

Public Forum

Statements Received

1	Cllr Michael Bell, South Gloucestershire Council Petition for saving the No.10 Bus.
2	David Redgewell, South West Transport Bus Users UK West of England Transport
3	Dave Redgewell Bus Users UK and South West Transport Network.
4.	Martin Garrett TfGB
5.	Dave Redgewell Bus Users UK and South West Transport Network.
6.	Neil Sammells, Professor of English and Irish Literature, Bath Spa Uni Talent Institutes, Skills Innovation Fund
7.	Hugh Brady, Professor Hugh Brady, Vice-Chancellor & President, University of Bristol Talent Institutes
8.	Cllr Michael Bell, South Gloucestershire Council Saving the No 10 bus
9.	Christina Biggs, FOSBR Local Transport Routes

Saving the No.10 Bus Service

To: General Public

Campaign and sign a petition against the impending closure of the no. 10 Wessex Bus Service from Lyde Green to Southmead Hospital

<https://s3-eu-west-1.amazonaws.com/public38/images/councillor.gif>

Why is this important?

This Bus is currently used by staff, outpatients and visitors to travel to Southmead Hospital The loss of this service will cause unnecessary problems to these groups in seeking alternative travel arrangements.

Signed by 315 people:

Statement 2
David Redgewell SWTN/Bus Users UK
West of England Transport Links

Whilst we welcome the thrust of the report, we still need to see more commercialisation in the form of capitalising and renovating the toilets to include the kind of policy provided by North Somerset Council to include cafes charging and operated by Healthmatic. We also believe that the introduction of parking charges will help with Green Travel plans, walking and cycling to parks.

Ashton Park has a MetroBus stop and is next to a sports stadium but there is no public toilet or cafe just an ice cream vendor. There are no organised concessions and non have ever been advertised asking for concessionaires in parks so there is surely scope for some events to be held jointly with the Bristol Stadium Company. Unlike other west country cities, non of our transport interchanges now have toilets except the bus station, Bristol Parkway and Temple Meads stations. It is particularly disappointing with the opening of MetroBus that there are no toilets in the City Centre, Bear Pit (Bond Street), Wapping Wharf and on showcase routes Eastville Park, Fishponds Park, Avonmouth Park, Blackboy Hill, Shirehampton Green etc.

We note with grave concern with a £1.4 billion tourism economy in Bristol unlike Bath and Wells we came very low in You.Gov poll. Issueds raised included tagging, cleanliness ie street cleaning and lack of public toilets. As the city relies on tourism and festival income we would urge the Neighbourhood Scrutiny Commission and the WECA Commission to look into this issue with WECA especially looking into public transport interchange toilets across the sub-region. This problem has been highlighted by bus drivers in RMT and Unite trade unions, Bristol Older Peoples Forum, Bus Users UK and disability forums who are concerned about the loss of all disabled toilets. It shouldn't be left to retail premises to deal with the issue although welcoming the Community Toilet scheme. We note Changing Places at Cribbs Causeway and Keynsham.

Castle Park could be used for more events with its hard a standing in conjunction with Broadmead and leisure operators.

We would urge WECA, BANES, Bristol and South Gloucestershire/North Somerset to set up an action team to remove graffiti from bus stops, shelters, stations and buildings. We note that three trains have been sprayed over the summer, along with buses being tagged across the network and railway wagons in the Bristol/Bath. It is very evident that railway trackside equipment including brand new Westrace MkII trackside cabinets outside Temple Meads station, Easton Road railway bridge and in Bath, Oldfield Park together with the MetroBus infrastructure in Bristol.

We also note the continuing problems of graffiti on bus infrastructure in Bath and Keynsham as well as North Bristol (Little Stoke, Patchway and Filton).

There is a need for a joint task force between Avon and Somerset Police and British Transport Police (KINGDOM), the Unitary Authorities, the Mayors and the Police and Crime Commissioner.

On integration we are concerned that MetroBus the following issues need addressing :-

1. interchange information and signage at Temple Meads
2. interchanges with other buses at key locations
3. interchange with coaches in Bond Street and the Coach station
4. including the 505 bus in the M2 timetable and map as it operates via Hotwells Road
5. no information on cross-harbour ferries on maps or ferry terminals in the harbour
6. no details of Freedom Pass rail/bus ticket or the Avon/Bristol Rider tickets

There is an urgent need for more rolling stock on the GWR franchise as stock has been moved to Northern Rail and Scot Rail and in 2019 stock will be transferred to the Welsh Government. We need temporary rolling stock on GWR until the HST's and 769 units are delivered and Class 165/166 turbo's come to Bristol.

