

Minutes of the meeting of the West of England Joint Committee Friday 27th July 2018

Joint Committee 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

1.	WELCOME & INTRODUCTIONS 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 at Kingswood Civic Centre, for the West of England Joint Committee meeting. He introduced his colleagues: <ul style="list-style-type: none">- Councillor Mhairi Threlfall, attending on behalf of Mayor Marvin Rees from Bristol City Council- Councillor Elfan Ap Rees, attending on behalf of Nigel Ashton from North Somerset Council- Councillor Tim Warren from Bath & North East Somerset Council- Councillor Toby Savage from South Gloucestershire Council 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.
2.	APOLOGIES FOR ABSENCE The Chair noted apologies from Councillor Nigel Ashton, Mayor Marvin Rees and Professor Stephen West of the Local Enterprise Partnership.
3.	DECLARATIONS OF INTEREST UNDER THE LOCALISM ACT 2011 No interests were declared.
4.	MINUTES RESOLVED: That the minutes of the meeting on 1st June 2018 were confirmed and signed as a correct record.
5.	CHAIR ANNOUNCEMENTS The Chair confirmed that the following items would be discussed at the meeting: <ul style="list-style-type: none">- business cases for funding under the LEP One Front Door Programme- an update on an informal Sub National Transport Board for the South West- the shaping of the Joint Assets Board- the proposed Development Industry Panel- the Local Enterprise Partnership and Invest and Bristol Bath budget outturns
6.	COMMENTS FROM CHAIR OF LOCAL ENTERPRISE PARTNERSHIP The Chair of the Local Enterprise Partnership, Prof Steve West, sent his apologies for the meeting.

<p>7.</p>	<p>ITEMS FROM THE PUBLIC</p> <p>The Chair confirmed that one question had been received and a written response had been provided (see Appendix 1).</p> <p>Four statements had been received and attendees were invited to speak in the order their statements were received (see Appendix 2).</p>
	<p>David Redgewell of South West Transport Network and Bus Users UK, submitted two statements. First he spoke on local transport needs in the West of England, including The Chocolate Path, MetroWest, Congestion Task Group, Metrobus and Transport Board.</p> <p>He stressed his concerns over the withdrawal of a number of Bus routes, namely the No. 10 and No.12 service as well as the No.51 which has been partly replaced but with no evening or Saturday service. It is his concern that WECA ensures they take responsibility to fill any gaps in the contract to enable young people to get to school and people to get to work.</p> <p>He then spoke for three minutes on Metrobus, including the importance of establishing opening dates for the M1 and M2 routes, the apparent dropping of the South Bristol Loop, the importance of good interchanges at key points (including consideration of those with reduced mobility), public toilet provision on the MetroBus routes, and initial public subsidy to help get the routes established.</p> <p>The Chair thanked David Redgewell for his comments, and confirmed his statement would be included in the minutes of the meeting.</p>
	<p>Christina Biggs of Friends of Suburban Bristol Railways (FOSBR), spoke regarding rail plan proposals for 2018. Christina began by expressing her delight for the £100,000 feasibility study and looked forward to the outcome of this work. She urged WECA to support sustainable solutions to the ongoing Severn Beach line signalling issues and delays, and as a separate point highlighted Pilning as a good option for WECA's ongoing Clean Air proposals.</p> <p>The Chair thanked Christina Biggs for her comments, and confirmed her statement would be included in the minutes of the meeting.</p>
	<p>Christina Biggs spoke about Thornbury Railway on behalf of Martyn Hall who was unable to attend the meeting. Christina highlighted his ask to consider streamlining the trains through Yate, and therefore accommodate a fast line from Thornbury to Yate. Christina suggested working with GWR to work through the calculations.</p> <p>The Chair thanked Christina Biggs for her comments on behalf of Martyn Hall, and confirmed his statement would be included in the minutes of the meeting.</p>
	<p>The Chair thanked attendees for their comments and confirmed all statements would be included in the minutes. (see Appendix 1 for full statements)</p>

8.	PETITIONS No petitions were submitted.
9.	LEP ONE FRONT DOOR FUNDING PROGRAMME The first paper was on the LEP One Front Door Funding Programme. The committee were asked to consider business cases for funding through the Local Growth Fund for: <ul style="list-style-type: none">- Western-super-Mare town centre sustainable travel improvements- an Artificial Intelligence Laboratory for Manufacturing- and the Smart Energy Enterprise Cluster project In addition the committee were asked to consider the reallocation of funding for schemes within the LGF and Economic Development Fund programmes, to ensure scheme delivery and LGF spend by March 2021. The report recommends that the committee: <ul style="list-style-type: none">- Approve the funding reallocations between EDF and LGF set out in Figure 2.- Approve the allocation of an additional £1.7m of LGF funding for the development of MetroWest Phase 1 including £160,000 to examine the feasibility to extend the train service beyond Bath to Westbury.- Approve the Full Business Case for the Weston-Super-Mare Town Centre: Sustainable Travel Improvements scheme subject to securing planning consent, land acquisition and supply of a detailed cost breakdown.- Agree that the AiM – Artificial Intelligence Laboratory for Manufacturing project is added to the LGF pipeline should funding become available.- Agree that on the basis that no revenue funding is available the Smart Energy Enterprise Cluster project cannot be funded.- Approve the change requests for LGF schemes set out in Appendix 2.- Approve the change requests for EDF and RIF schemes set out in Appendix 3. The Chair then moved the recommendations. Cllr Tim Warren seconded the recommendations. There were no further comments. The Chair moved to voting, which he confirmed would be in line with the constitution. The recommendations were taken in groups based on voting arrangements. First a vote was taken on Recommendations 1 and 7. These required a majority decision of the four local authorities, excluding the Combined Authority Mayor.

