

# **Minutes of the meeting of the West of England Joint Committee Friday 1<sup>st</sup> June 2018**

**Members:**

Cllr Tim Warren, Bath & North East Somerset Council

Mayor Marvin Rees, Bristol City Council

Cllr Nigel Ashton, North Somerset Council

Cllr Toby Savage, South Gloucestershire Council

Mayor Tim Bowles, West of England Combined Authority

<p><b>9.</b></p>	<p><b>Election of Chair and Vice Chair</b></p> <p><i>Agenda number 9 'Election of Chair and Vice Chair' moved to start.</i></p> <p>John McCormack, Interim Monitoring Officer for The West of England Combined Authority, requested nominations and a seconder for the position of Chair of the Joint Committee. Cllr Tim Warren nominated Mayor Tim Bowles. Mayor Marvin Rees seconded the nomination. John McCormack then moved to the vote and Mayor Tim Bowles was unanimously voted in as Chair of the Joint Committee.</p> <p>The newly elected Chair, Mayor Tim Bowles, then asked for nominations for the position of Vice Chair. Cllr Tim Warren nominated Cllr Toby Savage for the position of Vice Chair. The Chair then requested a seconder. Mayor Marvin Rees seconded the nomination. The Chair then moved to the vote and Cllr Toby Savage was unanimously voted to the position of Vice Chair.</p> <p>The Chair gave his thanks and best wishes to Matthew Riddle as the outgoing Chair for all the work he has done. He then thanked Mayor Marvin Rees as the outgoing Vice Chair.</p>
<p><b>1.</b></p>	<p><b>Welcomes and Introductions</b></p> <p>The Chair, Mayor Tim Bowles of the West of England Combined Authority, welcomed everyone attending the meeting and colleagues around the table to the Council Chamber in Bristol City Hall for the West of England Joint Committee meeting.</p> <p>He introduced his colleagues</p> <ul style="list-style-type: none"><li>- Councillor Tim Warren from Bath &amp; North East Somerset Council</li><li>- Mayor Marvin Rees from Bristol City Council</li><li>- Councillor Toby Savage, the new Leader of South Gloucestershire Council</li><li>- Professor Stephen West of the Local Enterprise Partnership</li></ul> <p>The Chair extended the Committee's thanks to Cllr Matthew Riddle, former Leader of South Gloucestershire Council, for his contributions to this Committee since its formation in March 2017.</p> <p>The Chair drew attention to the fire evacuation procedure and reminded attendees that the meeting was being recorded and that a recording would be available on the website following the meeting.</p>
<p><b>2.</b></p>	<p><b>Apologies for Absence</b></p> <p>Chair noted apologies from Cllr Nigel Ashton, Leader of North Somerset Council.</p>

<p><b>3.</b></p>	<p><b>Declarations of Interest Under the Localism Action 2011</b></p> <p>None were declared.</p>
<p><b>4.</b></p>	<p><b>Minutes</b></p> <p><b>Resolved:</b> That the minutes of the meeting on 18<sup>th</sup> April 2018 were confirmed and signed as a correct record.</p>
<p><b>5.</b></p>	<p><b>Chair Announcements</b></p> <p>The Chair confirmed that the following items would be discussed at the meeting:</p> <ul style="list-style-type: none"> <li>- Approval of the WECA business plan for 2018/19 – this was covered at the WECA Committee but was also brought to Joint Committee as it includes delivery of Local Enterprise Partnership activity</li> <li>- An update on progress with the Joint Transport Plan</li> <li>- An update on Metrobus</li> <li>- A request to allocate £6M of Skills Capital Funding</li> <li>- Proposals to strengthen the One Front Door programme governance. Again this item was discussed at the WECA Committee but was also brought to this Committee who oversee the One Front Door Programme.</li> </ul>
<p><b>6.</b></p>	<p><b>Comments from Chair of Local Enterprise Partnership</b></p> <p>The Chair invited Professor Stephen West to address the Committee on the work of the Local Enterprise Partnership and LEP Board. Professor West reported that he had attended a meeting of the network of LEP Chairs, where they discussed the Civil Service review of LEPs and their relationship with Combined Authorities (where there is one). They are hopeful of having clarity from Government on this point by the summer, including the accountabilities and responsibilities that flow as a result.</p> <p>The LEP has shared its current structure and governance with Government and is hoping it will be used as a template for the rest of England. A meeting is planned with the Prime Minister at No 10 Downing Street to understand how LEPs (and Combined Authorities) will translate Government’s Industrial Strategy into local strategies. Professor West said as a region we are looking for inclusive and sustainable growth that engages with all cities and regions across the country.</p> <p>He followed by saying a meeting took place this week with the Secretary of State for the Department for Work and Pensions (DWP) to help them understand how the LEP is supporting people in the City Region back in to work. In response to an expressed interest in how DWP could assist, the LEP had encouraged Government departments to work together in a more joined up way – in particular how the DWP, DfE and Home Office could</p>