Progress on bus strategy regarding No.10 bus Southmead - Lydd Green.

We support the CBI and Travel Watch on the need for one RTB for the South West for rail and bus/coach operations and hope the two boards will work together. Disabled access for Stapleton Road, Lawrence Hill and Patchway need to be monitored.

DAVID REDGEWELL (SWTN)

Statement and Questions from David Redgewell on behalf of Bus Users UK and South West Transport Network.

For :

WECA – Scrutiny & Overview 19 September 2018
- Committee & Joint Committee 28 September 2018

Statement:

Bus Users UK and the South West Transport Network urge the Mayor to develop a comprehensive bus strategy that recognises the need for services for both urban and rural areas and also commits public money for the provision of socially necessary bus services. There is nowhere else in Europe that depends on commercial companies providing the network of buses so the Mayor must commit to a network of support to local buses and I want to see similar commitments to those made by the Metro Mayor of the West Midlands.

I support the formation of a single Sub Regional Transport Body for the South West and not the two currently being discussed, one body will have a stronger voice with Government and needs to compete with other such bodies including Transport for the North and the Midlands Engine, it would also match up with the DfT decision to have a single franchise for Cross Country and not split the South West.

I urge the Mayor to work closely with the Mayor of Bristol who has convened meetings with Network Rail to push forward on ensuring that Stapleton Road and Lawrence Hill rail stations are fully accessible for all, there is funding available through the Access for All funds and over time the entire suburban rail network needs to be accessible. WECA and the Mayor must monitor the developments at local stations ensuring that the access roads and pavements are in a good condition for wheelchairs and pushchairs and report back on the progress being made.

As the MetroBus network expands we must make sure that it is linked into the existing public transport in terms of the bus network, local rail network and the ferries – there is no signage at Temple Meads for easy wayfinding to the MetroBus. Integrating public transport also requires good passenger waiting infrastructure so that they can wait in a secure and comfortable environment, money needs to be invested by the Mayor into bus stations and shelters, I am still very concerned that passengers waiting for the Airport Shuttle on the Temple Meads approach have no shelter and have to wait in the rain, the Mayor needs to address this as a matter of urgency to show WECA take their responsibilities seriously and promote public transport and give a good first impression to visitors using Temple Meads as a gateway to the South West. Tourism plays a vital role in the South West economy and we want to give tourists easy access to public transport.

1. Bus Related Questions

- a) WECA be making a submission to the Transport Select Committee Inquiry into buses in England, which closes on 24 September, if so will they be pressing the need for extra funding to support services that are vital for linking people to employment and services?

- b) What progress is being made on developing a comprehensive and integrated Bus Strategy for the Region and how will you deal with cross boundary issues in North Somerset?
- c) What progress is being made on Integrating the growing MetroBus network with the current network of local buses and local trains and the ferry service?
- d) What financial allocation has the Mayor allocated to protecting rural bus routes which provide links for often disadvantaged communities to health services and employment opportunities?
- e) What is happening with the service 51 in Bristol and Service 10 in Bath both previously operated by Wessex. It appears that the 51 service has been partially replaced but there is no news on the 10 service for Bath?

2. Rail Related Questions

- a) What progress is being made on extending the local regional rail services and in particular the Henbury Loop and the Portishead line? The Henbury Loop would enable services to be provided to a potential new Arena site in the Filton area.
- b) Has WECA submitted a formal response on the Cross Country Rail Franchise consultation which closed on 30 August and if so what were the key issues raised with the DfT?

Item 11, Transport Update.

TfGB comments

This statement relates to Item 11, Transport Update.

We would like to commend the West of England Combined Authority for adopting functions of an **Integrated Transport Authority**.

They were much needed. TfGB has campaigned for many years for an ITA.

However, we note Paragraph 42 with dismay that “There is no suggestion at this stage that either the grouping or body be invested with delegated authority from the members. Decision making will remain with the constituent councils, and the draft terms of reference for the Board make this clear.”

