

Agenda item 8 – Items from the public

Petitions received

1	Cllrs Tim Kent and Harriet Clough, Bristol City Council
<p>We call on Bristol City Council, the West of England Combined Authority and the Metro Bus Board to immediately reinstate services to the Oatlands Avenue bus stops on Bamfield in Whitchurch by agreeing to allow the Metro Bus service, route M1, to stop at these bus stops.</p>	

WECA Committee 18 Jan 2019 – Petition – Cllrs Kent & Clough, BCC

The Petition reads:

We call on Bristol City Council, the West of England Combined Authority and the Metro Bus Board to immediately reinstate services to the Oatlands Avenue bus stops on Bamfield in Whitchurch by agreeing to allow the Metro Bus service, route M1, to stop at these bus stops.

When submitted on Tuesday 802 people had signed (more have done so now).

The petition is to Bristol City Council, the West of England Mayor and the MetroBoard.

The statement along with the petition:

In October First Bus in a meeting informed us that they were withdrawing the 50 bus service from Bamfield and the Whitchurch area due to the launch of the M1. I and fellow ward councillor Cllr Clough then contacted officers to raise our concern that the super market, Whitchurch Health Centre and several hundred residential households would effectively be without bus services.

The M1 was designed to work alongside existing bus services and so is a limited stop facility. It was designed with only two stops on Bamfield with the expectation that local bus services would continue. These though have been withdrawn. There are two stops on Bamfield but these are over 1500 metres apart leaving many residents as well as access to the Whitchurch District Shopping Centre and Whitchurch Medical Centre with around an 800 metre walk to access the M1 service.

Metrobus should not be about leaving people with no bus. Many residents now find they cannot access the bus network or their local doctors. We raised this concern a few months ago and asked the M1 stop at the Thurlestone stop (commonly referred to as Oatlands Avenue). This mid Bamfield stop will provide good access for local residents as well as reasonable access to the Whitchurch Health Centre and District Centre. It is still a distance but at least makes this possible.

We ask that the MetroBoard approve this change to the M1 route, apply for any permissions with urgency and put in place a stopping service as soon as possible.

All the best

Cllrs Tim Kent and Harriet Clough
Lib Dem - Hengrove and Whitchurch Park Ward
Bristol

Agenda item 8 – Items from the public

Statements received

1	Adam Reynolds, Cycle Bath Chair Cycling and walking infrastructure
2	Dave Redgewell Light Rail and Bus Issues
3	Dave Redgewell Public Funding for Bus Services
4	Hilary Burn, Chair, PCAA Bristol Airport
5	Christina Biggs, Friends of Suburban Bristol Railways Rail Services

The West of England has the highest congestion outside London with a growing population. Road space is not growing and our use of current roadspace is highly inefficient with priority given to the private car and the storage thereof. Recently Tim Bowles celebrated the removal of the Severn Bridge Toll which has put even more pressure on our already congested roads.

The current response from WECA is to investigate light rail / mass transit to the exclusion of walking and cycling despite between 40% and 54% of commuter road traffic in our cities being caused by city residents driving to work in their city. Something light rail/mass transit cannot solve given the radial nature of many of those journeys.

The opposition within WECA to investing in walking & cycling infrastructure despite 60% of car commuter journeys being under 5 miles, seems to be "what happens when it rains and cyclists don't use it and get back in their cars"? The answer is you get slightly damp. The bigger congestion issue on those days are not the commuters, but the parents doing their kids a favour and dropping them at school rather than letting them walk or take the bus.

WECA has taken a vertical approach to solving congestion focused on buses and light rail. Yet solving congestion requires a broad church approach to sustainable transport. The successes other regions are having around the country, and even the world, are to invest equally in walking, cycling, and mass transit. There is no one silver bullet.

Alarmingly given WECA's recruitment drive, it still does not have the inhouse expertise to design and deliver good walking and cycling infrastructure. WECA has not copied London's Strategic Cycling Analysis that I showed Tim Bowles in October 2017 that has become the foundation of the Mayor of London's congestion busting Cycle Action Plan and what Metro Mayor Andy Burnham is achieving in Greater Manchester with the help of Chris Boardman to deliver the Bee Lines Network.

