

**WEST OF ENGLAND**

Combined Authority

BATH & NORTH EAST SOMERSET

BRISTOL

SOUTH GLOUCESTERSHIRE

**DRAFT Minutes of the meeting of the  
West of England Combined Authority  
15<sup>th</sup> September 2017**

1	<p><b>Welcome and introductions</b></p> <p>Tim Bowles welcomed everyone to the meeting of the Combined Authority and introduced his colleagues, Cllr Tim Warren from Bath &amp; North East Somerset, Cllr Matthew Riddle from South Gloucestershire, Cllr Nicola Beech from Bristol and Professor Stephen West, Interim Chair of the Local Enterprise Partnership.</p> <p>The Chair made a safety announcement in relation to the fire/emergency evacuation procedure and extended his thanks to South Gloucestershire Council for hosting the meeting in Kingswood Civic Centre.</p>
2	<p><b>APOLOGIES FOR ABSENCE</b></p> <p>Apologies were noted from the Mayor of Bristol, Marvin Rees.</p>
3	<p><b>DECLARATIONS OF INTEREST UNDER THE LOCAL GOVERNMENT ACT 1972</b></p> <p>There were no declarations of interest.</p>
4	<p><b>MINUTES</b></p> <p><b>Decision:</b></p> <p>That the minutes of the meeting on 28<sup>th</sup> June be confirmed and signed as a correct record.</p>
5	<p><b>CHAIR'S ANNOUNCEMENTS</b></p> <p>The Chair introduced the meeting by saying that this additional meeting of the West of England Combined Authority had been convened to progress a number of items in advance of the next scheduled meeting on 30<sup>th</sup> October 2017.</p> <p>The Chair provided a short introduction to each agenda item covering:</p> <ul style="list-style-type: none"> <li>• a proposal to move forwards with development of a set of key transport business cases that together will support our emerging Joint Spatial Plan in readiness for the Examination in Public;</li> <li>• an interim pay policy;</li> <li>• the appointment of a Chief Executive; and</li> <li>• arrangements for senior management appointments to the Combined Authority to ensure that WECA can engage the strategic leadership capacity required to deliver against its objectives.</li> </ul>
6	<p><b>COMMENTS FROM THE CHAIR OF THE LOCAL ENTERPRISE PARTNERSHIP</b></p> <p>Prof. Steve West informed members that as Interim Chair of the LEP he was leading work to reform the LEP Board to ensure it is: appropriately led by business and universities; includes Council Leaders and Mayors across the region; and, has as its primary purpose, the function of an advisory board to shape strategy thinking across the</p>

	<p>City Region and as a critical friend to national and regional decision makers.</p> <p>He stated that in his view the LEP Board should focus on advising decision makers on creating the conditions business and university need to secure sustainable, inclusive growth. This needs to be articulated by a clear vision and a prioritised and costed investment programme designed to deliver an ambitious future for the region and focus on housing, industrial infrastructure (digital and physical) and the right skills to drive the economy and improve social inclusion &amp; employability.</p> <p>He concluded by saying that the LEP will be used to galvanise the multitude of business voices and create a coherent, ambitious set of 'asks' of Government, the West of England Mayor and other regional leaders.</p> <p>Tim Bowles thanked Prof. West for his comments and all his work as Interim Chair of the LEP and added that he was committed to an effective public, private and academic partnership to ensure a long term sustainable and inclusive future for the region.</p>
7	<p><b>ITEMS FROM THE PUBLIC</b></p> <p>No questions had been submitted by members of the public.</p> <p><b>Public speakers:</b></p> <p>The Chair confirmed that 6 statements had been received. He invited attendees to speak in the order the statements had been received.</p> <p>All written statements are appended to the minutes and the following additional notes were made in relation to those who attended to speak.</p>
Item 1	<p>David Redgewell spoke regarding transport matters, the importance of Metrowest, the need for a bus strategy and to ask that the Public Transport Forum be re-formed.</p> <p>The Mayor noted the points raised and thanked Mr Redgewell for his comments.</p>
Item 2	<p>Colin Gardner spoke to urge the Mayor and Committee to ensure that transport mitigations are put in place before further housing developments are built.</p> <p>The Mayor noted the point raised and thanked Mr Gardner for his comments.</p>
Item 3	<p>Gavin Smith spoke to raise an objection to the reliance on building more roads as the solution to congestion problems in the region and to request that more consideration be given to light rail solutions, buses and further park and rides.</p> <p>The Mayor noted the points raised and thanked Mr Smith for his comments.</p>
Item 4	<p>Cllrs Mark Weston and Geoff Gollop did not attend to speak in person but their statement is attached to these minutes.</p>
Item 5	<p>Julie Boston (on behalf of Rob Dixon) spoke regarding her disappointment on the reliance on roads in the Joint Transport Study, quoting the Friends of Suburban Bristol Railways rail manifesto as an alternative.</p> <p>The Mayor noted the points raised and thanked Ms Boston for her comments.</p>

