

WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE

28 JANUARY 2022

Agenda item 6 – Statements received (full details set out in following pages):

1. David Redgewell – Budget and transport issues
2. Peter Travis – Transport issues
3. Cllr Duncan Hounsell – Salford station
4. Maddy Longhurst – Green Recovery Fund - food and farming
5. Petronella Tyson – Green Recovery Fund – food and farming
6. Kim Hicks, South Bristol wrong road group – Spatial Development Strategy
7. Ian Pond – City Region Sustainable Transport Settlement
8. Jimmy Thomson – Green Recovery Fund – food and farming
9. Cllr Joanna Wright – City Region Sustainable Transport Settlement
10. Ian Barrett – Green Recovery Fund
11. Cllr Ed Plowden, Cllr Tony Dyer, Cllr Christine Townsend, Cllr Lisa Stone & Cllr Tessa Fitzjohn – Supported bus services procurement – may attend
12. Cllr David Wilcox – City Region Sustainable Transport Settlement

STATEMENT 1 – David Redgewell

Public statement on the budget and transport

Public transport users and voters are concerned about the Bristol city council and the city mayor, Banes and South Gloucestershire council passporting the support bus subsidies to the west of England mayoral combined Transport Authority for the supported service bus Network which provides bus services to some of the poorest communities in Greater Bristol in South, East and west Bristol.

At present the metro mayor Dan Norris has no precepting powers to main bus services and public transport infrastructure like the mayor of the west Midlands Andy Street and Andy Burnham mayor of Greater Manchester. The support bus and coach Network is important alongside covid 19 bus operators recovery grant from the Department for transport grant to maintain the important Great Bristol and Bath city region and North Somerset council bus Network.

Which is under threat from the Department for transport buses minister Baroness Vere of Norborton.

We need to retain covid 19 bus operators recovery grant.
past April 2022.

As bus services in the west of England mayoral combined Transport Authority and North Somerset council. area no buses are conical and carrying 60% on pre covid 19 levels.

we have bus service cut from 30th January 2022 .

on services 4 Bristol city centre sea mills Shirehampton, Lawrence Weston and Henbury no longer services Cribbs Causeway bus station and food shops services 23 24.

Ashton vale to Bristol city centre has no Evening and Sunday service. services 3 3 a Bristol bus and coach Ashton Gate, Bower Ashton, Pill and Portishead

services 17 Keynsham, Kingswood, Southmead hospital, bus station. the services is withdrawn in the Longwell Green and Speedwell and Soundwell.

services 71 is no longer serving Gloucester road North Filton Ave. now operating Along Gloucester road from Uwe Bus station to Parson street. but not Uwe at Bower Ashton.

Bristol city centre Gloucester road Bristol parkway station and Cribbs Causeway bus station. is diverted in Bradley Stoke area.

Whilst there is a link between Bristol city centre Lawrence Hill St George Hanham Longwell Green Bitton Cherry Garden service 45 change for Bath service 19 via Bitton, Kelston, Weston, Bath Spa bus station

whilst we welcome the connections

the Public transport interchange at Cherry Gardens has no lighting CCTV cameras or proper passengers facilities.

this is the same at Henbury Crow Lane Portishead town centre.

with need for the Town services to meet the x4 x5 ,to Bristol via pill or Avonmouth.

x5 to clevedon and Weston super mare

In Weston super mare Somerset whilst welcoming the new bus and coach interchanges at £6.8 million pounds.

we are very Concerned about the Design of the bus and coach station shelters.

which we fill should be more wind and water proof similar to Bridgwater bus and coach station design or wells bus and coach station.

Thornbury must have a well designed

bus interchange in the high street and Rock street.

we must restore bus service 18 from uwe Bus station to Downend, staple hill, kingswood, warmly, North common, oldland, willsbridge and keynsham Railway station and town centre.

we also need proper budgets for bus stops, bus shelters and interchanges coach stops which are part of the west of England mayoral combined transport Authority Network.

in all other mayoral combined transport Authorities all the infrastructure and staff work for the combined transport Authority.

we also clear budgets for graffiti removals from Public transport interchanges and bus stop and more enforcement by the police and Crime commissioner and the Avon and Somerset police and the British transport police.

Alex Reake Public transport safety partnership is work well with the public transport operators, Taxis, Ferries, British transport police, Avon and Somerset police and police and crime commissioner office, the west of England mayoral combined Transport Authority, North Somerset council, Banes council and South Gloucestershire council.

but Public transport interchanges and bus stops are very important and well must remove Graffiti repair shelters, lighting, real time information systems.

so we must have clear maintenance budgets and prosecution by the city council west of England mayoral combined Authority and the Avon and Somerset police.