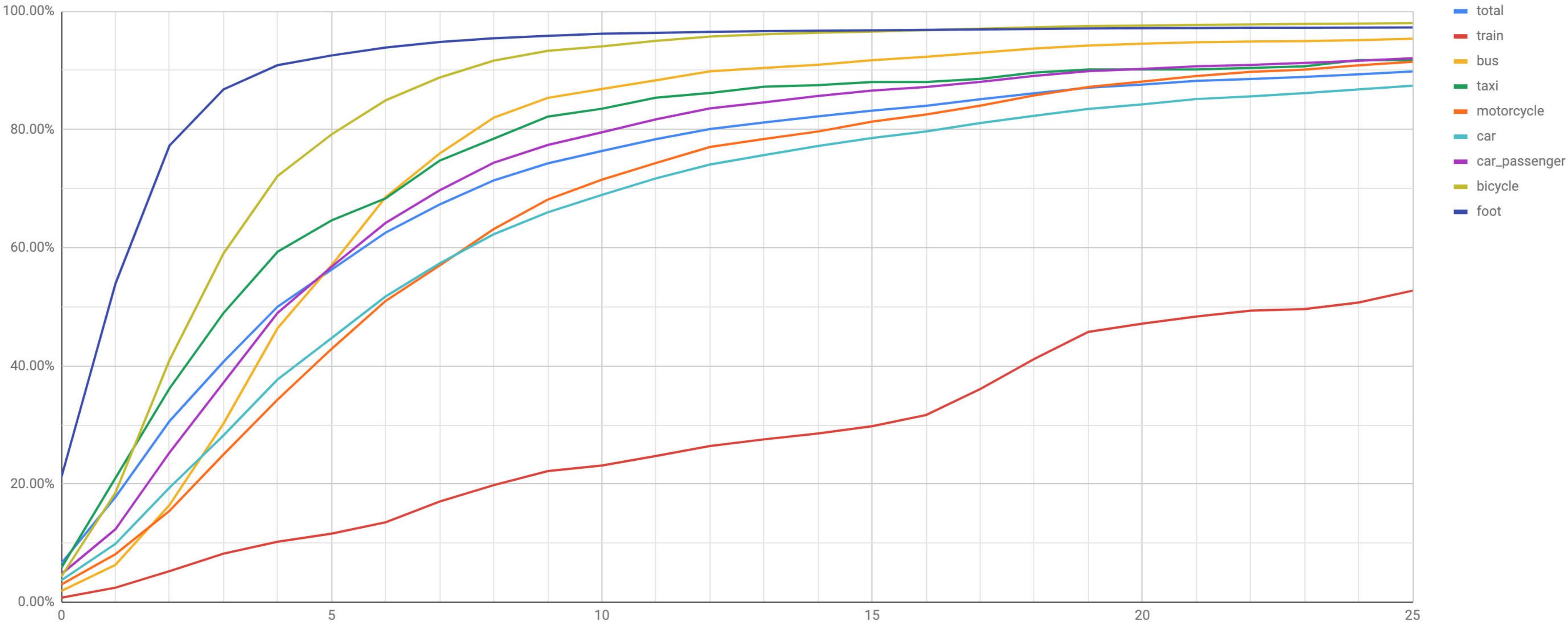
Will WECA rethink the vertical approach to sustainable transport it is pursuing? Will it heed the advice that NICE and Jesse Norman MP has recently issued to local authorities?

WECA needs to:

- 1) Allocate two thirds of the £80m Transforming Cities Fund money to walking and cycling infrastructure.
- 2) Appoint a Cycling and Walking Commissioner.
- 3) Fund a project bid development program including a Walking and Cycling Infrastructure training programme for Local Authority engineers and departments
- 4) Replace the minimum £10 Million proposal bid requirement and replace it with one based on minimum quality criteria.

I am asking WECA to listen to the demands from NICE, the Department of Transport and our local authorities. To recognise the success other combined authorities are achieving with a broad approach to sustainable transport. To help our Local Authorities solve congestion and air pollution by delivering a broad sustainable transport solutions with walking, cycling, and public transport all placed on an equal footing.