	<p>work together to resolve some difficult issues. The two issues stated were the health sector workforce facing issues around immigration, and the Apprenticeship Levy:</p> <ul style="list-style-type: none"> <li>• Professor West raised concerns regarding the review of the visa restriction in the UK, in particularly for the public health sector and the impact it will have on its workforce.</li> <li>• In terms of the skills agenda, Professor West reported discussion focussed on how to best use the Apprenticeship Levy. The recommendation was made for a proportion of the funds to be redistributed back to the regions and used more flexibly. Specifically to support the existing workforce enhance their skills and reskill, as well as bringing in new workforce.</li> </ul> <p>Professor West heralded the first run of Metrobus as a great start for the future in terms of thinking strategically about the transport network across the City Region.</p> <p>He followed by noting the fact Bristol has been shortlisted as a location for a new Channel 4 hub, as another fantastic example of joined up working. He thanked contributors to the bid, Invest Bristol and Bath, Mayor Marvin Rees, Lynn Barlow from the University of the West of England and many others who are working with the Creative and Cultural Industries. He then stressed the fact that there is strong competition before any decision is made and the need to continue to work hard in order to be successful.</p> <p>Professor West noted the LEP’s concerns relating to the planned removal of the toll from the Severn bridge (linking the West of England to Wales). Their concerns particularly relate to traffic management issues for the business communities of Bristol’s north fringe and Filton. This is seen as a particular issue as the areas already suffer from gridlock on the roads.</p> <p>He reported that in relation to the post-16 skills agenda, the LEP is reviewing the skills education offer. They are working to join up sharing information and ways of working between authorities across boundaries.</p> <p>The Chair thanked Professor West and the LEP board who represent business in our area. He then echoed the stated view regarding the Channel 4 opportunity and said he looked forward to all involved working together.</p>
<p><b>7.</b></p>	<p><b>Items from the Public</b></p> <p>The Chair thanked everyone who had submitted items to the public forum.</p> <p>The Chair confirmed that two questions had been received and written responses had been provided to the questions.</p>

	<p>The Chair then confirmed three statements had been received and invited attendees to speak in the order their statements had been received.</p>
	<p><b>David Redgewell, South West Transport Network, TSSA and Director of Bus Users (UK)</b></p> <p>Mr Redgewell addressed the committee to stress the need for a bus strategy for the region, including North Somerset. He emphasised the need for good integration between different modes of transport (eg rail, bus and ferry) at Bristol Temple Meads. Mr Redgewell also noted the need to pursue an integrated, inter-modal travel card within the WECA region.</p> <p>He requested an update on Metro West Phase One and proposed WECA scrutinise the Cross Country franchise on a series of points and called on WECA to pursue realistic light rail plans with the first route to Bristol Airport.</p>
	<p><b>Christina Biggs, FOSBR</b></p> <p>Christina Biggs welcomed the comments from the LEP (Professor Steve West) on the removal of bridge tolls. She proposed Park and Ride as a potential solution to increased congestion. She noted that in other cities rail links with other transport modes, but Metrobus doesn't. She underlined the fact the rail plan includes proposals to increase capacity as well as helping to address issues contributing to congestion and air quality in Bristol.</p>
	<p><b>Thomas Gravatt, Portishead Back on Track, North Somerset Liberal Democrats</b></p> <p>Mr Gravatt said the organisation he was representing has collected over 1,000 signatures since it was set up in support of fully funding the Portishead railway following the rejection of the bid by the Department of Transport. He pointed out the disparity between London and the South West in terms of recent Treasury transport investment. He went on to ask WECA to source alternative funding for the MetroWest Phase One rail link plans which would help ease congestion, cut pollution and provide economic benefits.</p>
<b>8.</b>	<p><b>Petitions</b></p> <p>No petitions were presented.</p>
<b>9.</b>	<p><i>Agenda number not used (Election of Chair and Vice Chair moved to start)</i></p>
<b>10.</b>	<p><b>Business Plan</b></p> <p>This item was discussed at WECA Committee and also brought to Joint Committee as the Business Plan includes items to support the Local Enterprise Partnership.</p>

	<p>At the April meeting the committee requested a final version of the Business Plan be reported back for approval. The updated version of the plan presented to this meeting included an equalities impact assessment and risk assessment. These were used to inform the forward plan of key decisions for this Committee and the associated calendar of meetings, both of which were appended to the report. A cumulative impact assessment will also take place.</p> <p>The Committee was asked to approve the Business Plan and to note the forward plan of key decisions and calendar of meetings.</p> <p>The Chair then moved the recommendations and Cllr Tim Warren seconded them. A vote was taken and all present confirmed they were in favour and the vote was therefore carried.</p> <p><b>In the absence of North Somerset, on being put to the vote this was carried by majority decision.</b></p> <p><b>Resolved:</b></p> <ol style="list-style-type: none"> <li>1. Approve the amendments to the Constitution included at Appendix 1 to this report.</li> </ol> <p><b>The Chair then brought the attention of the committee to recommendations two and three for them to note. These were duly noted:</b></p> <ol style="list-style-type: none"> <li>2. To note the Forward Plan of Key Decisions for 2018/19</li> <li>3. To note the Calendar of Meetings for 2018/19</li> </ol>
<p><b>11.</b></p>	<p><b>Transport Update</b></p> <p>This item was to update the Committee on progress towards producing the new Joint Local Transport Plan.</p> <p>The item was to note the revised timescale for producing the Joint Local Transport Plan. This was formally noted.</p>
<p><b>12.</b></p>	<p><b>Metrobus Update</b></p> <p>The Chair introduced the item. He reminded those attending the meeting that the Metrobus scheme is a partnership between three councils (Bristol City Council, South Gloucestershire and North Somerset).</p> <p>The Chair then welcomed Peter Mann (Service Director of Transport at Bristol City Council) and his team to present an update. Peter Mann then provided a verbal update with accompanying Powerpoint presentation.</p> <p>The Chair thanked Peter Mann and his team for attending the meeting and for the presentation. He highlighted the broad scope of the work undertaken and noted the breadth of activity undertaken behind the scenes to support the project.</p>