On being put to the vote the motion was carried unanimously by the four constituent councils excluding the WECA Mayor.

RESOLVED:

1. Approve the funding reallocations between EDF and LGF set out in Figure 2.
7. Approve the change requests for EDF and RIF schemes set out in Appendix 3.

Recommendations 2–6 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 by the four constituent councils and the WECA Mayor.

RESOLVED:

2. Approve the allocation of an additional £1.7m of LGF funding for the development of MetroWest Phase 1 including £160,000 to examine the feasibility to extend the train service beyond Bath to Westbury.
3. Approve the Full Business Case for the Weston-super-Mare Town Centre: Sustainable Travel Improvements scheme subject to securing planning consent, land acquisition and supply of a detailed cost breakdown.
4. Agree that the AiM – Artificial Intelligence Laboratory for Manufacturing project is added to the LGF pipeline should funding become available.
5. Agree that on the basis that no revenue funding is available the Smart Energy Enterprise Cluster project cannot be funded.
6. Approve the change requests for LGF schemes set out in Appendix 2.

10. SUB NATIONAL TRANSPORT BODIES

The Chair introduced Sub National Transport Bodies as the next agenda item.

The paper sought the endorsement of the Joint Committee to continue dialogue with other authorities in relation to an informal sub-national transport body, to include the West of England area.

The Chair moved the recommendations. Cllr Mhairi Threlfall seconded the recommendations.

The Chair asked if any members wished to speak to the item.

Cllr Mhairi Threlfall said the 'Northern Powerhouse' has the highest spend in the UK on infrastructure, whereas the South West has the second lowest spend. She therefore welcomes the dialogue and proposal.

	<p>Cllr Elfan Ap Rees said he supported discussions and would see where they lead.</p> <p>Cllr Toby Savage emphasised importance of strengthening connections to South Wales in the context of losing tolls on the Severn Bridge.</p> <p>Cllr Tim Warren added that it could be valuable to the whole of the South West. If it is rolled out in an appropriate way then he fully supports it. However he highlighted the need to review voting when groupings are decided to ensure the equality of regions.</p> <p>The Chair then moved to the voting in line with the constitution. The recommendation required a majority decision of the four local authorities and the Combined Authority Mayor.</p> <p>On being put to the vote the motion was carried unanimously the four local authorities and the Combined Authority Mayor.</p> <p>RESOLVED:</p> <ol style="list-style-type: none"> 1. For officers to continue to evaluate options for the regional groupings and to engage in discussions that frame proposals for the creation and facilitation of an informal Sub National Transport Body to include the WECA area.
<p>11.</p>	<p>TO NOTE THE WORK ON THE DEVELOPMENT INDUSTRY PANEL</p> <p>The next item was to note the work on the Development Industry Panel. This was discussed earlier at the WECA Committee.</p> <p>It was proposed to work with industry as part of the work towards a housing deal and the housing infrastructure fund.</p> <p>The Chair then asked if there were any members who wished to speak to the item.</p> <p>Cllr Elfan Ap Rees said there is the need for a clear remit and feedback from Joint Spatial Plan and local authorities. He specifically noted reference to design codes in paragraph 2.3 potentially clashing with local guidelines. He therefore highlighted the need for joined-up working.</p> <p>He went on to talk about paragraph 2.4 and the reference to the British Property Federation working with the West of England to establish a panel of representatives from the development industry. He said there was a need for representation from smaller providers, alongside commercial and public sector developers using modern and innovative methods. This was to avoid giving volume housebuilders too much influence.</p> <p>As this item was an information only report there was no voting.</p>
<p>12.</p>	<p>AGREE SCOPE AND TIMETABLE FOR DEVELOPMENT OF OPTIONS FOR A JOINT ASSETS BOARD</p> <p>The Chair introduced the next item on the Joint Assets Board. This had also been discussed earlier at WECA Committee.</p>