Bristol Propensity to Travel by Mode vs Distance (km)



Statement 2

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

LIGHT RAIL ISSUES

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

We want to see the budget for the light rail consultation studies in the Greater Bristol area to be fully protected and support the principle of a light rail route to Bristol Airport as a top priority and later to Bath especially from Lambridge across the City to Newbridge which could then make use of the light rail corridor to Bristol through Bitton, Saltford, Kelston, Warmley to Yate and East Bristol via Mangotsfield, Staple Hill and Fishponds as well as linking into the RUH at Weston, the new Bath Spa Art & Design College at Weston Lock and Park & Ride sites which need to be co-ordinated with the Bristol Mayor's rapid transit project. The two schemes must link to Warmley and Emersons Green and the Avon Valley Railway steam services should be retained at weekends, during school holidays and for Santa Specials and other events. Provision should be made for a continuous cycle/walkway between Bristol and Bath where possible.

The Callington Road rail corridor on the former North Somerset Railway alignment to Radstock must be safeguarded for light rail use and an alignment identified to gain access to the Stockwood/Whitchurch area also serving new housing at Hengrove Park (on the former Whitchurch airport site). The railway corridor from Yate to Iron Acton, Tytherington and Thornbury must also be safeguarded for future tram-train services to serve the proposed new housing.

The implementation of light rail will help bring the City region into line with EU emission and clean air targets together with clean fuel buses and taxi's.

We would only support a light rail scheme which minimises the amount of tunnels required and is at street level wherever possible to maximise accessibility to avoid the need for lifts and stairways thus reducing infrastructure costs.

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

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

A new light rail station at Warmley could be an interchange for buses in the Kingswood area and one at Fishponds station would be suitable for the 5/17/48/48A/49/Y2 and Y5 bus services.

There should be improvements to MetroRail services to Bath, Westbury, Clifton Down (to Severn Beach), Gloucester via the Filton Bank and the Henbury loop.

South West Transport Network think that the Arena at Filton should have sufficient coach parking close to the site with MetroBus stops, coach stops and bus stops at this location together with Park &

Ride services to Brislington, Parkway, Portway, Ashton Vale, extra trains from Bath and West Wilts, Taunton, W-S-M, Cardiff, Newport, Patchway, Filton, Yate, Gloucester, Cheltenham, Severn Beach via Clifton Down, Henbury loop, Portishead and Swindon. There should be a 15 minute frequency for rail services on the Henbury loop which serve the Arena and a 10 minute shuttle bus service on main routes to it.

The new IEP trains need to operate from London and South Wales via Parkway to Filton North station for the arena, services from the South West, West Midlands to the Henbury loop station, coach parking will need to be provided, taxis, bus links Greater Bristol wide, links to Cribbs Causeway and hotels will need to be addressed.

We urge the City Council, WECA and Bristol Mayor's to address a full integrated transport plan for the Arena similar to those at Manchester Victoria or Wembley.

The Arena rail services will need to be included in the new rail franchise.

BUS ISSUES

Whilst we welcome fully the City Business plan, transport outcomes which are in-line with the congestion task group the main issue that we need to address is to get the MetroBus rapid transit network fully operational on all lines and routes especially the South Bristol link (Hengrove - Hartcliffe to the Floating Harbour and City Centre/Temple Meads) and the link via the M32 to UWE, Bristol Parkway, Aztec West and Cribbs Causeway along with routes already commissioned (Emersons Green - Bristol M3), Hengrove - Bradley Stoke and Cribbs Causeway M2).

We need to commission with public subsidy through WECA some of the start up services in South Bristol / North Somerset (perhaps X75, X76 to the City, Filton, Henbury, Patchway and Cribbs Causeway and across to Bristol Parkway and Emersons Green (MetroBus Phase 3).

We wish to see continued City Council support for the Brislington and Portway Park and Ride services.

There are concerns that if MetroBus is not successful then pushing forward with our first light rail rapid transit route to the airport could be more difficult. Equally, MetroBus needs to show good progress on interchanges at Temple Meads and Parkway so as to improve our chances of getting £47 million of MetroWest Phase 1 money for the Portishead and Severn Beach lines.

On integration we are concerned that the Bristol area MetroBus issues have not been addressed although Bristol has 20% growth on the Showcase routes in the City region including Bath operated by First, HCT Group and Stagecoach West :-

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.

6.no details of Freedom Pass rail/bus ticket or the Avon/Bristol Rider tickets and bus ticket machines not registering Freedom passes.

The Mayor also wishes to follow Edinburgh and convert the Temple Meads - Ashton Gate route to the airport to light rail in the future.

What has happened to the Whitchurch – Hengrove Hospital – Hartcliffe - Bedminster – Temple Meads – City Route?

What has happened to the South Bristol Loop route?