The community even with budget savings to keep the city clean as per the mayor campaign for cleaner street and for Bristol waste limited to remove Graffiti from across the city again another successful mayor policy which must be funded.

we must remove graffiti from buildings and bus infrastructure in south Gloucestershire.

we need to repair broken bus shelters and stops in odd Down, Southdown Twerton

During covid 19 we successfully fund Public toilets in city centre and the harbour.

we must have a public toilets policy and community toilets funding within the budget including in South Gloucestershire council area, kingswood, staple hill Thornbury, yate, charfield, seven Beach, cribbs causeway, chipping sodbury, Hanham.

Buses must develop more public toilets in Bath city centre and in Keynsham, Radstock, Peasedown St John, Midsomer Norton and Paulton.

Bus drivers, staff and passengers need access to good quality public toilets.

Of course maintaining public service is very difficult at present with COVID-19. Especially around housing and social care, parks and gardens, sports and leisure centres.

We need to invest in Tourism Bristol and Bath Tourist West as it's worth 4 billion pounds in the bus economy and we need a tourist information centre in Bristol and Bath. One option is to use empty shops in Bristol and Bath Spa bus station.

Tourist information centres in Chipping Sodbury and Thornbury but at other key locations.

But without access to public transport many people in Bristol cannot access employment, education and shopping facilities, health care and leisure and tourism.

On capital budget it's important we fund the works to Bristol Harbour flood defences.

Bristol city region cannot function without investment in high quality public transport.

The West of England Mayoral Transport Authority and North Somerset Council bus service improvements plan and city region plan.

The A37 bus corridor from street Glastonbury, Wells bus and coach station, Chewton Mendip, Farrington Gurney, Clutton, Pensford, Whitchurch, Hengrove, Knowle, Bristol Temple Meads and Bristol bus and coach station.

A4018

Bristol city centre, Park Street, Clifton Down station, Westbury, Henleaze, Southmead, Brentry, Henbury and Cribbs Causeway bus station.

We need bus priority to Cribbs Causeway bus station.

We want to see progress on the Bristol to Thornbury metro bus corridor.

Bristol city centre to Yate and Chipping Sodbury metro bus corridor.

A367 Bath Spa bus and coach station, Peasedown St John, Radstock, Westfield, Midsomer Norton, Paulton, Shepton Mallet, Wells bus station.

A369 Bristol city centre to Pill and Portishead.

A370 Bristol city centre to Weston Super Mare.

A38 Bristol bus and coach station and Bond Street to Bristol Airport, Churchill, Brent Knoll, Bridgwater, Taunton, Wellington, Cullompton, Exeter, Newton Abbott and Plymouth.

As far as the Somerset border.

Metro West railway network.

Portway Parkway.

Bristol Temple Meads to Portishead via Pill.

New station at Ashton Gate.

Bristol Temple meads Lawrence hill Stapleton road, Ashley Down ,Filton Abbey wood ,Filton North ,Henbury for cribs causeway.

Bristol Temple meads to Gloucester central with station at Lawrence hill, Stapleton road ,Ashley Down, Filton Abbey wood ,Bristol parkway yate charfield cam and Dursley , stonehouse Bristol road and Gloucester central.

Bristol Temple meads to Avonmouth Dock and Severn Beach via Lawrence hill, Stapleton road ,Montpellier ,Redland Clifton Down station ,sea mills shirehampton, Avonmouth Dock st Andrew road and Severn Beach .

Bristol Temple meads to keynsham oldfield park, Bath spa Freshford ,Avoncliff, Bradford on Avon Trowbridge Westbury and warminster.

Bristol Temple meads station to Bedminster parson street Nailsea and Backwell yatton for clevedon ,worle parkway Weston million , Weston super mare. Highbridge and Burnham on sea Bridgwater and Taunton.

metro west is a very important public transport project for the Bristol and Bath city region.

with accessible station at Bedminster parson street Nailsea and Backwell Weston super mare ,Freshford, Lawrence hill ,Stapleton road, Avonmouth, pilning.

on Mass transit system the key corridor is Bristol city centre bus station

Bristol Temple meads Arnos vale, Brislington keynsham, Salford, Newbridge, Weston and Bath spa bus station.

and one option is to use the North Somerset railway line as a cycling route walking and mass transit bus route to callington Road then the ring road to Bath Road to Hick Gate along the keynsham bypass with interchanges for Keynsham town centre, saltford Newbridge, Weston Bath spa bus and coach station.

we need mass transit line in Bristol.

to the South, East kingswood and North of the city region.

Brislington and Odd Down park and ride site need to be Developed into bus and coach interchanges and we must remove the ODD Down to Bath spa bus station and city centre park and ride service with bus services 171 172 173 174 calling instead.