	<p>He then asked members of the Committee to add any points or raise any questions.</p> <p>Cllr Savage said this is the largest investment in transport in the region in his lifetime. He added that the Stoke Gifford link has completely transformed the lives of local people for the better. Finally, he requested lessons learnt from such a large investment be fed into future stages. The Metrobus team confirmed this is happening and will continue to take place.</p> <p>Mayor Rees echoed the previous point regarding the importance of the transfer of lessons learnt to upcoming work, using this as ‘step one’ and as a foundation for bigger ambitions for the future and delivering the required transport infrastructure for the region. He then emphasised the need for the politicians to be open about the issues the project had faced and to have a ‘mature conversation’.</p> <p>Cllr Warren then spoke. He agreed with Mayor Rees’s comments and the need to look at the positives. He then applauded his neighbouring councils for their commitment to such an ambitious project.</p> <p>Professor West then recognised the requirement for collaboration on a project like this and underlined the need for the LEP and other strategic partners to champion the project and make it work. He said the next stage is to look at how other transport modes (such as rail or bus networks) connect to it. He said there is a commitment from all sectors to capitalise on this success and accelerate progress.</p> <p>The Chair emphasised the positivity of the project and thanked all the work undertaken by the team. He then asked James Freeman (Managing Director of First Bus) for any comments. He said he sees this as a fantastic accelerator, creating many further opportunities. He also reported positive feedback from the public in terms of the investment in public transport.</p>
<p><b>13.</b></p>	<p><b>Skills Funding Allocation</b></p> <p>The Chair introduced a report that sought approval to allocate funding from within the Local Growth Fund towards skills capital projects and to allocate LEP funding to careers advice.</p> <p>They were seconded by Cllr Warren.</p> <p>Cllr Savage commented on South Gloucestershire &amp; Stroud College (SGS) and particularly paragraphs 10 and 11, and Recommendation 3. He pointed out the SGS made a bid as part of the process and had a low score in some critical areas of the assessment process, but they did however make a strong case in terms of sufficiency and demand. He made the point that the demand is going to increase as the sites identified in the Metrobus presentation are built out. He therefore welcomed Recommendation 3 (the review of capital and re-evaluation of schemes).</p>

Cllr Warren made the link between developing skills and job creation, as well as the improved quality of life for local people.

Professor West underlined the need for a strategic review of learning provision for 16-25 year olds, as well as the interrelationship between neighbouring authorities. He emphasised the need to understand how to support people into employment, whether through apprenticeships, university or other routes.

The Chair moved the vote. He confirmed recommendations 1 and 2 required a majority decision of the four Local Authorities and the Combined Authority Mayor.

On being put to the vote the motion was carried unanimously.

**Resolved:**

**The Committee resolved to:**

- 1. Allocate £6m from LGF funding to the City of Bristol, South Bristol Construction Skills and invite the College to produce a full business case.**
- 2. Approve pipeline status for the Animal Management Education Centre promoted by Weston College pending a review of the overall funding position within LGF.**

The Chair stated that Recommendation 3 was to note:

- 3. Note the intention to develop options to fund development of business cases for the following schemes: Catering & Hospitality Education & Training Hub (Bath College); Digital & Creative Innovation Centre (Bath College) & STEM Centre (SGS College).**

This was duly noted.

The Chair then stated Recommendation 4 required a majority decision of the four Local Authorities. On being put to the vote the motion was carried unanimously.

**Resolved:**

- 4. Approve a virement of £50k (£25k pa) from the LEP interest income budget as match funding to support an additional enterprise co-ordinator for the West of England.**

<b>14.</b>	<p><b>Programme Governance for One Front Door</b></p> <p>The Chair introduced the report proposing amendments to the governance arrangements and a set of delegations to ensure timely and effective monitoring of the Investment Fund and One Front Door schemes.</p> <p>The Chair pointed out that the report had already been presented to the WECA Committee, but was being brought to the Joint Committee as they oversee the One Front Door programme.</p> <p>The Chair moved to the recommendations in the report and asked for a seconder.</p> <p>Cllr Savage seconded the recommendations.</p> <p>Professor West asked that in light of where the Government review is going, to check that on the diagram in Appendix 1, the statement next to “LEP Board Key Strategic Decisions” is aligned to the LEP Terms of Reference and is absolutely correct.</p> <p>The Chair moved to the vote, and confirmed that, in line with the constitution, both recommendations required a majority decision of the three Local Authorities and the Combined Authority Mayor.</p> <p><b>On being put to the vote the motion was carried unanimously by the three Local Authorities and the Combined Authority Mayor. The result was therefore declared as carried.</b></p> <p><b>Resolved:</b></p> <p>That the Joint Committee:</p> <ol style="list-style-type: none"><li>1. Agrees the proposed governance approach set out in Appendix 1</li><li>2. Approves the One Front Door programme delegations in Appendix 2</li></ol>
<b>15.</b>	<p><b>Any Other Item the Chair Decides is Urgent</b></p> <p>There were no urgent items. The Chair confirmed the next meeting will take place on Friday 27<sup>th</sup> July. The Chair thanked everyone for their attendance, and to Bristol City Council for allowing the use of City Hall.</p> <p>The meeting was declared closed.</p>
	<p><b>Signed:</b></p> <p><b>Chair, West of England Joint Committee</b></p> <p><b>Date:</b></p>

Appendix 1 – Public Forum – Statement

## Public Forum

### Statements Received

Statement	Name, organisation
1.	David Redgewell, South West Transport Network <b><i>West of England Transport Links</i></b>
2.	Christina Biggs, Friends of Suburban Bristol Rail <b><i>FOSBR Rail Plan 2018</i></b>
3.	Thomas Gravatt, Portishead Back on Track, North Somerset Lib Democrats <b><i>Portishead Railway and MetroWest Phase One</i></b>

## **Statement 1**

David Redgewell, SWTN

### ***Bus Strategy***

- The Combined Authority needs a Bus Strategy for its area plus N Somerset, it should also focus on corridors such as Bath to Frome, Chippenham and Melksham
- The approach should be that of Quality Partnerships with First and other operators