	<p>The report asked the Joint Committee to give their views and endorse to move forward, at pace, with the shaping of the proposed Joint Assets Board (JAB) as detailed in section 2.5–2.9.</p> <p>The Chair moved the recommendations. Cllr Toby Savage seconded the recommendations.</p> <p>There were no further comments. The Chair moved to the voting which was in line with the constitution. The recommendation required a majority decision of the four local authorities and the Combined Authority Mayor.</p> <p>On being put to the vote the motion was carried unanimously by the four local authorities and the Combined Authority Mayor.</p> <p>RESOLVED:</p> <ol style="list-style-type: none">1. To endorse to move forward, at pace, with the shaping of the proposed Joint Assets Board (JAB) as detailed in section 2.5–2.9.
13	<p>LOCAL ENTERPRISE PARTNERSHIP AND INVEST IN BRISTOL AND BATH BUDGET OUTTURN 2018/2019</p> <p>The final report entitled ‘Revenue 2018/19 – Outturn Monitoring April 2018 to June 2018’ covered the Local Enterprise Partnership (LEP) and Invest in Bristol and Bath (IBB) revenue budgets. It presented the forecast revenue outturn budget monitoring information for the financial year 2018/19, based on actual data for the period April 2018 to June 2018.</p> <p>The Chair moved the recommendations. Cllr Mhairi Threlfall seconded the recommendations.</p> <p>The Chair asked if any members wished to speak to the item.</p> <p>Cllr Elfan Ap Rees commented that IBB were less visible at the Farnborough Airshow than at previous events. He suggested the IBB presence could have been more prominent, for example through the use of signage and name badges.</p> <p>The Chair then moved to the voting which was in line with the constitution. The committee were asked to note recommendations 1 and 3 so there was no vote on those items. The committee noted the following points:</p> <ol style="list-style-type: none">1. The LEP Budget Outturn forecast as set out in Appendix 1 is noted.3. The IBB Budget Outturn as set out in Appendix 2 is noted recognising the use of prior year underspends in EDF Grant drawdown to balance the outturn position. <p>Recommendation 2 required a majority decision of the four local authorities and the Combined Authority Mayor.</p> <p>On being put to the vote the motion was carried unanimously by the four local authorities and the Combined Authority Mayor.</p>

	<p>RESOLVED:</p> <p>2. Agree a one-off allocation of up to £364k from accumulated LEP surpluses for the costs of UA staff being seconded to provide capacity to support the development of the Local Industrial Strategy.</p>
14	<p>ANY OTHER ITEM THE CHAIR DECIDES IS URGENT</p> <p>The Chair informed those attending that there were no urgent items to discuss and that the next meeting of the Joint Committee will take place on Friday 28th September 2018.</p> <p>The Chair thanked everyone for attending and declared the meeting closed at 12:46.</p>

Appendix 1 – Public Forum – Question

Public Forum
Questions Received

1	Thomas Gravatt <i>MetroWest</i>
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Question 1

Thomas Gravatt

1. What will WECA do to assist with finding the funding for the Portishead railway?
2. Will WECA communicate with Chris Grayling and others to remind them of the importance of the Portishead railway project and to request funding from central government?
3. What will WECA do to ensure that funding is found by September in time for the submission of a development consent order for the project?

Answer:

1. *The West of England Combined Authority has, through the Local Enterprise Partnership and the Local Growth Fund, funded the majority of the £10m development costs for MetroWest Phase 1 (includes Portishead) and £44.5m towards delivery. An additional £6m from the West of England Investment Fund was approved by the West of England Combined Authority Committee in December 2017 to present a compelling case for Large Majors funding by the Department for Transport but subject to a successful Large Majors bid.*

The West of England Combined Authority will continue to work with North Somerset Council on securing full funding for MetroWest Phase 1.

2. *The West of England Combined Authority is in constant communication with the Department for Transport on the MetroWest programme and wider aspirations for suburban rail in the West of England region.*
3. *The West of England Combined Authority and the Local Enterprise Partnership will continue its work with North Somerset Council on MetroWest Phase 1.*

Appendix 2 – Public Forum – Statements

Public Forum

Statements Received

Statement	Name, organisation
1.	David Redgewell, SWTN/Bus Users UK <i>West of England Transport Links</i>
2.	David Redgewell, SWTN/Bus Users UK <i>MetroBus</i>
3.	Christina Biggs, FOSBR <i>FOSBR Rail Plan 2018 Proposals</i>
4.	Martyn Hall (Christina Biggs to speak on behalf of) <i>Thornbury Railway</i>

Statement 1
David Redgewell SWTN/Bus Users UK
West of England Transport Links

1. The Chocolate Path Bristol

We support plans to reinstate the path and make it fit for purpose for walking and cycling.

2. MetroWest

We welcome the DfT and Metro Mayor study into the suburban rail network for Greater Bristol and the investment in Severn Beach – Westbury and the proposed Portishead – Westbury lines. We also welcome studies into Bristol – Gloucester and Bristol – Henbury Loop, noting that the Henbury loop will need a higher level of service if indeed the Arena is sited at Filton North Station.

We feel it is very important to make progress for the City Region and we must ensure that all stations are fully accessible eg Lawrence Hill and Stapleton Road.

3. Congestion Task Group

We welcome the work undertaken especially on bus priority and bus infrastructure and the potential Quick Wins on the A38 corridor. The Group worked on getting progress on Temple Meads station works which are now receiving funding. We believe that through Partnership working with First Bus division, First Rail division and Network Rail we are getting funding released and are making real progress.

4. MetroBus

We support the extension of Metro Bus from The UWE to Bristol Parkway – Patchway Station and Cribbs Causeway including Gypsy Patch Lane bridge and Station.