On Brislington to Bristol Temple meads and Bristol city centre park and ride services with service 178 349 x39 39 services calling instead

it very important to support the city region Public and sustainable transport fund through the west of England mayoral combined Authority.

we also need the 106 planning agreements from YTL arena and housing Development to be released by the mayor for the west of England mayoral combined Authority jointly with Bristol city council to make progress on bus service provision to Bristol city centre. and to make progress on Bristol Temple meads to Ashley Down Filton Abbey wood Filton North Arena station and Henbury for cribs causeway bus station.

we still wish to see the mayor of the west of England mayoral combined transport Authority and North Somerset council set up a bus Advisory Board with passengers and Passengers forum.
like Somerset county council and Wiltshire council.
we note the new time line for the bus services improvements plan and enhanced quality partnership from the Department for transport.

David Redgewell South west transport Network and Railfuture Severnside.

.Bus back better National bus strategy.

in line with the west of England mayoral combined transport Authority and North Somerset council bus service improvements plan.

we like to promotion of intergrated ticket

with Bus fare changes on the 23 rd of January 2022.

The following tickets Avon Rider Bristol Rider Bath, Rider Weston super mare rider ,Wiltshire Rover Rambler freedom passes bus and rail tickets first west of England and first group South west buses of Somerset plus area ticket across Somerset and parts of Gloucestershire Dorset Wiltshire and Devon .

and These promoted in Bus stations at Bristol Bath,wells yate cribbs causeway Southmead

And Tourist information offices in Bristol Bath wells and Weston super mare bus coach interchange like Cornwall council.

David Redgewell South west transport Network and Railfuture Severnside.

supplements to my statement.

with Baroness vere of Norberton the buses minister at the confederation of passengers transport conference.

said that whilst some bus improvements plan are very good other will be sent back to Transport Authority for further work.

But she has made it clear that their was Only £1 .4 billion pounds available for 79. Transport Authorities in England from April 2022 for bus services improvements plans and enhanced quality partnership

Boris Johnson the prime minister was asked at parliamentary questions about buses and 4000 new buses and covid 19 bus operators recovery grant.

The mp was information the the prime minister like buses and was Enthusiastic for buses and was spending £5 Billion on buses and cycling in uk during this parliament.

But with bus services in the west of England mayoral combined Authority with North Somerset council area just carrying 60 % 63% of pre covid 19 passengers number some country bus at 46 % and the only money is covid 19 recovery grant and an Omicrom uplift money in April 2022 with 3 months of covid 19 bus operators recovery grant extension to the summer.

Their is also a drop in concessionary fare money although transport Authority can still fund operators at a full rate .

If the Government doe continues to pay bus service covid 19 bus operators recovery grant then we will see cuts to bus service services in the spring.

Railway services are operating at %53 of passengers numbers pre covid 19 with reductions in services in South west of England on First group MTR South western railway and First group Great western railway and Germany state railway cross country trains due to lack of Department for transport funding and reduced timetables

National Express coaches megabus and flix bus is operating on reductions in services in South west England .

The concerns we have that the city region transport plan bus lane interchanges facilities and priorities will be built with the subsidies and revenue support to fund the buses metro buses and Gilder services unless treasury money is available.

we must push the Region mps members of the House of lords Western Gateway Transport Board and South west transport Board. Transport select committee Transport focus a government agency of the Department for transport to push for revenue support for bus services. and improve funding for railway services.

we need to carry out consultation on Mass transit system route across the Bristol and Bath city region and into North Somerset council area .

But follow the Edinburgh model where scheme may start off as bus service improvements and then upgrade to a light rail system as more investment become available from the Department for transport.

Great Bristol and Bath city region requires a good light rail system metro west railway Network bus and coach Network over the next 20 years .

The priority must be to get metro west railway Bristol Temple meads to Portishead line reopen with upgrading Bedminster parson street pill and Portishead Railway station.

Bristol Temple meads, Lawrence hill Stapleton road, Ashley Down ,Filton Abbey wood, Filton North and Henbury ,for cribs causeway and allowing for a loop services

with a station to deal with the flood plain issue and car park bus interchanges and park and ride site. on cribs causeway with bus lanes to cribs causeway bus station.

The A37 to 4018 bus and Transport corridor needs to extend to cribs causeway bus and coach station. with bus priority measures.

passengers forum engagement it is very important that the west of England mayoral combined transport Authority and North Somerset council.

set up passengers stakeholder forums to talk to passengers.

That the Bristol Transport Board has more discussion about the city region Transport plans and issue around interchanges facilities and priorities for Region Transport funding.

The west Midlands region transport board are very effective at bring partnership together for Public transport improvements and Region transport investment in Mass transit system light rail system and Glider buses. local railway services and bus and coach services.

we need strong Region transport forum at the west of England mayoral combined Authority and North Somerset council and a good Bristol Transport Board to work in partnership with The Region Transport Authority.
of course North Somerset council need very very urgently to join the west of England mayoral combined transport Authority.

we also not with the Bristol mayoral referendum in may not that Transport groups would send £700 000 on a referendum in middle of covid 19 Public transport funding crisis.

