Network Rail and WECA's four tracking plans are further advanced.

Tony Lloyd, Friends of Suburban Bristol Railways (FoSBR) www.fosbr.org.uk/