This confirms the impression that it will not in fact be an Integrated Transport Authority as found in other regions.

Sadly, what seems to be proposed may be a form of words for funding applications with plans assembled from the separate, sometimes divergent, aims, of each council. We continue to lack true integration of planning, monitoring and initiating transport infrastructure and services for the region as a whole. Along with the reliance on consultants and the absence of a dedicated team of transport professionals it will add to costs and fail to address the region's transport problems adequately and consistently over time. This is quite different from the way other Combined Authorities operate their ITA's. (Incidentally we fully acknowledge the hard work of the small team of WECA staff in trying to bring together the separate elements of transport planning)

Having a real ITA would make WECA's planning less fragmented and consequently make it more likely that WECA's plans are appropriate for the region as a whole and more likely to be approved by Central Government.

We note also that one of the tasks, as set out in Para. 6 of the Transport Update is a **Bus Strategy**. We welcome this, and we would welcome too the opportunity to work with you on this. Over the years TfGB has undertaken studies of bus routes, connectivity at bus hubs, and integration with rail, at main stations and, especially, at suburban stations. We would like to discuss these with you.

Please don't let our work go to waste, so we look forward to hearing from you.

We have one reservation, or more positively, a suggestion. We gather that some of the bus development work is being undertaken by consultants. This may be OK as a short term temporary measure. What is required is the permanent body of specialist staff, as in other ITA's, planning, monitoring and initiating bus infrastructure and services for the region as a whole. They would build up expertise and 'ownership' of the issues and solutions for the whole region. They would provide consistency and avoid the need for creating and adjusting external consultant contracts at every change in transport needs or new central government initiative, a costly and inefficient process.

Bus planning by a real ITA could avoid the parochialism that sometimes characterises transport planning here, where one council is not interested in an initiative in their area where the main beneficiaries are located in an adjacent authority. Such practices are not good for the travelling public and the environment as a whole; nor are they good governance. Again a properly staffed ITA responsible for all the transport powers for the West of England, including rail powers, is the solution, and it is more likely to get government approval for the plans it produces.

The Update does not refer to rail. The need for a real ITA also applies to rail powers, perhaps even more so.

Martin Garrett
on behalf of Transport for Greater Bristol
September 2018

Statement from David Redgewell on behalf of Bus Users UK and South West Transport Network

For :

WECA –

- Committee & Joint Committee 28 September 2018

Statement:

On behalf of Bus Users UK I am asking the Mayor to use the additional £1.2m of transport funding recently committed to subsidise important bus services in the region, specifically (a) evenings , Saturdays and Sundays on Service 2A, (b) Park And Ride at sites serving Bristol City Centre on Sundays and (c) the Service 10 (previously Wessex) that ran Lyde Green – UWE – Patchway – Southmead Hospital. I have been contacted by workers who are really struggling to get to work in a reasonable travelling time and these important services need subsidy. Can I also urge the Mayor to ensure that WECA officers are working closely with BANES and Somerset Council to support bus services that cross the boundaries and are at risk.

David Redgewell – Bus Users UK and South West Transport Network

27th September 2018

Professor Sue Rigby
Vice-Chancellor

Newton Park
Newton St Loe
Bath BA2 9BN

T: +44 (0)1225 875510
vice-chancellor@bathspa.ac.uk
www.bathspa.ac.uk

Patricia Greer and Jon Hunt
West of England Combined Authority
3 Rivergate
Temple Quay
BRISTOL
BS1 6ER

Dear Patricia and Jon

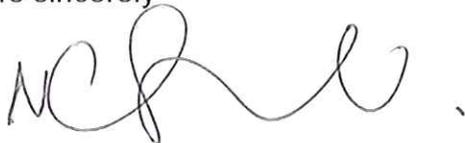
This is a very brief informal note of support on behalf of Bath Spa University for the Investment Fund paper going to the WECA Committee tomorrow, Friday 28 September 2018.

First, we welcome the proposal for developing sector-based **Talent Institutes** to drive innovation across the region. If we can be of assistance in the proposed feasibility study, do let us know. We were also pleased to see the reference made at last week's LEP Board meeting to all the regions's universities as major assets.