5. Transport Board

We welcome setting up a Transport Board and associated working parties. It must fit in with the Metro Mayors proposals for the sub region and also must align with any Regional; transport body being set up by the government.

The preferred model would be to have one Regional Transport Board covering Cheltenham – Penzance – Bournemouth. This is borne out by the new Cross Country Franchise which is being consulted on by the DfT on this Regional basis.

We urge the Mayor to meet other Council leaders to make the case for a Regional Board, given the power of the Northern Transport Authority (TfN) and Midlands Connect we must not be left behind.

**Statement 2 - MetroBus
David Redgewell SWTN/Bus Users UK**

We are very concerned that we do not have any final opening dates for M2 and M1. The Whitchurch – Hengrove Hospital – Hartcliffe - Bedminster – Temple Meads – City Route has not been mentioned.

Also the South Bristol Loop route seems to have been dropped. The Metrobus routes must have full access to Bristol Temple Meads Station enabling full and easy interchange. Also there is an urgent need for Metrobus routes have full access to Bristol Parkway Station enabling full and easy interchange too.

There is also a need for good signage for MetroBus interchanges at Bedminster and Parson Street stations and harbour ferries.

We are also awaiting a date for when MetroBuses will serve Aztec West to Lyde Green via UWE.

The MetroBus network must be extended to serve the following important towns : Yate, Chipping Sodbury, Thornbury, Clevedon, Keynsham and the City of Bath.

Also with the T1, T2 services to Thornbury there are issues with the design of the routes around the town and the need for bus shelter upgrades along the A38 at Alveston, Rudgeway and Thornbury.

Bus / Rail Interchange at Temple Meads

There is an urgent need to finalise the bus stopping arrangements to ensure that interchange between train and bus is as easy as possible for all including those with reduced mobility.

In the City centre and BRI there is no disabled access (castle kerbs). If the Yate (Y) services are to move from the bus station then the disabled access will need to be provided.

We wish to see the Council investigate the Megabus & Falcon coach services moving from Bond Street into the bus station giving a suitable interchange for all coach services.

Regarding Bristol Airport we would like to see future provision being made for a mass transit light rail link along the South Bristol link/A38 as suggested in the Bristol Airport Towards 2050 Master Plan consultation.

When the Portishead line reopens there needs to be provision for a bus/rail interchange at Ashton Gate.

Further work is required on MetroBus/rail/ferry ticketing.

Provision is required for public toilets on MetroBus routes ie City Centre, Bear Pit, Ashton Park.

Bus Users UK call on Bristol City Council in partnership with WECA and North Somerset Council to provide some public subsidy, at least initially, for MetroBus routes to get them established.

Statement 3
Christina Biggs, FOSBR
FOSBR Rail Plan 2018 Proposals

1. MetroWest Phase 1 - FOSBR suggests that N Somerset Council considers seeking third party private and corporate investment for the £48 million shortfall for the Portishead Line, and urges that the MetroWest Phase 1A signalling works at Avonmouth and some turnback strategy for Bath (such as turning back at Chippenham or Westbury) be completed soon so as to expedite the delivery of the long-awaited half-hour service from Avonmouth to Bath, hourly to Severn Beach.
2. Severn Beach Line – FOSBR has been engaging with GWR and Network Rail on the continuing delays and cancellations on the Severn Beach Line, and urges that WECA contribute financially to provide sustainable solutions – such as extra rolling stock, 40-minute buses between Avonmouth and Severn Beach, and that WECA engages with Network Rail on the outstanding issues with the BASRE resignalling, namely the 10 mph limit still in force at Temple Meads, and the long waiting times for Severn Beach Line trains at Narrowways Junction due to the Automatic Route Setting software.
3. Infrastructure – FOSBR welcomes the WECA funding of £2m for the Temple Meads Masterplan and urges that Station Street and a bus exchange on the Friary should be delivered soon as a first stage. FOSBR welcomes the ongoing Filton Bank works and urges that WECA continue to lobby government to fund Bristol East Junction. We would also 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. We also note Parish Council support for a station at Coalpit Heath.
4. Henbury Loop – In the light of the recent announcement of the proposed Brabazon Hanger location for the Arena, we urge that WECA reconsider the proposals for the Henbury Loop, especially those not in the original 2015 plans, such as running from North Filton through the Filton Rail Diamond to Bristol Parkway (as the nearest station on the electrified Paddington line), decoupling the St Andrew's Gate, West Town Rd and Avonmouth Station level crossings to reduce barrier down time, and improving the road access to Holesmouth Bridge. Please also consider Chittening Station.
5. Bristol Airport – FOSBR notes the Airport's wish to expand, and would ask for comprehensive public transport provision, including restoring a rail-bus link to Nailsea and Backwell station, perhaps with an electric minibus that could run through residential streets in Backwell to bypass the crossroads. This station already has a half-hour train service and regional GWR connectivity to Cardiff, Gloucester and Taunton as well as a mere 11-minute road transit time to Bristol Airport. We urge that WECA work with GWR to complete the ramp access to Nailsea and Backwell and consider creating space for a minibus stop in the car park. This would obviously be a supplement to the existing Bristol and Weston Flyers but would suit executive short-stay business travellers due to the much reduced journey time to the airport. An exploratory postcode study should be initiated soon.
6. Pilning - FOSBR would wish to point out that if a temporary Pilning footbridge is delivered (for £2 million) in 2018, a commuter service could be delivered in the May 2019 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 have already attended a DfT CrossCountry Franchise consultation event and urge WECA to join us in requesting a trial daily commuter stop at 07:30 at Pilning