But would have used the money to invest in local bus services recovery.
we welcome the mayor Dan Norris put extra money in the budget for supported bus services.

West of England mayoral combined Authority chief executive and the Bristol city council chief executive.

need to make it clear the Role of the city and county of Bristol mayor and the metro mayor Dan Norris the difference in function on Region planning skill business Education and Transport functions.

so the role of the 2 mayor are understood in the vote .

we would like to much more passengers input at the Bristol Transport Board and passengers forum at the west of England mayoral combined transport Authority on interchanges and facilities

similarly to Gloucestershire county council convention

with the Local authorities west of England mayoral combined Transport Authority and North Somerset council Bus coach rail operators Network rail and passengers groups.

Their needs more passengers discussion including equalities groups.

we note the last Region forum for passengers was 2 years ago .

we must make the west of England mayoral combined transport Authority and North Somerset council work together for passengers.

and of course North Somerset council must become a full member of the Authority.

we welcome the west of England mayoral combined Transport Authority and North Somerset council branding of the public transport Network. similarly to the west Midlands liverpool city region and Greater Manchester transport Authority and the metro mayor s .

but the Brand needs to include the North Somerset council area .

we need to market all the intergrated bus and rail tickets in the west of England mayoral combined transport Authority and North Somerset council.

Avon rider

Bristol rider .

Bath rider

Weston super mare Rider.

west of England plus bus ticket

bus rail freedom pass on bus rail and train services .

and Wiltshire rider.

similarly to Cornwall council.

not just first group or stagecoach west bus products .

David Redgewell South west transport Network.

public statement update .

we would also ask the west of England mayoral combined Authority and North Somerset council to take part in competition and markets Authority investigations into the stagecoach group merger with National Express coach group.

As both companies deliver bus and coach services in North Somerset council and the west of England mayoral combined transport Authority area . including Megabus coaches from stagecoach west Bristol Depot. stagecoach west bus services.

National Express coaches with a Depot in Avonmouth.

stagecoach South west Falcon coach services from Bristol Bond street to Plymouth coach station providing coach services along the A38 a local bus service with covid 19 bus operators grant.

megabus coaches and the Falcon are planned to sale to comfort delgro the Singapore transport company.

who run Scottish city link coaches with stagecoach and city link Ireland.

on South Gloucestershire council part of west of England mayoral combined Authority we welcome the new yate park and ride service from February 2022

with first group west of England and stagecoach west buses we hope the 84 85 86 from wotton under edge and kingswood will connections with bus services to Bristol city centre and Southmead hospital.

That the passengers information displays will be repaired at yate bus station with bus and train information. update and at yate railway station.

and passengers facilities will be developed in Thornbury high street and Rock street bus interchanges.

with the west of England mayoral combined Authority and first group and stagecoach west.

plan will progress on metro bus service South Bristol loop .

and link to seven Beach

Metro bus service to Yate and chipping sodbury from Bristol city centre

From Bristol city centre to Thornbury.

and bus and rail services marketing for leasure and Tourism services on public transport in west of England mayoral combined transport Authority and North Somerset council this spring .

with the west country tourist boards .

including Tourist information offices in Bristol and Bath bus station.

on Bus coach and train clean we need to make sure the bus cleaning and bus washing is being carried out in the west of England mayoral combined transport Authority and North Somerset council area .

and train and station cleaning to prevent covid 19 spread .

we welcome the operators still ask passengers with the mayor to wear face
coving.
David Redgewell South west transport Network.

STATEMENT 2 – Peter Travis

public statement.

Somerset catch the bus campaign

Somerset bus partnership.

Gloucestershire catch the bus campaign.

we are very concerned about the reductions in covid 19 bus service recovery grant from £25 .3 to £226 .5 from from October 2021 to April 2022 .

with 33 bus being withdrawn or cut back on the 30 th January 2022.

Leaving areas of the west of England mayoral combined Authority and North Somerset council with reduced bus service or No Evening or sunday services .

places in the to have reduced services are Portishead with its link to Bristol bus and coach station x3 and 3 being withdrawn leaving just service x4 x5 to Bristol via pill or Portishead.

service 23 from Ashton vale to Bristol is a replacement for 24 a Shuttle bus service Ashton vale to Ashton gate .

connections on to service 24 from Ashton vale to Southville, Bedminster Bristol city centre, Old market, Stapleton Road Eastville park, lockleaze, Horfield and Southmead hospital bus station.

The present services 23 Ashton vale to Bristol city centre has no evening or sunday service.

Ashton vale is on the Bristol city council North Somerset council boundary .

Other concern is the loss of services 37 from Bristol bus and coach station to old market Lawrence hill Station St George ,Hanham ,longwell green ,Bitton cherry garden, Bitton ,kelston, Weston Bath spa bus and coach station.