Item 6	<p>Christina Biggs spoke regarding the need to be more ambitious regarding rail in the region and requested that the Thornbury line should be looked at.</p> <p>The Chair closed the public forum by thanking all of the speakers, and those who had submitted written statements.</p>
8	<p><b>PETITIONS FROM MEMBERS</b></p> <p>No petitions were presented.</p>
9	<p><b>INTERIM PAY POLICY</b></p> <p>The Chair introduced the report regarding an interim pay policy for the West of England Combined Authority and explained that the draft pay policy has been produced with support from external professional advisors. He noted that this is an interim policy, recognising that work is ongoing to develop the organisational structures and associated terms and conditions of employment that the Combined Authority will need. This work will include consultation with recognised Trade Unions and will inform a final pay policy which will be brought to this Committee for consideration.</p> <p>Cllr Nicola Beech stated that whilst some concerns had been raised within Bristol City Council regarding the implications of the interim policy for lowest paid members of staff, as this was an interim policy, she was content to support the recommendations.</p> <p>Cllr Matthew Riddle moved the recommendations.</p> <p>Cllr Tim Warren seconded the recommendations.</p> <p><b>On being put to the vote the motion was carried unanimously.</b></p> <p><b>Decision:</b></p> <p>The Combined Authority approved the draft pay policy statement noting that this is an interim policy and that further work will be done to develop a comprehensive policy statement alongside work to develop the organisational structures and employment terms reflecting the service delivery needs of the Combined Authority.</p>
10	<p><b>APPOINTMENT OF CHIEF EXECUTIVE OFFICER AND HEAD OF PAID SERVICE.</b></p> <p>The Chair introduced the report regarding the appointment of a Chief Executive and Head of Paid Service for the Combined Authority.</p> <p>He reminded members that the Local Government and Housing Act 1989 requires the Combined Authority to appoint a Head of Paid Service and that the Employment and Appointments Committee is responsible for recommending the appointment of the Head of Paid Service. He concluded that the report set out the approach taken to recruitment and recommended that following this Patricia Greer be appointed Chief Executive / Head of Paid Service.</p>

Cllr Tim Warren stated that the process had identified several excellent candidates for the role. Cllr Nicola Beech stated that due to some concerns over the process she would abstain from the vote on behalf of Bristol City Council.

Cllr Matthew Riddle moved the recommendations.

Cllr Tim Warren seconded the recommendations

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

**Decision:**

The Combined Authority approved that Patricia Greer be appointed Chief Executive/Head of Paid Service on a 'spot' salary of £150,000.00 within the range £135,000 to £155,000 in accordance with the Authority's pay policy and other conditions of employment and in accordance with those determined nationally by the Joint Negotiating Committee for Local Authorities' Chief Executives as supplemented by local agreement.

**11 ARRANGMENTS FOR SENIOR MANANAGEMENT APPOINTMENTS**

The Chair introduced the report regarding appointments to the senior management structure of the Combined Authority and stated that the report requests approval for the Employment and Appointments Committee to convene to formally agree the process for, and appointments to, the posts of:

- Director of Infrastructure
- Head of Business and Skills
- Monitoring Officer
- Director of Investment and Corporate Services

The Chair confirmed that the report also seeks approval to delegate the responsibility to himself, as Mayor, to agree job descriptions and person specifications for these roles and to approve the continued secondment of the Chief Financial Officer from Bath and North East Somerset Council until 30th June 2018.

Cllr Tim Warren said that it was important these roles were filled as soon as possible to enable the Combined Authority to progress key areas of work. Prof. Steve West added that it was also important to ensure that the Local Enterprise Partnership was allocated independent resource to enable it to perform its function effectively and free from influence.

Cllr Tim Warren moved the recommendations

Cllr Matthew Riddle seconded the recommendations.

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

**Decision:**

The Combined Authority agreed that an Employment and Appointments Committee is convened to agree the process for, and appointment of, the Tier Two posts for the Combined Authority including setting remuneration levels in line with pay policy.