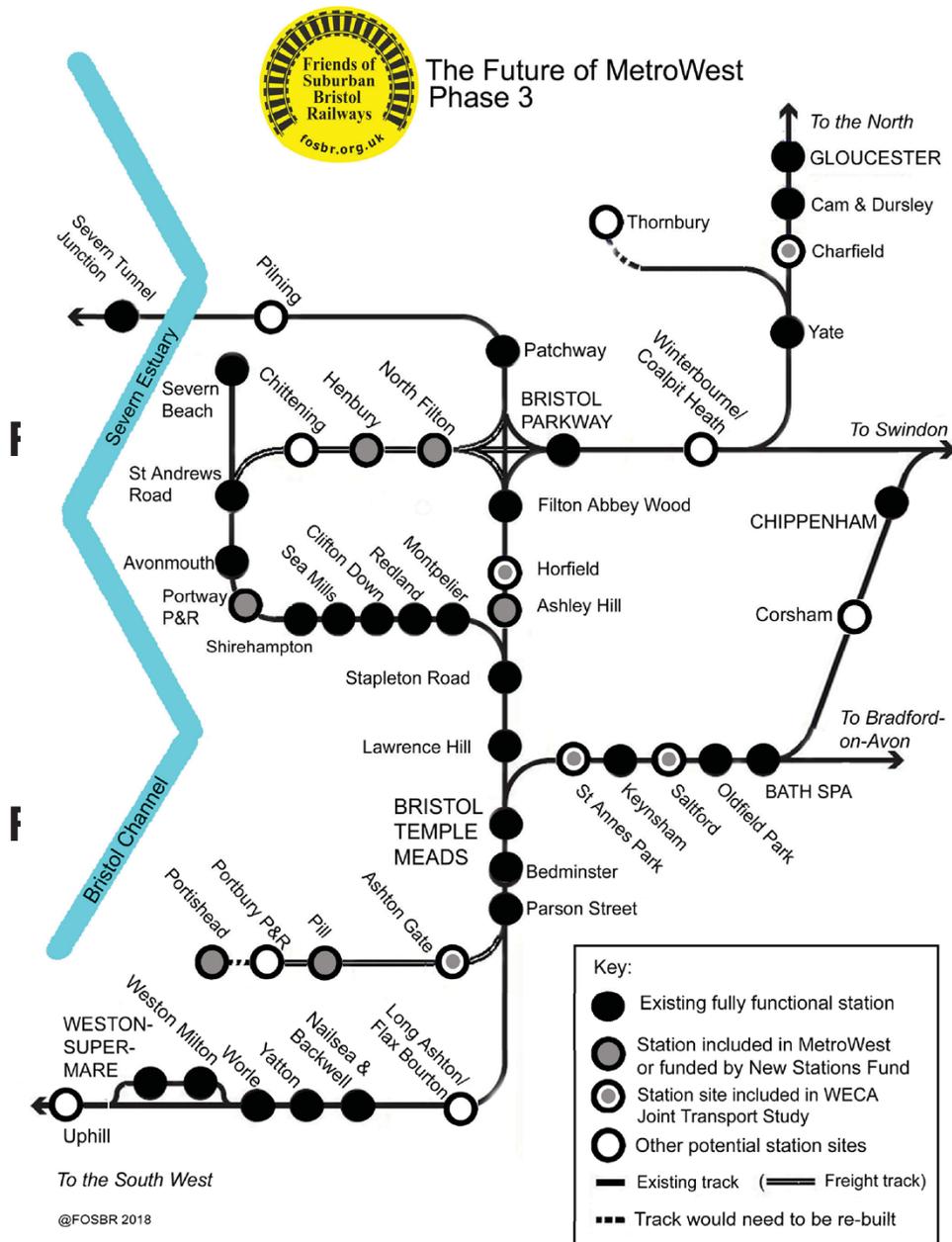
on the 07:00 Cardiff to Manchester stopping service as this is the optimum time of day for commuters both to and from Pilning, Severnside and Thornbury.

7. Thornbury – FOSBR urges that WECA investigates imaginative uses of the existing Tytherington Line, such as a bolt-on powered carriage for a MetroWest Phase 2 Gloucester train, and using the Westerleigh Freight Line to provide better cross-over connectivity at Westerleigh Junction.

Christina Biggs (FOSBR Secretary)

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.

- 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.

- 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.

Employment density for Severnside Local Area

Author: Andrew. G. Short 27/2/17, for Friends of Suburban Bristol Railways.

Business area: Central park, Western Approach and West Gate.