- Metrobus routes should have full access to Bristol Parkway Station and Bristol Temple Meads to enable full and easy interchange
- signage for MetroBus interchanges at Bedminster and Parson Street stations and harbour ferries is required.
- MetroBuses should serve Aztec West to Lydd Green via UWE
- The following locations should be part of the MetroBus network – Yate, Chipping Sodbury, Thornbury, Clevedon, Keynsham and Bath
- 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, Rudgeaway and Thornbury.
- 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.
- If the Megabus & Falcon coach services are to move from Bond Street into the bus station (subject to agreement) there should be suitable capacity for them.
- Regarding Bristol Airport we support the future provision being 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 a bus/rail interchange at Ashton Gate
- need for MetroBus/rail/ferry ticketing
- provision needs to be made for public toilets on MetroBus routes ie City Centre, Bear Pit, Ashton Park
- We want WECA/Bristol City Council to provide some public subsidy, at least initially, for MetroBus routes to get them established.

There is a need to improve and deliver as part of the Metro Mayor's bus review a viable bus network in North and South Bristol, South Gloucestershire and North East Somerset.

Service 10 Southmead hospital - Patchway - Bristol Parkway station - UWE - Lyde Green must be reinstated along with service 16 Bristol Parkway - UWE - Fishponds (Lodge Causeway including the Hillfields estate) - Hanham - Longwell Green.

With recent Council cuts on service 17 Southmead hospital - Fishponds - Staple Hill - Kingswood - Keynsham (subsidy withdrawn on evening and Sunday services) and changes to the service 36 going from the City Centre to St Annes terminating at Brislington Wick Road. It should be noted that the last service 96 (the service 36 partial route replacement service) 96 (Brislington - Hengrove) departing Brislington Square at 19.23 with the last return service from Hengrove leaving Hengrove Depot, Entrance at 1830 (Mondays-Fridays) and no service 96 on Sundays whatsoever leaving sections of the community in South Bristol with very limited orbital public transport connectivity.

Revised services in North East Somerset eg service 179 Bath - Timsbury - Radstock have resulted in cuts with no Saturday or Sunday services and no weekday evening services and on service 178 Bath - Radstock evening and Sunday services have also been cut so it is extremely important to protect the bus network and not reduce journey opportunities for the general public who depend on them.

We want to see continued support for the subsidised bus services that many residents depend on for access to jobs and crucial services. The Mayor must discuss with WECA where the additional money for bus services is going to be found. We have been contacted by residents hit by recently withdrawn services from Wessex. We need to see subsidy important bus services in Bristol, 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 Lydd Green – UWE – Patchway – Southmead Hospital. We also want service 16 Longwell Green - Bristol Parkway reinstated and the maintenance of service 36 at its current level. We note cuts in service 17 which will effect both patients relatives and hospital staff. Workers are really struggling to get to work in a reasonable travelling time and these important services need proper subsidy. We urge the Mayor to ensure that WECA officers are working closely with Bristol and South Gloucester officers on cross boundary routes otherwise orbital routes will become unuseable due to country bus type level service frequencies. The City of Bristol has considerable problems with bus stop rutting eg Fishponds Road by Morrisons supermarket (inbound and outbound stops).

We support the extension of the Bus Shelter advertising concession on the agenda but are disappointed that the replacement of 300 shelters due to finish in 2020 has been delayed for a year. Part of the delay is due to MetroBus but surely this should have been counted as extra infrastructure and not reliant on current spending. We ask that all infrastructure is high quality and accessible for all to ensure that this essential part of public transport adds to the experience and is not a barrier.

Sufficient resource must be given to keep the shelters clean and free of graffiti and to make sure they are well lit . We ask that because of the one year delay in completion, the programme is reviewed and the work scheduled for passenger benefit so that the most used stops are replaced first bringing benefits to the majority first and not the easiest or cheapest first.

DAVID REDGEWELL SWTN/Bus Users South West

Statement 3

18 January 2019

Submission to WECA Budget Meeting 18th Jan, WECA Scrutiny 23 Jan , WECA Board & Joint Committee 1 Feb

Statement 3

Public Funding for Bus Services

We are very concerned over the lack of agreed funding and commissioning of bus services that required by the local communities that are not commercially viable. These lack of services are now severe hardship and isolation. WECA have a duty to provide a bus strategy and then to commission such services. This is a particular issue in rural communities such as the 179 which runs from Bath to Midsummer Norton which have no evening, Saturday or Sunday services. In Bristol the 36 and 96 have no evening or Sunday services. Also there are still gaps in provision that need addressing.