### ***Bristol Temple Meads Integration***

- There should continue to be good integration between Rail, Bus and Ferry
- Bus Stops need to be retained as close to the trains as possible
- The interchange should be kept as easy as it is now
- Stops for services to Wells, Glastonbury, Bath, Stockwood and Brislington should be protected

### ***MetroWest Phase One***

I request an update on the current position on Metro West Phase One and assurances on what is planned specifically around Portbury, Henbury Loop and the Portishead Line

### ***Rail***

WECA needs to set up some scrutiny over the Cross Country franchise and attend all relevant meetings as required

Specific points

- number of carriages and length of trains
- frequency of service
- transport security and the installation and use of CCTV on all trains
- Re introduce refurbished HST's on Penzance to Stafford
- Additional calls at Bridgwater and Worle

### ***Integrated Ticketing***

WECA to pursue an Integrated Travel Card for use on all buses, trains and ferries

### ***Light Rail***

WECA to pursue realistic Light Rail plans with the first route to Bristol Airport.

First of all South West Transport Network support the statement made to BANES Full Council on 10th May 2018 on bus services made by Graham Ellis - Community Rail Officer for the Trans-Wilts Community Rail Partnership below :-

*"Four buses an hour from Melksham into Bath is a golden opportunity to nurture modal change - to have people willingly shift from car to public transport, with its environmental gains (congestion, air pollution, resource conservation) by offering them a carrot (cheap fares, no problem finding parking, bus lane journeys) rather than by waving a stick. And with two buses an hour (D3 from First) going via Melksham Forest, Atworth and Box, and the other one or two (x72 from Faresaver) from Devizes and via Shaw and Bathford, the service is "feathered out" to pick up and drop off very close to many people's homes. "Park and Ride"? Sort of - park at home and ride all the way in. There's a commonality of routes though - from Bowerhill, Melksham Town Centre, and Atworth and we really hope that the new service does not get turned into a bus war between the services.*

*The regulatory frameworks currently used on commercial routes place operators in competition with each other, to the extent that they haven't even been allowed to co-operate in many ways as that could be regarded as a cartel by the Competition and Mergers Authority. This may be in the interest of any potential further operators wishing to enter this market, but results in such outcomes as return tickets that are not interchangeable between operators, buses running close together and then with a longish gap, and separate timetables ... when what the customer wants is a bus going where he wants to go, when he wants to go, safely and comfortably, with welcome staff. Which uniform (if any) the staff wear is of little consequence, though facilities such as WiFi and the particular routes taken in town might be.*

*Enhanced and Advanced Partnership schemes (2017 Bus Services Act) allow local transport authorities - that's BANES and Wiltshire Councils in the case of the D1 and D3 - to help broker and maintain co-operation between operators within their area or part of it. And doing this makes huge sense in areas where the true competition and future market is the private car traveller. True, there can be easy short term business gains for one or other operator on a flow doing so well that they gain a dominant position or monopoly, but in the long term the loss is that of the community of one of the services.*

*On the Bath to Melksham and Devizes route, First and Faresaver overlap during the day on Monday to Saturday for passengers from Melksham Town and a couple of other places mentioned above. Faresaver serve extra locations during these times - the key one being Devizes. First serve other additional locations - notably the residential areas of Melksham - and also cover most of the extra Faresaver destinations in the evenings and on Sundays. Neither is a complete service for all locations, and it's in the interest of the communities, public transport, and indeed both companies for both to survive - and indeed both to thrive.*

*Faresaver and First are very different organisations - a family run business, concentrating on daytime and specific passenger flows such as seniors and some commuter flows, and the subsidiary of a large company that operates across wide parts of the UK and beyond, and in our area provides not only the high peak, specific flow journeys but also journeys which cover the far more general need. Personally, when travelling between Melksham and Bath I find myself almost inevitably using the First Bus; I am not yet old enough to use a senior card so need to use the same company both ways, and the longer day (and Sunday) service from First means my choice is clear most times.*

*I would strongly support the co-operative implementation of a bus partnership for our area. And indeed I could offer very limited assistance via TransWilts - a Community Interest*

*Company - to the bus operators and local authorities. With modest funding sponsorship, TransWilts could take a far more active role in setting up and maintaining such a scheme, including partnership synchronisation and marketing. Single timetable, regular services combed together, interchangeable tickets, joint marketing promotion for the benefit of both. Very happy to talk in more detail at a later date; we do have the background, team, connections, and a track record.*

*It is possible to travel by train from Melksham to Bath too, but this involves a change and the service is much less frequent. We would not anticipate through services, nor a frequency increase to rival the current bus frequency, in the foreseeable future, and for this journey the train is not a competitor nor will it become one any time soon."*

SWTN believe that the bus timetable should be better co-ordinated by BANES/West Wilts Councils, Faresaver and First to provide a regular service frequency between Bath./Chippenham/Melksham/Devizes instead of buses following each-other and then leaving a large gap in services until the next one.