HMG document 'Employment Density Guide (3rd edition Nov 2015)' issued by the Homes & Communities Agency suggest that a typical density of employees in 'regional Distribution Centres is 77 square metres (M²) per person average.

This is per Full Time Equivalent (FTE). This equates to a single shift through the average working week. The occupancy would thus be 2 persons per 77 per M² if everyone in every company worked a two-shift system, 3 persons per 77 M² for 3 shifts.

Brochures for the business areas quote:

Westgate development overall	4,000,000 sq ft.
Tesco (not in above) estimated	500,000 sqft.
Central park development overall	3,775,000 sqft.
Western Approach (estimated)*	3,000,000 sq ft

(* Brochure not available 16-1-17).

Red figures below from <http://sites.southglos.gov.uk/insouthglos/enterprise/avonmouth/key-facts/>

Total business building floor area	11,275,000 sq ft.
At 10.7 ft sq per M ² , this equates to	1,105,400 1,323,630 M ²

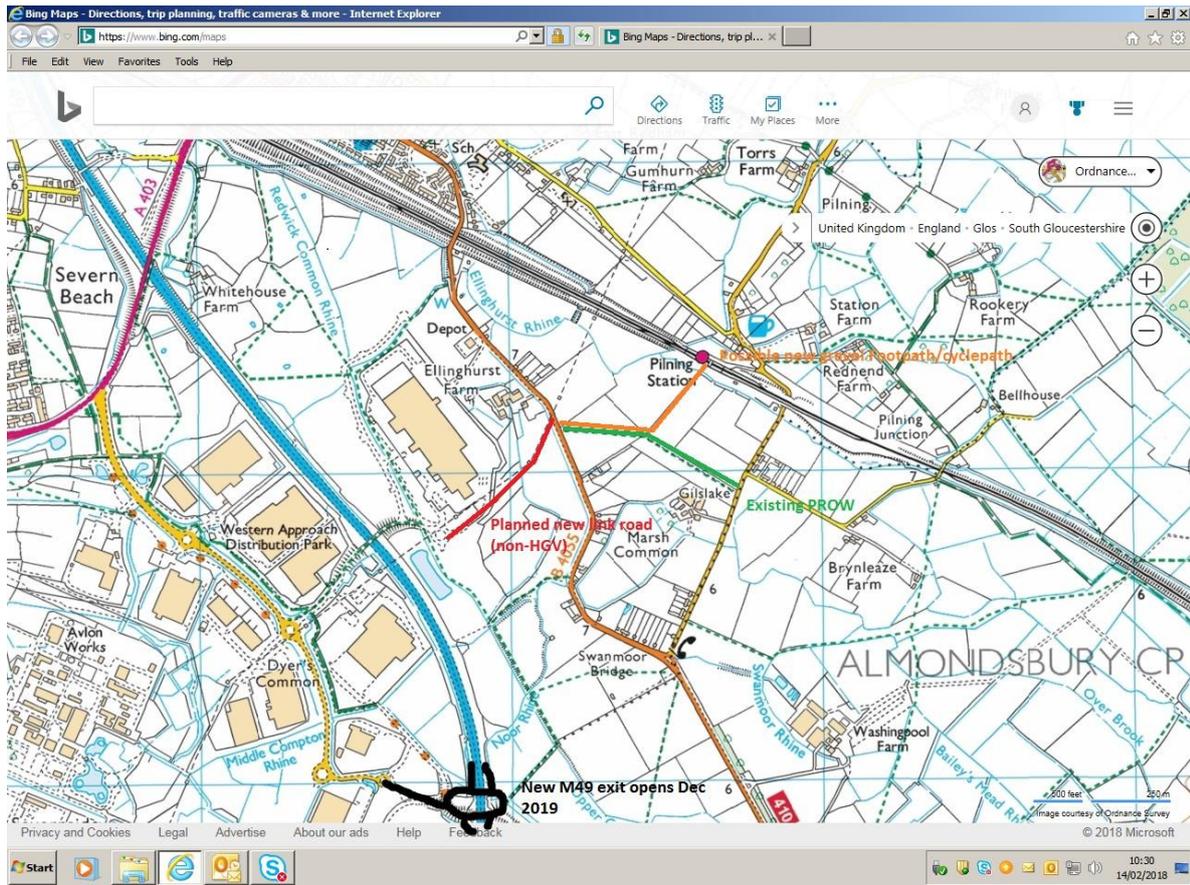
At 77 M² per person, this equates to some 13,700 **17,190** FTE persons.

It is assumed that 50% of employees are on the businesses are on 2 shift and 15% on three shift. This equates to:

$(13,700 * 0.35) + (13700 * 0.5 * 2) + (13,700 * 0.15 * 3) = 24,660$ **30,941** FTE persons.

Assuming an occupancy of 3/4 (allowing for vacancies, automation, sickness, business premises vacated, etc.) this gives a level of 18,500 FTE persons.

Thus on an average day, there could be 18,500 **23,200 persons commuting to and from the three distribution parks** and to be targeted as possibilities for public transport (e.g. a 1% take-up of public transport equates to 185 **232** return journeys per day.





Pilning Station Footbridge Cost Benefit Analysis

February 2018

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.