The replacement services is service 45 from Bristol city centre Broadmead Lawrence hill station st George Hanham longwell green Bitton cherry garden connections with services 19 at Bitton cherry garden for Bitton,Kelson, Weston and Bath bus and coach station.

.The concerns we have is the interchange at cherry Gardens Bitton has no CCTV or lighting no help point .

This issue need look into as an interchange policy with the west of England mayoral combined transport Authority and North Somerset council.

Bus service improvements plan.

Along with the interchanges at Bath Grand parade with services 6 and 7 larkhall and Fairfield park terminal for interchanges to Bath bus and coach station Rail station and the Royal united hospital. services 3 .

Better interchanges facilities at Portishead town centre. with services to and from Bristol city centre and Bus and coach station. x4 x5 X 5 to clevedon and Weston super mare new bus and coach interchanges with Portishead Town services run by stagecoach west for North Somerset council.

we are concerned Somerset catch the bus campaign and Somerset bus partnership welcome the new £ 6.8 million pounds new bus and coach interchange but members has Expressed concern about the bus and coach waiting shelters and hope theses are weather proof.

on the positive side we are please to see the mayor reinstate the following services to operate from the 30th January 2022
178 Radstock ,Westfield ,midsomer Norton, Paulton ,Timbury ,Marksbury Keynsham ,Bristolington ,Arnos vale; Bristol Temple meads ,Bristol bus and coach station
D1 Bath spa bus and coach station, limpley stoke,Winsley, Bradford on Avon Trowbridge ,Westbury ,warminster.
with a connections on services 24 Warminster,colford, Salisbury .
with funding from Wiltshire council.
services 8 Bath to kingsway.
services 620 69 Bath spa bus and coach station to lansdown,Wick,Puckchurch Yate bus station , chipping sodbury Tetbury and Stroud bus and coach station.
service 5 Bristol bus and coach station to Downend evening and Sunday service.

But we are very very concerned about the loss of bus operators recovery grant from the 4 th April 2022 with bus services in the Greater Bristol and Bath city region and south west England.
with bus services only carrying 60.% to 62 % on pre covid 19 figures .
we must retain covid 19 operators recovery grant otherwise vital bus and local coach services will be reduced or withdrawn in April 2022.
Has the mayor Dan Norris metro mayor and the leader of North Somerset council.
raised this issue with the m10 core cities.
Regional Transport Boards western Gateway. and South west Transport Board.
western gateway Partnership.
urban Transport Group.
Transport Focus .
Transport select committee.
Regional mps and members of the house of lords.

we also support the City region Transport plan and bus service improvements plan for North Somerset council and the west of England mayoral combined.
with the Transport corridor Along the A4 from Bristol bus and coach station to Arnos vale, Bristolington ,keynsham Salford, Newbridge ,Weston and Bath spa bus station for mass transit bus .
and bus service 39, x39, 178, 349 .
A367 Bath spa bus station to peasdown st john Radstock Westfield midsomer Norton Paulton shepton mallet Chilcompton and wells bus station.
171 ,172 ,173 ,174 .
A37 Street Glastonbury wells bus station chewton mendip, Farrington Gurney Clutton, Pensford, whitchurch Hengrove knowle Bristol Temple meads and Bristol bus station 3 3a 376 bus corridor
A4018 city centre park street Clifton Down station, Henleaze Southmead Brenty and cribbs causeway bus station
no 1 3 3a Corridor.
we welcome bus interchanges.
At Farrington Gurney Pensford for the chew valley.

Henbury crow lane we have concerns about and community safety .
But would welcome bus interchanges at Radstock, midsomer Norton Paulton
and Keynsham Ashton way for a new bus and coach facility.

We support the A38 bus corridor from
Bristol bus and coach station to Bristol Airport, Churchill Brent Knoll Bridgwater
Taunton Wellington Cullompton Exeter Newton Abbott and Plymouth.
in partnership with North Somerset Council and Somerset County Council and
Devon County Council and Plymouth City Council.
Bristol bus and coach station. to Pill and Portishead bus corridor x4 x5

Bristol bus and coach station to Weston Super Mare bus coach and
interchange.
corridor. x1 x2 .
with new buses .
A370 .

Bristol to Nailsea and Backwell station Nailsea and Clevedon bus corridor.

we wish to ask for Evening and Sunday services on these corridors 18 hours
a day .
with provision for some night services.

on information point we like to see like Cornwall Council bus information
points and Tourist information centres in Bus and coach station in
Bristol, Bath and Wells and at the new information point at Weston Super
Mare. by the Town Council. at Yate Uwe Cribbs Causeway and Southmead bus
and coach station.

on the new fares booklet we like to see more promotion of Avon Rider Bristol
Rider Bath Rider , Weston Super Mare Rider , Wiltshire Rambler West of
England plus ticket across first group West of England and first group South
West Bus Network. and the Freedom bus rail tickets as these are cross
company and mode under bus back better the National bus strategy.
Along withabus services Advisory Board and passengers forum.
please bring statement to the scrutiny commission 24 th January 2022 .
28 th West of England Mayoral Combined Authority meeting and joint
committee.
please we will send a representative to these meetings

Peter Travis .