**With regards to the light rail consultation starting in June 2018 we wish to make the following comments :-**

**Bath - Warmley light rail consultation  
(Light rail around Bristol and Bath)**

*We want to see the budget for the light rail consultation studies in the Greater Bristol area to be fully protected and support the principles of a light rail route to Bristol Airport as a top priority and later to Bath especially from Lambridge across the City to Newbridge which could then make use of the light rail corridor to Bristol through Bitton, Saltford, Kelston, Warmley to Yate and East Bristol via Mangotsfield, Staple Hill and Fishponds as well as linking into the RUH at Weston, the new Bath Spa Art & Design College at Weston Lock and Park & Ride sites which need to be co-ordinated with the Bristol Mayor's rapid transit project. The two schemes must link to Warmley and Emersons Green. Retention of Avon Valley Railway steam services at weekends. Provision should be made for a continuous cycle/walkway between Bristol and Bath where possible. The implementation of light rail will help bring the City region into line with EU emission and clean air targets together with clean fuel buses and taxi's.*

*A future extension of the light rail line towards East Bristol would provide economic and employment benefits to those living in the Bristol BS5 area (which still has higher than average levels of employment and social deprivation) by improving access to employment/study opportunities around the North Fringe and the Emersons Green Science Park.*

*The corridor to Odd Down is welcomed however the majority of the traffic is to the Somer Valley at Peasedown, Radstock and Mid Somer Norton and therefore an extension of a rapid transit system to this area would be beneficial. What evaluation of the Somerset and Dorset railway corridor has been carried out as Norton Radstock is an enterprise zone and needs public transport improvement.*

*A new light rail station at Warmley could be an interchange for buses for the Kingswood area.*

**South West Transport Network would also like the Overview and Scrutiny Committee and Board to note the following points concerning the Bristol City Centre Framework consultation :-**

*1. retain bus lanes in both directions from Temple Meads - Bond Street - City Centre and convert to light rail use.*

- 2. improved bus stops on the Haymarket including bus shelters, borders and castle kerbs.*
- 3. design for light rail use at Haymarket roundabout but no major traffic use due to air quality problems.*
- 4. Get rid of Lawrence Hill and Bearpit roundabouts.*
- 5. Create a coach station at the bottom of the M32 and a ferry/bus/light rail interchange at the Friary, Temple Meads.*
- 6. upgrade public realm around Castle Park, High Street (including the Rummer pub), demolish derelict Norwich Union building to improve tourism.*
- 7. improve public realm around the coach station and St James Park including disabled access to the coach station.*
- 8. support new hotel by the M32 (Newfoundland Way).*
- 9. improve Lawrence Hill, Montpelier, Clifton Down stations.*
- 10. improve public realm around Temple Meads to retain Grosvenor & George and Railway hotels.*
- 11. more soft landscaping around City Centre, hanging baskets, fountains as you would expect in a European city.*
- 12. the plan is weak on tourism strategy.*
- 13. the city centre should be a hub for bus/light rail/tram-train as part of a future network to feed outwards to Bristol Airport, Severn Beach, Henbury loop, East Bristol towards the new Science Park and a possible Bristol Arena at Temple Meads or Filton.*

DAVID REDGEWELL (SWTN)



Statement to WECA Committee and WoE Joint Committee  
Friday 1 June 2018

Preamble: FOSBR welcomes the WECA Business Plan 2018-19 with its inclusion of the rail components of MetroWest, Bristol Temple Meads, Charfield, Yate and Keynsham, and presents the final version of our FOSBR Rail Plan 2018 as our recommendations for the rail component of the WECA Joint Local Transport Plan. We congratulate FirstBus on their recent delivery of the MetroBus service to Emerson's Green, noting however that the rail network has much better regional coverage and connectivity than the three MetroBus routes under construction, as well as being completely independent of road congestion. We would therefore encourage WECA to persevere with a regional rail plan as this will be a significant contributor to improved air quality across the whole region.

**1. Portishead Line** - FOSBR regrets that the Portishead Line top-up bid of £48 million was rejected, and encourages both WECA and the West of England Joint Committee to seek other sources of funding. We would also hope that N Somerset would consider again the benefits of joining as a full member of WECA so as to gain full access to the devolution funds. We would point out that Portishead car commuting is contributing to the poor air quality in central Bristol and elsewhere and therefore should be of concern to WECA.

**2. Severn Beach Line** - We would like to highlight the considerable number of delays and cancellations on the Severn Beach Line since July 2017, and would urge WECA to take an interest in the delivery of the current franchise, in particular communicating with both GWR and Network Rail about the rolling stock and re-signalling issues. For this to be effective, we would urge WECA to take on rail powers and operational oversight of the rail network. This is an urgent issue as ridership is currently falling and will be resulting in increased car commuting with direct impact on air quality.

**3. The longer-term proposals** in our FOSBR Rail Plan should give a more robust "fix" to the current problems in local rail services – in particular completing the Filton Bank works and remodelling Bristol East Junction. We would ask WECA to consider working up proposals for selective double-tracking of the Severn Beach Line as the single-track sections are highly sensitive to any delays.

**4.** We continue to ask that the **Henbury Loop and the Tytherington Line** should be fully exploited so as to provide the West of England with a truly rapid-transit network which is fully independent of road congestion. In particular, a Thornbury Line would considerably reduce traffic on the M32.

**5.** We note that **Bristol Airport** wishes to expand, and would ask that any expansion is accompanied with matching public transport provision, starting with a rail-bus link to Nailsea and Backwell station, which has a half-hour train service and regional connectivity to Cardiff, Gloucester and Taunton.

**6. Pilning** - FOSBR would wish to point out that if Pilning footbridge is delivered (for £2 million) in 2018, a commuter service could be delivered in the December 2018 timetable as one of WECA's contributions to the current Clean Air proposals and illustrative of the potential for rail as the only long-term solution to both the regional congestion and regional air quality concerns. We attach the submission by SevernNet to the S Glos Local Transport Plan consultation to supplement the Cost-Benefit analysis from UWE.

