

**West of England Combined Authority
WECA Overview & Scrutiny Committee**

Wednesday, 28 November 2018, 10:30am
Meeting room 1P 09, City Hall, Bristol CC Offices, College Green, Bristol BS1 5TR
3 Rivergate, Bristol BS1 6ER

Present:

Cllr Stephen Clarke (Chair), Bristol City Council
Cllr Steve Pearce, Bristol City Council
Cllr Tim Ball, Bath & North East Somerset
Council
Cllr Liz Richardson, Bath & North East Somerset
Council
Cllr Mark Weston, Bristol City Council

Cllr Brenda Massey, Bristol City Council
Cllr Brian Allinson, South Gloucestershire Council
Cllr Pat Hockey, South Gloucestershire Council
Cllr Katherine Morris, South Gloucestershire
Council

From North Somerset Council:

Cllr Don Davies, Cllr Charles Cave

Officers In Attendance:

Shahzia Daya, Director of Legal Services
Ian Hird, Scrutiny Officer,
Pete Woodhouse, Bristol City Council

Tim Milgate, Democratic Services
Peter Mann, Bristol City Council

Apologies:

Cllr Geoff Gollop, Bristol City Council

Cllr Carole Johnson, Bristol City Council

Minutes

1	EVACUATION PROCEDURE The evacuation procedure was set out.
2	APOLOGIES FOR ABSENCE Apologies for absence were received from Cllr Geoff Gollop and Cllr Carole Johnson.
3	DECLARATIONS OF INTEREST UNDER THE LOCALISM ACT 2011 There were no declarations of interest.
4	MINUTES OF PREVIOUS MEETING The minutes of the meeting held on 19 September 2018 were agreed as a correct record and signed by the Chair, subject to a correction on item 11 when Cllr Liz Richardson had asked whether the growth figure ought to be recalculated, not that it should be recalculated.
5	ITEMS FROM THE PUBLIC (PETITIONS, STATEMENTS AND QUESTIONS) The following items were submitted: Statements:

	<ol style="list-style-type: none"> 1. David Redgewell, on behalf of RailFuture Severnside 2. Martin Gosney on the subject of Metrobus 3. Christina Biggs, Friends of Suburban Bristol Railways <p>The statements were published on the Authority's website following the meeting.</p> <p>Further to the public statements the Chair stated that he would investigate the current status of the Public Transport Forum and report to Members of the Committee in due course.</p>
6	<p>CHAIR'S ANNOUNCEMENTS/BUSINESS</p> <p>The Chair raised the following items:</p> <ul style="list-style-type: none"> • Following the aspiration made by Bristol City Council to be 'carbon neutral' by the year 2030, the Chair stated that the only way this could be achieved is with the involvement and support of the other Combined Authority's constituent authorities and WECA itself as an organisation. The Chair stated therefore that he would request whether the Combined Authority could do anything to assist in this coordination and would report back accordingly.
7	<p>REVIEW OF WECA COMMITTEE AND JOINT COMMITTEE FORWARD PLAN</p> <p>The Overview and Scrutiny Committee looked at the Forward Plan of decisions that were planned to be taken by the West of England Combined Authority and West of England Joint Committee in the period to May 2019. The Overview and Scrutiny Committee were asked in particular to consider whether they wanted to bring any particular item forward to one of their future meetings for pre-scrutiny and greater detailed discussion.</p> <p>The following comments were raised:</p> <ul style="list-style-type: none"> • Cllr Tim Ball asked that an item on air pollution be brought to a future meeting. However, other Committee members felt that the issues would be better discussed at an individual authority level, as the time available to hold Overview and Scrutiny meetings was limited and it was important to pick 'big-ticket' items for detailed discussion. A factual update would be brought to the next informal Scrutiny Meeting for discussion. North Somerset members were welcomed to join as observers for the item; • In respect of item 6 on the Forward Plan it was reported that the Mayor would present his budget proposals on 18 January 2019. It was therefore asked whether Members wished that their next meeting which was currently planned for 23 January 2019 be moved to an earlier date so that pre-scrutiny of this item could be made. However, due to the difficulty of aligning Members timetables/diaries it was decided that the original date would be kept.
8	<p>PRE-DECISION SCRUTINY AHEAD OF THE 30 NOVEMBER WECA COMMITTEE AND JOINT COMMITTEE</p> <p>Discussion of this item was held at the end of the meeting as the last item.</p> <p>Scrutiny Members were asked to comment on the reports which were to be considered at the West of England Combined Authority Committee and Joint Committee. These responses were collated and summarised in a document that was circulated in advance to those two meetings. The committee noted the recent motion approved by Bristol City Council about Bristol being carbon neutral by 2030. In light of this, the committee felt that WECA should be asked to consider what action it will be able to take to assist Bristol in meeting this target, once the proposal is confirmed by Bristol City Council's executive.</p>