Second, we are also pleased to see a framework for a regional **Skills Innovation Fund**. Again, we would be happy to assist in developing a business case ahead of November's meeting if that would be of value. WECA priorities and the intended ESF outputs (particularly those supporting micro-businesses and SMEs) align with Bath Spa University strengths and expertise. Similarly, we may be in a position to support the design and delivery of successful programmes to benefit the region.

Do let me know how we can help with the above and trust the WECA Committee will respond favourably to both these proposals.

Yours sincerely



Professor Neil Sammells
Deputy Vice-Chancellor

Mr T Bowles
West of England Mayor
West of England Combined Authority and Local
Enterprise Partnership
Engine Shed
Temple Meads
Bristol BS1 6QH

Professor Hugh Brady
Vice-Chancellor and President
University of Bristol
Vice-Chancellor's Office
Beacon House
Queen's Road
Bristol BS8 1QU UK
T +44 (0)117 42 83183
www.bristol.ac.uk

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27 September 2018

Dear Tim

I am pleased to see the WECA proposal on Talent Institutes for the region to be recognised nationally as a key player in relevant industrial sectors. This is an innovative approach for innovation, skills provision and sustainable growth. The Universities have an important role in delivering these outcomes and the Talent Institutes would complement the Research and Education activities already happening within Higher Education sector in this region. I would support WECA undertaking a feasibility study to develop this proposal fully and ask that you engage with local HE providers to fully capitalise on the strengths and expertise that is already available in the region.

With best wishes



Professor Hugh Brady
Vice-Chancellor and President

Statement by Cllr Michael Bell – South Gloucestershire Council

I want to bring your attention to Wessex Buses' recent announcement of the intention to stop running the #10 bus route from Lyde Green, Mangotsfield and through to Frenchay and Southmead hospitals.

I hope that WECA, with its transport responsibilities, can find some way to intervene to reverse this closure.

Wessex are ceasing their local services and most are being picked up by Stagecoach instead. The #10 is not one of these services. According to Wessex, the #10 is being withdrawn because the local authority has decided it cannot provide the subsidy necessary to make this service viable.

The local authority's advice to Mangotsfield residents who need to get to Southmead Hospital by public transport is "to interchange at Fishponds or Staple Hill with the 17 service, at UWE with the 77 service or at Bristol Parkway with the 77 or 82 service".

I do not know how many of you regularly use buses and have direct experience of their reliability. Very few who do will be confident about relying on two buses to reach hospitals in a timely fashion. This comes at a time when the NHS is complaining about the cost on missed appointments.

Even if the #10 is not very widely used, as is claimed, it provides a lifeline to those living in Mangotsfield who rely on public transport to Hospital whether as a member of staff, out-patient or visitor.

This Authority has public transport responsibilities. I would suggest that a top priority for public transport is connecting residents with local hospitals. I urge you to intervene – working with the local authority or other bus companies – to make sure that this lifeline is not withdrawn in September.

Friends of Suburban Bristol Railways (FOSBR)



Statement to WECA Committee and West of England Joint Committee, Friday 28 September 2019, City Hall Bristol

1. Joint Local Transport Plan consultation: FOSBR will be actively participating in the JLTP consultation. We continue to commend our FOSBR Rail Plan 2018, which is based on our 2016 rail survey in which 700 people participated.

2. 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.

3. Severn Beach Line – FOSBR has been engaging with GWR and Network Rail on the continuing delays and cancellations on the Severn Beach Line. We urge that WECA contribute financially to provide sustainable solutions – such as extra rolling stock, helping to fund 40-minute buses between Avonmouth and Severn Beach - and engage with Network Rail on the outstanding issues with the BASRE resignalling, namely the 10 mph limit at Temple Meads, and optimising the Automatic Route Setting software for Filton Bank. While completion of Filton Bank will resolve many issues, we note that the Class 150 trains operated well up to July 2017 without four-tracking in place. We 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 delays.

4. 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 urges that WECA continue to lobby government to fund Bristol East Junction and to open discussions on using the Westerleigh freight line to optimise Westerleigh Junction.

5. 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.

6. Bristol Airport – FOSBR notes the Airport's wish to expand, and would ask that before this happens that Bristol Airport commit to providing public transport for all existing customers, including restoring a rail-bus link to Nailsea and Backwell station. 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.

7. 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. We remind WECA that they supported increased passenger services to Pilning when responding to the Great Western Franchise consultation.