**7. In the mean time, we draw WECA's attention to the current Clean Air Plan directives from central government following from the Client Earth challenge, and urge WECA to reserve some of its devolution funding to enable a pain-free transition to Clean Air Zones in the three constituent authorities. This would be best in the form of an up-front Mitigation fund to enable financially vulnerable businesses to convert to cleaner vehicles.**

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



## A reliable half-hour train service:

- WECA to have rail powers and operational oversight;
- **Longer** trains with more seats and **room for cycles**;
- Rail-bus interchanges at Filton Abbey Wood for Southmead Hospital and Nailsea & Backwell for Bristol Airport, accurate real-time bus information at stations;
- Multi-modal **smart ticketing**, with guards on all trains;
- Delivery of MetroWest Phase 1A **half-hour train service between Avonmouth and Bath**, hourly to Severn Beach;
- 30 min service for Patchway, Parson St and Bedminster;
- Future 15 or 20 minute frequency.

## Robust infrastructure to unlock capacity:

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

## Reopening stations across the network:

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



# Pilning Station Footbridge Cost Benefit Analysis

February 2018

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Dr David Williams.

## About the Author:

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



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# Introduction

The Friends of Suburban Bristol Railways (FOSBR) have requested that a cost benefit analysis be completed to support their case for the installation of a new footbridge at Pilning station in South Gloucestershire, to the north west of the city of Bristol. The case is being made to the GWR Franchise consultation that closes on 21 February 2018. The original footbridge was removed in 2016 as part of Network Rail’s electrification programme<sup>1</sup> and it was deemed not cost effective to replace it due to the low number of passengers using the station, with just 230 people using the station in 2016/17<sup>2</sup>. The low number of passengers, up from 46 in 2015/16, is due to the fact that the station is served by just two trains a week, at 0834 and 1534 on a Saturday. Network Rail has estimated that the installation of an equalities compliant bridge at the station will cost £2 million and FOSBR have requested that the installation of this bridge be included within the next stage of the GWR franchise after 2020.

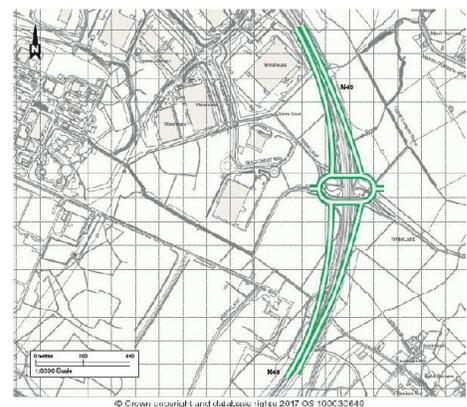
## Feasibility

Since Network Rail’s decision not to replace the footbridge in 2016 there have been several changes to transportation within the Greater Bristol area surrounding Pilning Station. Highways England has announced plans to construct a new junction on the M49 motorway that would provide greater access to the station. This new junction provides Bristol City Council with the opportunity to develop a Park and Rail site at the station, reducing trips into Bristol city centre. This is important as Bristol City Council is currently developing options for installing a Clean Air Zone (CAZ) within the city centre to comply air quality standards<sup>3</sup>. Developing Park and Rail facilities at Pilning station, through the construction of a pedestrian bridge and surface level car parking would provide a relatively low cost option compared to the construction of a new Park and Ride site served by buses. The new junction is expected to cost between £25m and £50m, but as yet no date has been set for its construction.

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

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

### PROPOSED M49 AVONMOUTH JUNCTION<sup>4</sup>



<sup>1</sup> Sims, A. (2016) [http://www.gazetteseries.co.uk/news/14587196.Rail\\_platform\\_and\\_footbridge\\_set\\_for\\_closure\\_in\\_Pilning/](http://www.gazetteseries.co.uk/news/14587196.Rail_platform_and_footbridge_set_for_closure_in_Pilning/)  
<sup>2</sup> ORR (2018) <http://orr.gov.uk/statistics/published-stats/station-usage-estimates>  
<sup>3</sup> BBC (2017) <http://www.bbc.co.uk/news/uk-england-bristol-40865101>  
<sup>4</sup> Highways England (2017) <http://roads/highways.gov.uk>



travel within the Greater Bristol area.

## Cost Benefit Analysis (CBA)

The Department for Transport's Web-based Transport Analysis Guidance (WebTAG) provides advice on transport modelling and appraisal for highways and public transport interventions. This is based on HM Treasury's Green Book to explore a wide range of impacts from a transport intervention. Rail interventions are based on the same approach. For the purposes of this analysis three scenarios will be tested to demonstrate the benefits of installing the bridge. This will be based on the Carbon Dioxide (CO<sub>2</sub>) and Nitrogen Oxide (NO<sub>x</sub>) reductions from people travelling by train compared to driving within the Greater Bristol area. It is not possible to capture the wider economic benefits or social benefits of this scheme due to the lack of available data. The analysis is therefore designed to demonstrate the benefits in one area, emissions, with the request that WECA conduct a full CBA as part of the Joint Local Transport Plan for the implementation of the bridge in line with its inclusion in the next GWR franchise period.

### Assumptions

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

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

The second assumption is based on the type of car that will be taken off the road. For this scenario the findings are based on a 1.6ltr Diesel Ford Focus, the most popular car in Britain. The Ford Focus emits 114 grams of CO<sub>2</sub> per kilometre<sup>5</sup> and between 0.5 and 0.75 grams of NO<sub>x</sub> per kilometre<sup>6</sup>. The cost of these emissions to the environment is approximately £0.05/kilometre<sup>7</sup>.

The CBA will test the three scenarios.

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

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

<sup>7</sup> MyClimate.org (2016) [https://co2.myclimate.org/en/portfolios?calculation\\_id=1045204&localized\\_currency=GBP](https://co2.myclimate.org/en/portfolios?calculation_id=1045204&localized_currency=GBP)



**Scenario 1** – 10 passengers will use Pilning Station/train

**Scenario 2** – 20 passengers will use Pilning station/train

**Scenario 3** – 40 passengers will use Pilning Station/train

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

The trains currently running this line run on diesel and therefore emit CO<sub>2</sub> and NO<sub>x</sub>. These trains will be running on this line whether they stop at Pilning or not. The level of emissions per service is therefore negligible and has been discounted for the purposes of this analysis. Further research would need to incorporate these figures.