	<p>The Chair of the Overview and Scrutiny Committee, Cllr Stephen Clarke attended the meeting of the West of England Combined Authority Committee to report on the comments made.</p> <p>Agreed: That the comments submitted by the Overview & Scrutiny meeting be passed to the WECA Committee and Joint Committee for their consideration.</p>
9	<p>TRANSPORT UPDATE</p> <p>The Committee received an update on progress of the Integrated Transport Authority powers; Key Route Network; Bus Strategy; Mass Transit proposal; and Cycling and Walking Infrastructure Plan; Members were asked to give their views and feedback on these issues. Detailed reports on the matters were being submitted to the 30 November WECA Committee. The report also clarified the position regarding Bus Service 10 which was an issue raised by members of the Committee previously.</p> <p>It was reported that the senior transport officers at the Combined Authority were attending a pre-arranged meeting at the Department for Transport (DfT) but all comments made would be recorded as part of the Committee's statement to the main Committee meetings.</p> <p>The following issues were raised:</p> <ul style="list-style-type: none"> • The Chair raised the issue of franchised bus services, with the Combined Authority having the power to deal with franchised services. However, other members stated there was a lack of other successful models, with the only authority that had gone down the franchising route was London, which heavily subsidised the services. Greater Manchester Combined Authority area was currently investigating the possibility and the West of England could possibly use some of the conclusions drawn. It was noted that the full report may take some time to be published; • Another possibility was for the Authority to investigate 'enhanced partnerships' which some other authorities had investigated but none had taken up. This was a new power to authorities granted by the DfT and included some of the franchising powers. However, it was noted that the local bus companies had been reluctant to set up new services where new housing developments had taken place, especially with the development of Metrobus. Cllr Hockey wondered how priority could be given to bus services in these instances; • Cllr Ball stated that competition would be difficult as First Group dominated the local market. Coordination was needed for services that crossed local authority boundaries. He said unfortunately some services were being lost; • Cllr Allinson was concerned about the lack of a 'safety valve' with bus services and felt that it could be an opportunity to seek a solution, as buses were currently frequently running late; • Cllr Pearce stated that although there was an increase in passenger numbers and that this was good news, he wondered whether there was a natural ceiling that numbers would reach and stall or fall; • Cllr Weston asked whether a full breakdown of subsidised services could be provided; • In respect of the Key Route Network (KRN) Cllr Weston asked what coordination was happening when the KRN crossed the West of England border; • Cllr Richardson queried the diagram showing the Key Route Networks as a proposed new link road in the Whitchurch area was not shown. Peter Mann explained that this was because there was no route there currently but a re-designation would occur in due course. • Cllr Weston also asked about the comment in paragraph 11 of the report that the Authority had the duty to "develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport [facilities and services] to, from and