Somerset catch the bus campaign
Gloucestershire catch the bus campaign.
Somerset bus partnership.

STATEMENT 3 – Cllr Duncan Hounsell

It was in this very chamber in October 2019 that 45 members of B&NES Council expressed support for the Saltford station project. The strategic Metro West scheme envisages half-hourly services criss-crossing the Bristol-Bath sub-region. Saltford station has been included in the “new stations package” as part of Metro West since 2011 and features in the Joint Local Transport Plan. A station at Saltford is supported by nearby Bath Spa University which would use Saltford as its local station, Saltford Parish Council, and local residents. Jacob Rees-Mogg MP has given a Saltford Station his support from the outset presenting a petition to Parliament.

WECA’s recent bid for £50K from the Department for Transport’s “Restoring Your Railway Fund” to provide funding to further examine the business case and feasibility of a Saltford station was unsuccessful. The feedback was frustrating as the bid was faulted for lacking the information that the study aimed to find out.

An up-to-date study would build on the Higher Level Output survey dated 2014 which was commissioned by Bath and North East Somerset Council and carried out by CH2MHill. That study stated that a re-opening of the station on the existing site would have a benefit cost ratio of 2:1. Patronage was estimated at some 200,000 users per annum. These figures are likely to be higher now as people wish to make a modal shift from road to rail. A station at Saltford would contribute to the local economy, help to address road congestion in the Bristol-Bath corridor, and contribute to carbon reduction and sustainable transport.

Re-opening a railway station at Saltford should be seen as complementary to MetroBus+ and the planned dedicated bus priority lanes along the A4. Taking traffic away from the A4 is essential if extreme congestion is to be avoided in the years needed to shift commuter traffic onto public transport. A Saltford Station would unlock some of this pressure.

A Saltford station already has “passive provision” from Network Rail. Its footprint is bigger even than Keynsham station. The re-opening of a Saltford station is desirable and deliverable. It matches the WECA’s aims.

WECA was already willing to pay £20K towards a feasibility study hoping that the remaining £50K would come from the DfT. I ask now that WECA funds the entire £70K so that the study can go ahead as soon as possible. This is a small amount in the context of major transport schemes. Let’s do this. Let’s engage proactively with GWR as well. The concept of Metro West is a network of commuter stations. It would be crazy for commuter services to pass the Saltford Station site without stopping. Saltford Station - “Bring it back!”

END

STATEMENT 4 – Maddy Longhurst

It's fantastic that the Mayor has started to recognise that WECA can play a unique role in revitalising and shoring up the resilience of the West of England's food and farming sector. We have started conversations about how this could happen. Original [briefing here](#).

If, as the effects of climate and biodiversity collapse hit home (literally) through breakdown of the global food supply, we cannot guarantee enough nutritious food for all each day, equalities will quickly and dramatically worsen and our social and economic systems will collapse. We want to avoid the full force of this by developing local economic infrastructure for our food and farming sectors now.

There are already huge concerns with the security of our water supply when it is run as a profit-making business.

How can we get more of a hold on all of this and limit our vulnerability?

Through an agenda of community wealth building through a landscape-scale, agroecological food and farming system that enriches soils, sequesters carbon and regenerates natural cycles, a different fate becomes a real possibility, benefiting us, and future generations.

Despite historically not concerning itself with the food system, WECA has an opportunity (driven by demand and urgent need), through the Green Recovery Fund, Climate Strategy, Strategic land-use planning function and training, employment and enterprise functions, to lead other Combined Authorities in this work.

Sheffield, Cambridgeshire and other City regions are already looking at how they might bring the National Food Strategy to life in the regions. With the West of England's background in innovations in food systems (Who Feeds Bristol? Dynamic Food Procurement in BaNES, the national Fringe Farming project, Gold award SFP city etc), WECA can take a meaningful lead on this now through collaboration and investment of time, funds and resources and the use of existing policy-making powers.

STATEMENT 5 – Petronella Tyson

The Urban Agriculture Consortium, (a local body that represents voices in the food, farming and land-use planning sector), would like to raise a statement to the WECA Joint Committee with regards to the objectives of The Green Recovery Fund.