DAY	DIRECTION	APPROX TIME	PURPOSE
MON-FRI	Bristol to Pilning	0530	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	0630	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	0730	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	0750	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	0830	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	1330	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	1430	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	1600	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	1930	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	2030	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	0530	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	0630	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	0730	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	0750	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	0830	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	1330	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	1430	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	1600	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	1930	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	2030	Serving Businesses at Severnside
SAT-SUN	Bristol to Pilning	0930	Serving the Mall
SAT-SUN	Bristol to Pilning	1030	Serving the Mall



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

### Calculation

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

NO. TRAIN SERVICES/ DAY	NO. PASSENGERS/ TRAIN	TOTAL PASSENGER S/ DAY	DISTANCE BY CAR SAVED (40KM/ PASSENGER)	CO <sub>2</sub> EMISSIONS SAVED/DAY (114G/KM)	NO <sub>x</sub> EMISSIONS SAVED/DAY (0.625G/KM)	ENVIRONMENTAL SAVING/DAY (£)
20	10	200	8,000km	912kg CO <sub>2</sub>	5kg	£4,000
20	20	400	16,000km	1,824kg CO <sub>2</sub>	10kg	£8,000
20	40	800	32,000km	3,648kg CO <sub>2</sub>	20kg	£16,000

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



NO. TRAIN SERVICES/ YEAR	NO. PASSENGERS/ TRAIN	TOTAL PASSENGER S/ YEAR	DISTANCE BY CAR SAVED (40KM/ PASSENGER)	CO <sub>2</sub> EMISSIONS SAVED/ YEAR (114G/KM)	NO <sub>x</sub> EMISSIONS SAVED/ YEAR (0.625G/KM)	ENVIRONMENTAL SAVING/YEAR (£)
7260	10	72,600	2,904,000km	331,056 kg CO <sub>2</sub>	1,815 kg	£1,452,000
7260	20	145,200	5,808,000km	662,112 kg CO <sub>2</sub>	3,630 kg	£2,904,000
7260	40	290,400	11,616,000km	1,324,224 kg CO <sub>2</sub>	7,260 kg	£5,808,000

## Summary

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

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

This report concludes that providing GWR were prepared to run these services and work together with SevernNet and The Mall's transport plan team, it would be possible to provide these services and help reduce emissions CO<sub>2</sub> and NO<sub>x</sub> in the Greater Bristol area.

## Next Steps

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

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



30<sup>th</sup> April 2018

## Getting people to work across SevernNet area and the critical role of transport infrastructure and services

This document is SevernNet's submission to the S. Gloucestershire Local Plan Consultation.

**SevernNet** is an enterprise run by, and for, the businesses and communities in and adjacent to Royal Portbury Dock, Avonmouth, Severnside and Severn Beach/Western Approach industrial areas. Our membership includes the largest employers and SMEs from across the area. These include The Bristol Port Company, Nisbets, GKN Aerospace, Etex Building Performance, Lidl, Warburtons, Avara Pharmaceutical, Amazon, GENeco and Oasis Bridestowe Academy.

The '**SevernNet Area**' extends over 10 miles, and includes Royal Portbury Dock and the Avonmouth Severnside Enterprise Area (ASEA). The area is heavily industrialised, supporting over 30,000 jobs with an additional 10,000 expected in the next 5 years.

The area is also very poorly supported by public transport and the Severn Beach Line provides an essential service.

**Sustainable transport links are becoming increasingly critical** as the number of jobs and vacancies across the area grow, local numbers looking for work decrease (as unemployment shrinks) and the number of job seekers and younger people who have a driving licence and/or have access to a car decrease. Without improvements in the local transport system the **forecast economic growth will be unachievable**.

### Rail and Bus Services

An essential element within the **MetroWest Phase 1 programme** is improvement to the **Severn Beach Line**. This is a vital link between Bristol and ASEA.

This service has suffered from considerable delays, cancellations and service turn backs over the last nine months. This has had a major impact on businesses and their employees across ASEA.

A **reliable and comfortable half hourly service** to Avonmouth with an **hourly extension to Severn Beach** is required as soon as possible. The capacity to transport bicycles is also important. Cycling is an important and growing transport connector in the area to help cover 'the last mile' between the train and work/home.

SevernNet and partners have set up, operate and manage a **local shuttle bus service** on behalf of local employers to link the train service to local businesses. It is essential that we co-operate to ensure these services are linked. This service, the SevernNet Flyer, was established in Jan. 2016 as a grant funded pilot. Its aim was to link the local villages, bus and train commuters with the industrial areas in Avonmouth. Since August 2017 the service has been rebranded as the **SevernNet buzz** and is employer funded. The utility of this service is negatively impacted by cancelled or late trains arriving at Avonmouth Station damaging the ongoing viability of the SevernNet buzz. It is essential that the reliability of the service is improved and that any changes to the service, including rolling stock, are properly risk assessed and necessary resources put in place to ensure a continuing service.

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The Severn Beach hourly extension is increasingly important as the potential of the area for growth increases. The Avonmouth Severnside Enterprise Area within S. Gloucester, which can be reached by Severn Beach station is anticipated to see an additional 10,000+ jobs in the next 5 years. There are few alternative transport options in the area. New employers moving into the area during 2018 (autumn) include Lidl (500+ staff) and Amazon (3,500 staff).

SevernNet is working with these employers to provide extensions to the SevernNet buzz to provide more links between the train, bus services, residential areas and the Severn Beach area to complement and supplement the train. The co-operation and support of S. Glos. Council and other stakeholders is essential to assist with this.