	<p>within their area, and to carry out their functions so as to implement those policies” but that no resources were allocated to this. He asked how this duty would be coordinated with no allocated resources;</p> <ul style="list-style-type: none"> • Cllr Davies asked for details on the level of feedback/engagement with cyclists in the development of the Local Cycling and Walking Infrastructure Plan (LCWIP); • Cllr Davies also stated in respect of Metrowest that the longest stretch of the Portishead line was in his ward but that he had no involvement as local ward member. He wondered whether there would be further delays in the implementation of the line; • In terms of air quality/pollution targets, there was a planned expansion of Bristol Airport but only the buildings would be included in the carbon emissions targets. The Chair explained that the aircraft were excluded from potential carbon reduction targets. Cllr Morris stated that the airport would be important for inward investment post-Brexit; • Cllr Hockey asked about whether the Portishead Line could be funded as a different type of project as there was an act of Parliament designating it as a light rail route. It came under the Metrowest project rather than as part of the transport strategy; • Cllr Weston asked to see a detailed breakdown of the various Metrowest phases, how the Committee could feed in comments to the Bristol Area Feasibility Study and accessibility of local train stations; • The Chair asked for a report to be circulated on the ITA powers. <p>Peter Mann, Bristol City Council, who was in attendance at the meeting confirmed that franchising and enhanced partnerships were tools available to the Combined Authority for management of the local bus services. He explained that Enhanced Partnerships did not bring full control of services into the Authority’s control and franchising brought financial responsibility. No authority had yet signed up to an Enhanced Partnership model but the DfT had thought that the West of England area might lend itself to this type of model. A report would be brought to this Committee in due course, but not likely to be before May 2019.</p> <p>Agreed:</p> <p>That the comments raised on this item be summarised as part of the Committee’s statement to the West of England Combined Authority’s Committee and Joint Committee meetings to be held on 30 November 2018.</p>
10	<p>METROBUS UPDATE</p> <p>The Committee considered a report which provided an update on the progress of the Metrobus programme. Peter Mann, Director of Transport, Bristol City Council and Pete Woodhouse, MetroBus Integration Manager, Bristol City Council attended for this item.</p> <p>It was reported that the M3 route had been the first to commence in May 2018. The service had been free for the first two weeks and demand had continued to grow. A Sunday service was introduced in September 2018. A number of capacity issues had been reported which would be addressed from January 2019.</p> <p>The M2 route started on 3 September 2018 as a replacement to the Long Ashton Park & Ride. From 28 October 2019 the ‘Airport Flyer’ service commenced.</p> <p>Peter explained that the Metrobus relies on off-bus ticketing. There were problems with the server app on the day of launch which had put extra demand on the i-points. It was reported that the i-points were now working reasonably.</p> <p>It was noted that the main contention had been that the Park & Ride Service from Long</p>

	<p>Ashton had previously been non-stop but now the new service was stopping and as a result took longer to reach destination.</p> <p>The M1 service, Cribbs Causeway to Hengrove Park, would begin on 6 January 2019 and would be operated by Bristol Community Transport with new gas-powered vehicles. A new permanent fuelling station was expected to be completed by the end of March 2019.</p> <p>The following points were raised:</p> <ul style="list-style-type: none"> • Cllr Pearce asked whether the M2 stopping service which replaced the Park & Ride service could provide a key learning point for replacement Park & Ride services in the future. Pete Woodhouse stated that no other commercial offer had existed for Portway and officers continued to work with First Group on traffic flows. The Bath Road corridor was currently well served for bus services; • Cllr Pearce also asked about unauthorised usage of the Guided Busway. Pete Woodhouse stated that there had not been a massive number of incidents, there was one cyclist and a taxi. However, usual enforcement methods cannot be used as it was a private road. The situation would continue to be monitored; • Cllr Davies asked whether there would be Sunday services in the run up to Christmas and stated that he felt there was a lack of signage at the change over points. He also asked whether there were through tickets available to travel through the South Bristol area; • Cllr Weston asked about the point raised by Mr Gosney in his public submission as to why the full range of tickets were not available from i-points. Pete Woodhouse stated that the full range of tickets were available when the service started, including inner and outer zones. First Group asked these to be removed after feedback as some passengers were accidentally purchasing outer zone tickets unnecessarily. Pete Woodhouse said he would write to Mr Gosney directly on this issue; • The Committee also asked for raw passenger number data. Pete Woodhouse would circulate. It was planned that a regular Metrobus update would be brought to future Overview & Scrutiny Committee meetings. <p>Agreed: that the update on the Metrobus programme be noted.</p>
11	<p>UPDATE ON LOCAL INDUSTRIAL STRATEGY (5 MINS)</p> <p>The Committee received a report providing an update on progress on work to develop a Local Industrial Strategy for the West of England, following a more detailed report that had been brought to the meeting in July 2018.</p> <p>Cllr Morris stated that the forecast was for a smaller economy post-Brexit and 12% of employers were classed as 'major' employers. However, it was important to look outside of this sector. She asked that a steer be given by the Combined Authority as to its post-Brexit plan.</p> <p>Cllr Pearce stated that in regards to paragraph 11, when the report stated that the project team would be very happy to hold an informal discussion of this work as it developed with members of the Committee if that would be of interest to the Committee. He declared his interest in this happening.</p> <p>Agreed: That an informal briefing session be held on the Local Industrial Strategy for Committee members.</p>
	<p>Next meeting: Wednesday, 23 January 2019, 10.30 am, Council Chamber, Kingswood Civic Centre</p>