We note that there is a distinct omission of agriculture and food production in the journey towards achieving the 2030 ambitions. This, despite this sector alone being responsible for 10% of our nation's GHG emissions, and a leading sector in the West of England. **Why is it missing?**

As we are all aware by now, this sector is also facing constraints caused by the climate emergency and our food system, as shown during the Covid pandemic, is not resilient to stand up to what is to come. That, and as my colleague Maddy pointed out to you below, a number of other pressing concerns about the state of the sector: the average age of a farmer being 61 for example, and the availability of land for new farmers. Others include:

- reliability and quality in our global food system,
- collapsing soil health, as Michael Gove said : "
 - *“UK is 30 to 40 years away from the 'eradication of soil fertility'*
- collapsing biodiversity and ecosystem integrity due to industrial agricultural practices,
- collapse of farm businesses nationally and globally with thousands of farms closing annually;
- the average age of a UK farmer is 61, and hundreds of farmers take their own life every year; and
- we have no national pathway to train new entrants into farming in a climate and nature friendly way of feeding ourselves.

We look forward to hearing from you.

STATEMENT 6

The SOUTH BRISTOL WRONG ROAD GROUP are keen to be kept informed and updated on the progress of the SDS.

SOUTH BRISTOL WRONG ROAD GROUP

STATEMENT 7 – Ian Pond

In respect of ITEM 15: City Region Sustainable Transport Settlement and specifically Document: 15b - CRSTS report which includes (on page 9) a schematic diagram of the governance working groups for the project. This describes separate working groups for “Sustainable Transport Corridor” and “Walking Cycling & Liveable Neighbourhoods”.

I do not understand why “Walking & Cycling” are separated from “Sustainable Transport”, as by definition they are modes of sustainable transport. I do not understand how the inevitable issues in relation to road space re-allocation along these corridor routes can take place within this siloed structure.

More logically I would suggest that there should be a working group for “Sustainable Transport Corridors” & a separate one for “Liveable Neighbourhoods”, both of which need to consider all modes of transport equally.

Regards

Ian Pond

STATEMENT 8 – Jimmy Thomson

As a food grower in Bristol, I would like to raise a statement to the WECA Joint Committee with regards to the objectives of The Green Recovery Fund.

Within the context of the climate and ecological emergency, degrading soil health, shrinking biodiversity, food poverty, burgeoning health and economic inequality, the devastating impact of Covid, the mental illness epidemic and a disconnect from food and nature, why is local agroecological food production absent from the Green Recovery Fund?

As one of an ever increasing number of young aspiring and practicing food growers in the city, why is money and land not being made available to help redress these interrelated crises?

Covid has made clear the vital need for a more local resilient agroecological food production system. There is a huge opportunity to use the Green Recovery Fund to support this transition in the region.

Thank you for taking the time to hear my statement.

STATEMENT 9 – Councillor Joanna Wright

Central Government has recognised that the weakness of the city regions is the quality of their local transport networks, and how this has a negative impact on general well-being and productivity.

Taxpayers money is going to be used to create sustainable transport infrastructure so that places are for people, not cars. Where people will walk, cycle and catch a bus first.

The City Region Sustainable Transport Settlement (CRSTS) will deliver investment in local transport networks and is set to fund bus service improvement plans, high quality cycle infrastructure (LTN1/20 standard) and improve journeys made by walking.

This Cabinet needs to agree to a shared vision for transport. This means agreement on our Key Transport Network and a credible plan to tackle congestion and parking. Plans must be put in place and agreed at a regional and a local level to deliver effective strategic bus and cycle routes. If B&NES is unable to deliver this vision, WECA should seek to take that responsibility.

Government is awarding the CRSTS as it recognises that systematic change requires visionary political leadership. Local Councils have for years failed at having a transformational vision and delivering it. A shared vision with effective leadership minimises the possible local opposition that often prevents the development of the right transport routes and infrastructure.

I am calling on the Metro Mayor to create a Cycling, Walking and Wheeling Commissioner as a way to create visionary leadership. The Local Cycling Walking and Infrastructure Plan (LCWIP) must add the agreed strategic regional cycle map.

Our roads need to be safe for everyone. Public highways have been designed solely around moving cars and little thought has ever gone into developing the public highways for those walking and cycling. When politicians announce major funding initiatives it is for big schemes failing to notice that individuals make small journeys more often. A timeline needs to be in place delivering infrastructure which focuses on school streets, pedestrian and cycle crossings, cycle storage, zero tolerance for road accidents and a speed reduction strategy. This will save lives, prevent injury and reduce carbon.

The B&NES approved plan for the CRSTS focuses heavily on the delivery of Liveable Neighbourhoods as a way to change the travel behaviour of residents. This local Council has selected 15 locations, but has failed to put in place a broader circulation plan. Those selected are limited to a series of road closures. There is a requirement for a wider walking and cycling network vision across the city. This is acutely apparent in the east of Bath.

One of the major failings of the current CRSTS plan is that the East of Bath is not even mentioned or budgeted for despite being a major contributor to the

traffic problems. Closing one minor road on the east of Bath - an area that has one of the highest levels of air pollution in the UK, no P&R, reduced bus services and few residents parking zones - it does not tackle the transport problems. The CRSTS plan fails the residents on the east of Bath.