The **MetroWest Phase 1** rail improvements from **Portishead to Pill** have the potential to ease journeys into the SevernNet Area and are welcomed. They are also important for the local residents. Providing links from Pill into Royal Portbury Dock and across the river will be essential to improve the utility of these services, encourage more train usage and keep cars off the road. Whilst we appreciate hub and spoke service provision into Temple Meads and back out again may seem a good way to schedule, the additional journey time may well be a deterrent for people working in the SevernNet area and travelling from N. Somerset  
**Working closely together on resolving the 'last mile(s)' of the journey is essential.**

The **MetroWest Phase 1** improvements from other areas of North Somerset, in particular **Weston**, and the **Bath** side of Bristol linking into the Severn Beach Line to Avonmouth and Severn Beach are also welcomed, together with the planned MetroWest Phase 2 improvements. Local employers are recruiting further afield as numbers in Bristol seeking employment reduce.

We do have a concern with Temple Meads as a potential 'single point of failure'. Longer term options to connect travellers along the coast between Pill/Portbury and Avonmouth should be considered.

### **Pilning Station**

As the northern end of the ASEA expands, consideration should also be given to Pilning as a station to serve an employment area likely to reach 20,000+ in the next 10+ years.

**Pilning** Station is situated adjacent to Western Approach, Central Park and the Westgate developments and has the potential to bring employees directly from Wales and North Bristol without additional legs into and out of Temple Meads. This would ease recruitment challenges and could reduce the impact of car journeys. Significant numbers of commuters are travelling into Royal Portbury Dock and ASEA from Wales and these are expected to increase.

Major employers in Western Approach Industrial Park and Central Park strongly support the development of Pilning as a commuter station. These include UK Mail, Tesco Stores (Regional Distribution Centre), GKN Aerospace, Lidl, Next and Amazon.

We support the **FOSBR Rail Plan 2018** to enable 'car-free travel from your door' (see attached).

### **Cycle and Walking Network**

Improvements to the local cycle and walking network is also key. SevernNet is in discussion with Sustrans, Bristol City Council, S. Glos. Council and Highways England to establish a SevernNet Area cycle and walking network supported by an easily accessible network map, clear and accurate signage, a network of local cycle and walking champions and related support. An essential element for this to be successful is an agreed and funded framework to ensure cycle and walking infrastructure is well maintained; and investment can be made available for missing or poor quality sections of the network.

Many people aspire to cycle and/or walk to work either as all, or a part, of their journey. However the high levels of HGV traffic in the area, poor quality of the paths and poor signage is daunting and puts people off. A number of employers actively discourage cycling through safety concerns.

The difficulties of travelling on the train with cycles is also a constraint (for example on busy services where access for a bike is denied). There is a need for innovative approaches such as bike provision at either end of the journey.

### **Road Network and Transport Planning**

The limited capacity of the road network continues to be a concern. In particular the congestion which can be caused on the A403 between J18 of the M5 and Severn Beach through road works or other incidents.

The opening of the M49 Junction in early 2020 will make a considerable difference to traffic flows, however congestion is likely to remain a concern and subject to problems which may arise on the Strategic Road Network.

Traffic and transport in the area requires very careful management and good communication.

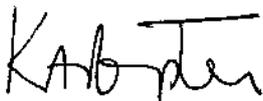
SevernNet would welcome a **Strategic Transport Planning exercise** with S. Glos. Council and Bristol City Council to review the carrying capacity of the local network, given the ongoing development, increasing traffic levels, impact of the removal of the Severn Crossing Tolls and the need for contingency planning.

We believe there is a need for a strategic and long term approach to transport and travel across the SevernNet area considering innovative approaches such as the **South East Wales and West of England Business (SEWWEB) Rail Link concept** (see attached). The aspirations for development and growth across the area require a commensurate investment in appropriate infrastructure to get people and goods into, across and out of the area in order for the growth to be realised and businesses adequately staffed.

See also the **SevernNet Area Coastal Community Team Economic Plan** which is available at [www.severnnet.org](http://www.severnnet.org) and includes a Transport plan. This was developed in late 2015/early 2016 and informed by local stakeholders.

### **SevernNet Sustainable Transport Forum**

The SevernNet Sustainable Transport Forum was established in 2011/2012 and enables transport and travel related stakeholders to meet regularly, share progress and discuss the challenges and opportunities. The Forum has led to improvements in understanding between various stakeholders, better communication and has informed improvements to infrastructure schemes.



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### **Statement 3**

Thomas Gravatt, Portishead Back on Track, North Somerset Liberal Democrats

#### **Statement on Portishead Railway and MetroWest Phase One**

Portishead Back on Track is a grassroots campaign that has been created following the recent rejection of the bid for funding for the Portishead railway from the Department of Transport. We have collected over one thousand signatures in support of fully funding the Portishead railway since the bid was rejected.

There is a strong desire for the Portishead Railway to be built and there has been for decades, but people in Portishead are getting fed up of promises being made without progress. People simply do not think the railway project will ever happen.

According to the Treasury, the South West received the second least funding per person for Transport Investment in 2016 at £219 per head. This is considerably less than London where funding was £1869 per head. Given this disparity it is especially important that we get big infrastructure projects into the area.

The MetroWest Phase One plans for a rail link from Bristol to Pill and Portishead are an excellent example of the kind of project that the government should be encouraging. It will help to ease congestion between Bristol and North Somerset while also cutting pollution and providing economic benefits.

We will be submitting questions asking what plans this authority has to get MetroWest Phase One the funding it needs. In the mean time I urge all members here to treat the Portishead Railway as a priority to achieve all the potential benefits from the project and to restore trust from the people of North Somerset who feel let down by inaction when it comes to the railway.