Since the creation of the Combined Authority the powers and duties have transferred so we need to see adequate provision of services by the Combined Authority and the budget spent. There are also duties to work closely on cross boundary services especially with North Somerset. We also wish to see a prompt resolution to the MetroBus provision on the South Bristol loop. We welcome the T3 service at Bristol Parkway but the MetroBus infrastructure needs to be built rapidly as the service has started running.

We wish to see budget include the provision for officers to carry out bus and rail services and infrastructure.

Dictated by David Redgewell, Bus Users UK and SW Transport Network.

Statement 4

18 January 2019

Statement from Hilary Burn

Subject: Bristol Airport

I am Chair of the Parish Councils Airport Association representing 21 parishes surrounding Bristol Airport with parishes in North Somerset, BANES and Sedgemoor.

As you will be aware, Bristol Airport has submitted a planning application to North Somerset Council for growth to 12 mppa, from 8 mppa today. We note that you are a consultee of the application from North Somerset Council.

Parishes request WECA to call in this planning application on the grounds that several of the negative implications of growth have serious repercussions that effect neighbouring Authorities, including the following:

- There is to be an additional 9,500 private car movements every day. The airport admits that this is a 54% increase.
- The airport claims that this equates to an increase of just 16% in annual vehicle emissions from 2017. But this is at a time when WECA is trying to reduce emissions by 50% (by 2035)
- Air quality improvement targets will be harder to achieve because of many more vehicles travelling to and from Bristol Airport.
- Bristol Airport's strategy of low cost parking in green belt is in direct conflict with minimising car travel and effectively discourages passengers from travelling by public transport.
- Bristol Airport has an ambition to be carbon neutral by 2030 but will not submit its Carbon and Climate Change Action Plan to North Somerset Council until after planning consent has been granted.
- The public should have a right to see and assess the Carbon and Climate Change Action before planning consent is given to allow for public scrutiny on such an important issue.

Our examination shows that the proposed development affects the wider area of the West of England and will have cross boundary impacts in relation to air quality and carbon emission reduction targets. A full and rigorous examination is required in order that you can achieve your own carbon reduction emissions targets of a 50% reduction by 2035 from a 2014 baseline.

The Transport Topic Paper to the Emerging Findings Consultation recognises that transport emission are going to be extremely difficult to reduce. So we seriously question how you are going to reach this target if the airport is allowed to expand in this way; and what are you going to do about it?

Vehicle emissions and air quality targets are the direct responsibility of local authorities. This application undermines all sustainable development and transport policies that seek to minimise car travel.

There appears to be an alternative. If car parking is tightly constrained, more passengers will need to travel by public transport and this will get closer to aligning with your targets and policies.

Thus, we are asking you to call in this application.

Thank you

Statement 5 - Friends of Suburban Bristol Railways



Statement to WECA Mayoral Budget meeting Friday 18 January 2019

FOSBR is concerned that the creation of the Investment and Infrastructure Delivery Plan (IIDP) at the last WECA meeting could become a method to fast-forward the recommendations of the Inspectors of the Joint Spatial Plan in the Emerging Findings and Transport Topic Paper. We request that the IIDP proposals be explicitly made clear and scrutinised by both the constituent councils and the WECA Scrutiny Panel, with regard to the governments Clean Air directives, the Bristol City Council ambition to become carbon neutral by 2030, and the WECA ambitions to ensure modal shift towards active and public transport.

FOSBR requests that a full assessment be made of the environmental sustainability impact of the proposals for any IIDP funding.

Christina Biggs
FOSBR Secretary

WECA COMMITTEE – 18 JANUARY 2019

QUESTIONS

The following questions were submitted by the deadline:

- 1. Stephen Williams - Subject: Mayoral budget 2019-20**
- 2. Lucy Hellier - Subject - Spatial Plan / Mayoral budget – in context of carbon neutral targets**
- 3. Sam Morris – Subject – Mayoral budget – highways and transport grants**

Question from Stephen Williams

Subject: Mayoral budget 2019/20

I would like to submit the following question for the WECA meeting on 18th January:

The Mayor's 2019/20 budget for Planning, Transport and Housing strategy reduces by £1,544,000 compared to 2018/19, what are the reasons for this reduction?