COMMENTS FROM: WECA OVERVIEW & SCRUTINY COMMITTEE

COMMENTS TO BE SUBMITTED TO: WECA COMMITTEE

WECA COMMITTEE MEETING DATE: 30 NOVEMBER 2018

At their meeting held on 28 November 2018, the WECA Overview & Scrutiny Committee reviewed the reports to be considered at the 30 November 2018 WECA Committee.

The Overview & Scrutiny Committee decided to submit the following comments (the Chair of the Overview & Scrutiny Committee will receive an opportunity to present these comments at the WECA Committee meeting):

General comment:

Carbon neutral target – The committee noted the recent motion approved by Bristol City Council about Bristol being carbon neutral by 2030. In light of this, the committee felt that WECA should be asked to consider what action it will be able to take to assist Bristol in meeting this target, once the proposal is confirmed by the BCC executive.

Comments on WECA Committee agenda items:

Agenda item 10 – Investment Fund

No specific comments

Agenda item 11 – Love Our High Streets

Overview & Scrutiny Committee comments:

1. Some concern expressed about engagement levels with ward councillors in terms of the pilot selection, although the tight timescales associated with the pilots were noted.
2. Re: recommendation 4, the committee felt that clear future criteria must be set to guide future scheme selection, including details of any public engagement.
3. The committee generally welcomed the overall initiative.

Agenda item 12 – Investment to support delivery of housing and infrastructure

Overview & Scrutiny Committee comments:

Whilst broadly supporting the proposals, the committee commented re Paragraph 5:

1. Issue of the revolving acquisition fund: The committee suggested further clarity was needed about how land value uplift would be captured and monitored; and further detail about how the “profit” will be recycled across the constituent authorities.
2. Clarification was needed about constituent authorities’ capacity in terms of leading on masterplanning.

Agenda item 13 – Transport functions

Overview & Scrutiny Committee comments:

The committee asked that a clearer narrative be provided for their information about the transport functions now held by WECA and so that the general public can understand as they felt there is considerable confusion in the general public currently about this.

Agenda item 14 – Key route network

Overview & Scrutiny Committee comments:

1. Cross-boundary co-ordination: there was a need for clarity about inter-authority responsibilities where KRN roads cross boundaries (e.g. South Bristol Link).
2. Clarity was sought about how WECA will look to secure resources to undertake its responsibilities under Part 2 of The Transport Act 2000.

Agenda item 15 – Transport update

Overview & Scrutiny Committee comments:

1. Designing in inter-operability of vehicles: In terms of any future mass transit / light rail / tram train schemes, it would be preferable for vehicles to be capable of functioning on different routes.
2. Paragraph 39 - light rail / tram train study: Concern was expressed about potential cost implications of funding this infrastructure (e.g. as experienced in Rotherham).
3. Paragraph 43: Station accessibility improvements: in this context, the importance of Lawrence Hill and Stapleton Road stations should be recognised in terms of promoting wider access to the rail network (also reducing pressure on Temple Meads). Concern was expressed in particular about the lack of accessibility at Nailsea, Backwell and Parson Street stations.