The Green Party believes we must show vision and deliverability for transport and for this process to support all residents equally.

STATEMENT 10 – Ian Barrett

As Chair of the West of England Nature Partnership, I would like to reiterate our support for a West of England Green Recovery Fund and the inclusion of a £10 million ringfenced fund to invest in our region's natural environment. I would also like to welcome the proposed investment into the Commons Connection project, which will contribute towards a West of England Nature Recovery Network as well as bringing nature closer to people in the region.

A functioning and resilient natural environment is vital to our society, economy, and wellbeing, and will be crucial to mitigating the effects of climate change. But the natural environment is in a critical state, as reflected by the declared ecological emergencies. Fortunately, we know what we have to do to address the ecological emergency: protect our existing wildlife hotspots, create bigger and better habitats at scale, and manage other land sympathetically for wildlife. And to do that, we need organisations across the region to work in partnership towards an agreed vision for nature.

The West of England Nature Partnership is the designated Local Nature Partnership for the West of England, and is one of the most active Local Nature Partnerships in the country. It brings together local government, environmental charities, water companies and others to deliver a vision of a thriving and well-connected natural environment that works for wildlife and for people.

Our [Nature Recovery Prospectus](#) brings together strategic projects that, if delivered, would make huge strides towards restoring nature in the West of England. The challenge now is to secure the funding needed to develop and deliver these projects, alongside the work needed to make the wider environment more hospitable to nature. That's why our recently published WENP Strategy sets out a renewed priority to 'facilitate investment in and delivery of projects that deliver the West of England Nature Recovery Network, with a focus on large and impactful projects'.

The West of England is also at the forefront of innovative work to attract funding and investment into the natural environment, including the development of a Bristol Avon Catchment Market: a ground-breaking market-based mechanism for funding and delivering nature-based projects. By combining public funding, such as the Green Recovery Fund, with private investment, we will be able to accelerate the change needed to deliver nature's recovery.

Working as a partnership has already enabled us to map one of the country's first visions for a Nature Recovery Network; produce an ambitious Tree and Woodland Strategy for the region; and leverage in millions of pounds of public and private investment in the natural environment. Continuing this approach will enable us to source match funding for the proposed Green Recovery Fund and help direct resources towards the areas that will provide the biggest 'bang for our buck', making the Combined Authority's investment go further in addressing the climate and ecological emergencies.

We are looking forward to continuing to work closely with the four Unitary Authorities and the Combined Authority and hope that the proposed Green Recovery Fund leads to an acceleration of our efforts to restore nature across the West of England, building on the strength of our existing work.

STATEMENT 11 – Cllr Ed Plowden, Cllr Tony Dyer, Cllr Christine Townsend, Cllr Lisa Stone & Cllr Tessa Fitzjohn

When Metrobus was first launched there was a clear policy approach taken that all the services had to be commercially provided, and no publicly funded support would be offered to run the services. This was justified based on the substantial public funds invested in giving priority for buses to make them more reliable and viable. Unfortunately, not all the routes were commercially taken up, and in particular the route through South Bristol from Hengrove, via Hartcliffe and Withywood to Long Ashton P+R. This route now has a number of “stranded” bus stops that have never been used.

As part of the Supported Bus Services process, a number of supported and at risk commercial routes are being tendered, with no guarantee that all of them will end up being funded. This now includes the Metrobus CPNN extension route in South Gloucestershire, meaning the original policy principle appears no longer to apply.

South Bristol is a highly deprived area, with well documented severance to city centre employment opportunities due to long bus journey times. This surely must now be the time to test the market and include it as one of the services for which tenders are invited. The service specifications should already exist as they were prepared and consulted on with commercial operators.

STATEMENT 12 – Cllr David Wilcox

Bristol Green Party and I welcome the City Region Sustainable Transport Settlement report and support all 6 of the recommendations. This is a game-changing amount of cash to revolutionise Active Travel within the combined authority area.

The combined authority actually bid for £800-1000 million pounds of funding and only received £540 million – can ask what the difference was between the dreams and reality?

However, I have some reservations about Bristol City Councils ability to deliver its components.

1. Currently, the council does not have a Liveable Neighbourhoods Strategy. The Overview Scrutiny Management Board will be holding a workday in March or April of 2022 to define a strategy – but this will still need to be adopted by the council and the administration.
2. The council is still planning to deliver non LTN1/20 compliant schemes, such as the northern and southern sections of the Number 2 Bus Route scheme. If these are funded, then further projects will be ignored by Active Travel England.
3. There is confusion in the current budget on how the Council will be funding its own local contribution. The Clean Air Zone is the obvious funding stream, but my questions and scrutiny of the budget have brought this into doubt.

Councillor David Wilcox

Lockleaze

Shadow Cabinet Member for Transport and Active Travel.