CONTENTS

Introduction	3
Feasibility	3
Cost Benefit Analysis (CBA)	4
Assumptions	4
Calculation	6
Summary	7
Next Steps	7



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 programme¹ 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 2016/17². 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.

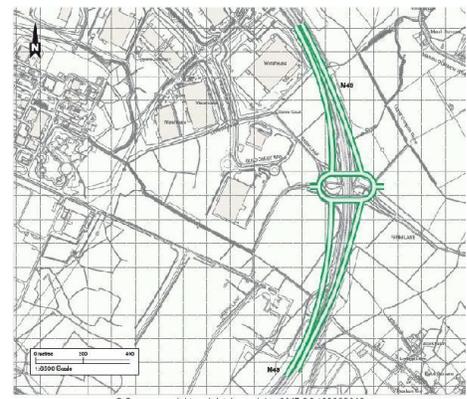
Feasibility

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 standards³. 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 JUNCTION⁴





¹ Sims, A. (2016)

http://www.gazetteseries.co.uk/news/14587196.Rail_platform_and_footbridge_set_for_closure_in_Pilning/

² ORR (2018) <http://orr.gov.uk/statistics/published-stats/station-usage-estimates>

³ BBC (2017) <http://www.bbc.co.uk/news/uk-england-bristol-40865101>

⁴ 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 (CO₂) and Nitrogen Oxide (NO_x) 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 CO₂ per kilometre⁵ and between 0.5 and 0.75 grams of NO_x per kilometre⁶. The cost of these emissions to the environment is approximately £0.05/kilometre⁷.

The CBA will test the three scenarios.



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

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

⁷ MyClimate.org (2016) 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 CO₂ and NO_x. 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



				Sevenside
MON-FRI	Newport to Pilning	0830	Serving Businesses at Sevenside	
MON-FRI	Newport to Pilning	1330	Serving Businesses at Sevenside	
MON-FRI	Newport to Pilning	1430	Serving Businesses at Sevenside	
MON-FRI	Newport to Pilning	1600	Serving Businesses at Sevenside	
MON-FRI	Newport to Pilning	1930	Serving Businesses at Sevenside	
MON-FRI	Newport to Pilning	2030	Serving Businesses at Sevenside	
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 SERVICE S/ DAY	NO. PASSENGER S/ TRAIN	TOTAL PASSENGER S/ DAY	DISTANCE BY CAR SAVED (40KM/ PASSENGER)	CO ₂ EMISSIONS SAVED/DAY (114G/KM)	NO _x EMISSIONS SAVED/DAY (0.625G/KM)	ENVIRONMENTAL SAVING/DAY (£)
20	10	200	8,000km	912kg CO ₂	5kg	£4,000
20	20	400	16,000km	1,824kg CO ₂	10kg	£8,000
20	40	800	32,000km	3,648kg CO ₂	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 PASSENGERS/ YEAR	DISTANCE BY CAR SAVED (40KM/ PASSENGER)	CO ₂ EMISSIONS SAVED/ YEAR (114G/KM)	NO _x EMISSIONS SAVED/ YEAR (0.625G/KM)	ENVIRONMENTAL SAVING/YEAR (£)
7260 kg	10	72,600	2,904,000km	331,056 C	1,815 kg	£1,452,000
7260 kg	20	145,200	5,808,000km	662,112 CO ₂	3,630 kg	£2,904,000
7260 kg	40	290,400	11,616,000km	1,324,224 kg	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 CO₂ and NO_x 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.



Tuesday 2 July 2018

Summary: FOSBR recommends that the Bristol Arena should be located at Temple Meads rather than the Brabazon Hanger due to the vastly superior rail connections at Temple Meads. For either location there needs to be investment in transport connections, and both locations urgently those transport connections even if they are not the chosen location of the Arena.

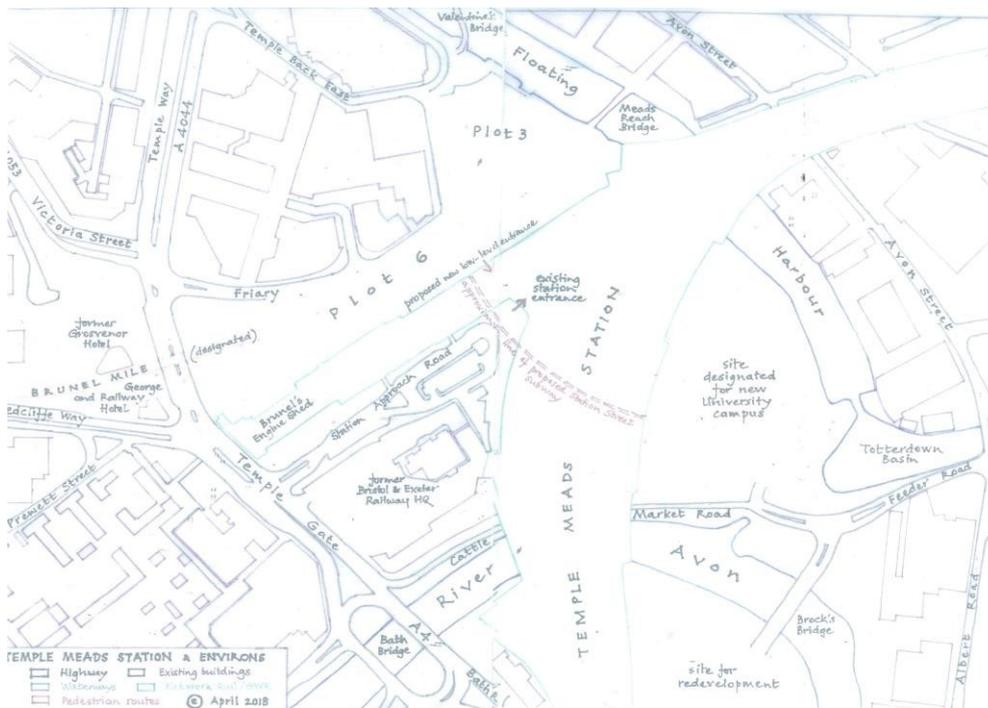
1. The case for locating the Arena at Temple Meads