REPLY:

The WECA Investment Fund is split 50% Capital and 50% Revenue. Our devolution deal requires us to administer certain revenue costs through the Mayoral budget which includes feasibility work on transport schemes.

In 2018/19, the WECA committee approved a number of such feasibility studies as detailed in the table below. The costs are often spread over two financial years with, in most cases, the majority being incurred in 2018/19.

The table illustrates approved spend across a range of studies amounting to £2.775m for 2018/19 – reducing to £1,221m in 2019/20 reflecting the reduced spend between the two years of £1.5m.

Priority Infrastructure Feasibility Studies	17/18 £000	18/19 £000	19/20 £000	Total £000
Southern Orbital		250		250
Mass Transit Options		350		350
East of Bath Strategic Link	20	120	110	250
Freezing Hill/A420 Junction	1	99		100
Bristol Temple Meads Masterplan		889	1,111	2,000
Wraxall Road Roundabout	25	175		200
Sub-Total	46	1,883	1,221	3,150
JSP Scheme Development		892		892
	46	2,775	1,221	4,042

Question from Lucy Helier

Subject: Spatial Plan / Mayoral budget – in context of carbon neutral targets

Bristol City Council recently declared a Climate Emergency and set an ambitious target of carbon neutrality by 2030. Given that transport is a major contributor to climate change across the WECA counties, a major shift towards lower carbon modes of transport and a reduction in road traffic will be necessary to achieve this change. Has the West of England Joint Spatial Plan and the mayoral budget for highways and transport grants been reviewed in light of this recent declaration and what changes have been made to support BCC's zero carbon target?

REPLY:

The Joint Spatial Plan (JSP) is being promoted by the four councils in the West of England area, including North Somerset. It is not a WECA plan. It proposes how best to accommodate the forecast need for housing up to 2036 taking account of a range of requirements including green belt, ecology, landscape and forecast transport impact to address the critical issues identified in the JSP.

The JSP has an emphasis on meeting a significant proportion of housing need through the promotion of 'urban living', whereby new housing is prioritised in existing, major urban areas where its transport impact (in terms of car dependency) will on point of principle be minimised.

The JSP also proposes housing and employment allocations at existing towns and/or on existing transport corridors to achieve the same objective. A transport mitigation package is included in the JSP which has an emphasis on investment in infrastructure to support sustainable transport modes such as bus and rail use, walking and cycling, whilst representing a proportionate and deliverable package within current funding frameworks. This package has been forecast by computer modelling to make a significant reduction in the level of forecast car trips by car generated by the development locations.

We would also highlight policy 5 of the JSP which aims to minimise energy demand and maximise the use of renewable energy in new developments to further minimise carbon emissions.

The JSP, including its transport mitigation package, will be the subject of an Examination in Public (EiP) from May 2019, where its soundness across a range of areas (including transport impact and carbon emissions) will be scrutinised.

The Joint Local Transport Plan, due for public consultation from February 2019 (subject to Joint Committee approval) includes a wider package of transport investment (as well as the JSP mitigation package) as well as consideration of other funding and traffic management options to move towards a carbon-neutral transport network.

Question from Sam Morris

Subject: Mayoral budget – highways and transport grants

I have a question relating to the Mayoral budget - highways and transport grants. In order to reduce carbon emissions and help the global effort to minimise the effects of climate change we must decrease our car use across the region as a whole. What provisions are allowed for in the budget that will allow for realistic reduction in carbon fuel powered vehicles and to enable a swift transition to electric vehicles powered from sustainable, renewable, zero carbon sources?

REPLY:

WECA's published goals and ambitions and business plan have a significant focus on achieving objectives for transport, sustainable growth and the associated improvements to the environment. In addition, the West of England's Joint Spatial plan has recently been out to consultation and subject to Joint Committee approval on 18 January, the West of England's Joint Local Transport plan will be taken forward to consultation in February.

These strategy documents support a range of measures to support the effectiveness of our transport network and its sustainability; and the impact of growth and transport on our region, with the aim of moving towards a carbon-neutral transport network. Managing demand; promoting sustainable and low carbon forms of travel; supporting electric vehicles; and improvements in air quality, all feature prominently.

The proposed Mayoral budget has been developed in order to support WECA's commitments and aspirations within these strategy documents and to support the wider package of transport investment contained in the Joint Local Transport Plan.