4. Bus strategy:
 - a. The development of the strategy, including the doubling of passenger numbers, is urgent and should be progressed as quickly as possible.
 - b. It was felt that the Enhanced Partnership option should be explored as part of this.
 - c. It was suggested that there may be learning available from Greater Manchester's investigation of franchising options.
 - d. Clarification was sought about which, if any, bus services are currently subsidised by WECA.
 - e. A query was raised about ensuring that the bus strategy takes appropriate account of major new housing developments and the need for joined-up thinking around this.
 - f. Bus operators are declining to consider bus services which they consider are going to be uneconomic for them which is going to lead to the JSP sites being without local bus services unless there is revenue funding to subsidise them, rather than just capital funding for infrastructure.
5. Local Cycling and Walking Infrastructure Plan: Clarification was sought about the level of engagement with cyclists in designing routes / future routes.
6. Bristol Area Feasibility Study: Clarification was sought about how scrutiny can input to this work.

Agenda item 16 – Update on the preparation of an Infrastructure & Investment Delivery Plan

Overview & Scrutiny Committee comments:

No specific comments

Agenda item 17 – Joint Assets Board update – terms of reference

Overview & Scrutiny Committee comments:

1. It was questioned whether a wider range of Council member input is possible in terms of the Board's membership.
2. In relation to the terms of reference, clarity was sought about who will take decisions on assets, and whether constituent authorities will retain control and direction over assets. If authorities do not retain this control, there is a potential issue about whether this affects/impacts on an authority's accounts.

Agenda item 18 – WECA & Mayoral budget outturn – April – September 2018

Overview & Scrutiny Committee comments:

No specific comments

Agenda item 19 – Treasury management monitoring report – April – September 2018

Overview & Scrutiny Committee comments:

No specific comments on the report, but a more detailed briefing was requested about treasury management and the forthcoming budget /investment process.

COMMENTS FROM: WECA OVERVIEW & SCRUTINY COMMITTEE

COMMENTS TO BE SUBMITTED TO: JOINT COMMITTEE

JOINT COMMITTEE MEETING DATE: 30 NOVEMBER 2018

At their meeting held on 28 November 2018, the WECA Overview & Scrutiny Committee reviewed the reports to be considered at the 30 November 2018 Joint Committee.

The Overview & Scrutiny Committee decided to submit the following comments (the Chair of the Overview & Scrutiny Committee will receive an opportunity to present these comments at the Joint Committee meeting):

Agenda item 10 – LEP One Front Door funding programme

Overview & Scrutiny Committee comments:

No specific comments.

Agenda item 11 – LEP & IBB budget outturn

Overview & Scrutiny Committee comments:

No specific comments.

Agenda item 12 – MetroWest Phase 1A & 1B – gateway decision

Overview & Scrutiny Committee comments:

1. Letter from Chris Grayling: Whilst fully recognising the importance of the development of the Portishead line, there was deep concern (with regard to the reference in the Secretary of State's letter about the Government only considering support if it includes a solution to Portishead) in the committee's view that this should not be a barrier to or jeopardise the development of other essential rail line improvements such as Severn Beach, Bath-Bristol line, Henbury phase 2. It would not be acceptable to delay the whole local rail programme if one element of it was deemed to be undeliverable.
2. An alternative option to heavy rail for the Portishead line has been suggested and this could be a way of overcoming the requirement stated in Chris Grayling's letter.
3. The committee requested a more detailed breakdown of what is happening with all the MetroWest phases.
4. It will be important to ensure that the Light Rail and Tram/Train study is completed as soon as possible.

Agenda item 13 – Joint Local Transport Plan consultation

Overview & Scrutiny Committee comments:

No specific comments.

Agenda item 14 – Joint Spatial Plan update

Overview & Scrutiny Committee comments:

No specific comments.

Agenda item 15 – Update on the preparation of an infrastructure and investment delivery plan

Overview & Scrutiny Committee comments:

No specific comments.

Agenda item 16 – Joint Assets Board update – terms of reference

Overview & Scrutiny Committee comments:

As per comments submitted to the WECA Committee, i.e.:

1. It was questioned whether a wider range of Council member input is possible in terms of the Board's membership.
2. In relation to the terms of reference, clarity was sought about who will take decisions on assets, and whether constituent authorities will retain control and direction over assets. If authorities do not retain this control, there is a potential issue about whether this affects/impacts on an authority's accounts.

Agenda item 17 – Invest in Bristol and Bath review

Overview & Scrutiny Committee comments:

No specific comments on the report. It was suggested that a briefing note be prepared for the committee on the potential impact of Brexit on inward investment into the region.