Temple Meads enjoys direct rail connections both locally, across the region and across the whole of the UK. It is also close to the city centre via ferry and bus connections and is in easy walking distance from Temple Quarter, St Mary Redcliffe and the Floating Harbour. There is also ample parking, though the rail connections are such that drivers could use Park and Ride facilities at Portway P&R, Bristol Parkway P&R and potentially Pilning for drivers from Wales. There is also a direct bus from Bristol Airport.

FOSBR believes that the public would overwhelmingly use public transport to access the Arena if it were at Temple Meads as many members of the public routinely pass through this station on a daily basis.

2. Infrastructure needed at Temple Meads.

Some infrastructure needs to be put in place at the Arena to enable public transport links – as a minimum, Station Street needs to be put in to link pedestrians from the Friary (Plot 6) under Temple Meads to the Arena. BCC also needs to negotiate with Homes for England to allow bus stops on the Friary. This should be put in place in any case to allow access to the University of Bristol site.



3. Rail infrastructure needed at Brabazon Hanger

The challenge of connecting the Brabazon Hanger to the rail network is much more significant. As well as planning for N Filton Station to have longer platforms, provision needs to be made for a Park and Ride nearby as there is only the minimum parking planned in the Filton Airfield, and the Brabazon site is only accessible by road from the south, near BAWA. FOSBR suggest that one option to explore for P&R could be by using the SW quadrant of the Filton Rail diamond with a rail shuttle to Filton (see aerial view below). The Henbury Spur is currently only envisaged to connect to Bristol Temple Meads via Filton Abbey Wood station. Connecting N Filton to the more obvious choice of Bristol Parkway involves upgrading the single track through the Filton Diamond and addressing the capacity problems at Parkway even with its fourth platform.



Additionally for decent local rail connectivity to local stations in north Bristol, the Henbury Loop through to Avonmouth and on to the Severn Beach Line would need to be put in place. This means that the access issue for the Port of Bristol at St Andrew's Gate level crossing would need to be addressed. The options for this are a dive-under for the rail line at St Andrew's Gate or improving road access from Holesmouth Bridge to the north.

Finally, even the Henbury Spur cannot operate until Bristol East Junction (currently still unfunded) is put in place, to allow both MetroWest Phase 1 and 2 local train services to operate alongside the national services.

Locating the Arena at Brabazon Hanger therefore involves extensive planning and funding, which is currently not in place.

FOSBR would of course welcome the Henbury Loop, if possible running to Bristol Parkway, to be put in place even if the Arena is not located at Brabazon Hanger, and there is significant support from North Bristol SusCom for this. But this should not be at the expense of locating the Arena in such an inaccessible location as the Brabazon Hanger, which would only cause more road congestion and make sustainable transport in the area so much more difficult.

Christina Biggs (FOSBR Secretary)

Statement 4
Martyn Hall
Thornbury Railway

Please can you consider Thornbury Railway to the top of Grovesend Road since the railway to Tytherington Quarry has recently been re-vamped with Network Rail clearing the line and sorting the railway crossings out.

Currently the buses take too long to get to Bristol 1 hour and 15 mins and a railway line from the top of Thornbury would mean a drastically reduced time to Bristol, more reliable transport, not to mention being cool smooth and quiet.

A number of neighbours have said they would prefer to use the train if it was reintroduced, not only for Bristol but other places in the country.

You would have to be mad in the current climate not to jump on board now and get a decent service that would enable lots of people to not use their cars to travel further afield.

Considering the line is almost to the top of Grovesend Road it would have to be a sheer act of lunacy to ignore this and get on board ASAP. This would go well with the new developments in Thornbury and reduce your carbon emissions.

So from the voices of Thornbury, please consider this, as there are lots of people who would rather use the train to town (Bristol) than the unreliable buses even the T2 etc have been late already, with people threatened with losing their jobs as a result of not being able to get to work.

Once again please consider this line before the field owned by the Greys is sold to a developer and the hope of a Thornbury line is gone for good!!!!.

Do something great for a change and take Frances view, act now and benefit in the future.