	<p>The Combined Authority approved, in line with their Terms of Reference, the delegation of responsibility to the Mayor of the Combined Authority:</p> <ul style="list-style-type: none"> <li>• to agree the Tier 2 Job Descriptions and Person Specifications; and</li> <li>• to approve the continued secondment to the CFO/Section 151 Officer from B&amp;NES until 30th June 2018</li> </ul>
<p><b>12</b></p>	<p><b>JOINT SPATIAL PLAN TRANSPORT SCHEME DEVELOPMENT</b></p> <p>The Chair introduced the report regarding the development of business cases for a set of transport schemes that together will support the delivery of the West of England Joint Spatial Plan within the Combined Authority region.</p> <p>The Chair highlighted to members that the report seeks to release up to £1.2 million pounds to progress the development of business cases and that the Combined Authority is not being asked to approve schemes for delivery at this time.</p> <p>He went on to explain that the report also seeks approval to make the appropriate amendments to the Mayoral Budget to provide grant funding and to delegate responsibility for grant funding arrangements to the Chief Executive of the Combined Authority, in consultation with himself as Regional Mayor.</p> <p>Cllr Tim Warren said that this was the start of investment decisions for the Combined Authority and that there were some good schemes being progressed within Bath and North East Somerset and that he was confident that at future meetings more schemes, including within Bath itself, would be progressed. He added that to have reached this decision was the result of a lot of effective joint working across the region.</p> <p>Prof. Steve West added that it was a good sign to see effective joint working as this would be required to tackle a lengthy history of under investment in infrastructure, both digital and physical, in the region.</p> <p>Cllr Matthew Riddle said that he welcomed the report and the opportunity to progress some of the biggest schemes in the region for some years. He added that working cross boundary in this way presented positive opportunities to share risk of delivery and that anything that can be done to improve transport links in the region was to be welcomed.</p> <p>Cllr Nicola Beech added that as Cabinet Member with responsibility for the Joint Spatial Plan she had the opportunity to be closely acquainted with the schemes and that she welcomed the recommendation to release funding to support them, for example improving the A4. She added that it was important to ensure that future developments are sustainable.</p> <p>The Chair stated that this was a welcome start to improving connectivity in the region and thanked members and officers for all the work undertaken to date on this important topic.</p> <p>The Chair informed members that due to differing voting arrangements each of the recommendations should be considered separately.</p> <p><i>Recommendation in paragraph 18 of the report</i></p> <p>Cllr Matthew Riddle moved the recommendations</p>

	<p>Cllr Nicola Beech seconded the recommendations</p> <p><b>On being put to the vote the motion was carried unanimously.</b></p> <p><i>Recommendation in paragraph 19 of the report (Mayor Tim Bowles ineligible to vote)Chris – do you think we should write out what the recommendation was?</i></p> <p>Cllr Tim Warren moved the recommendations</p> <p>Cllr Matthew Riddle seconded the recommendations</p> <p><b>On being put to the vote the motion was carried unanimously.</b></p> <p><i>Recommendation in paragraph 20 of the report</i></p> <p>Cllr Matthew Riddle moved the recommendations.</p> <p>Cllr Tim Warren seconded the recommendations</p> <p><b>On being put to the vote the motion was carried unanimously.</b></p> <p><b>Decision:</b></p> <p>The Combined Authority approved:</p> <ul style="list-style-type: none"> <li>• a sum of up to £1.2m to be allocated to the Mayoral Budget to support the costs for the development of business cases for transport schemes related to the Joint Spatial Plan within the Combined Authority area;</li> <li>• that the Mayoral Budget should be amended to include provision of up to £1.2m to provide grant funding of costs to deliver the business cases for transport schemes related to the Joint Spatial Plan within the Combined Authority area as set out in Appendix A of the paper presented; and</li> <li>• that the Chief Executive, in consultation with the Mayor be delegated responsibility for making appropriate arrangements for grant funding the constituent council(s) for the delivery of this work as set out in Appendix A of the paper presented.</li> </ul>
<p><b>13</b></p>	<p><b>ANY OTHER ITEMS THE CHAIR DECIDES ARE URGENT</b></p> <p>There were no other items of urgent business.</p>
	<p>The Chair thanked everyone for attending Combined Authority meeting, extended thanks to colleagues around the table and to the officers who had prepared reports and declared the meeting closed. Did you note the time?</p> <p><b>Signed:</b></p>  <p><b>Chair, West of England Combined Authority</b></p>

## APPENDICES

Appendix One - Public Statement

## **APPENDIX ONE – PUBLIC STATEMENT**

### **Statement 1**

**David Redgewell, South West Transport Network, TSSA and Director of Bus Users (UK)**

#### West of England Transport

SWTN, Railfuture and Bus Users UK are very concerned about cutbacks to the electrification programme to Chippenham with no date for completion to Bristol via Bath or Filton Bank. The lack of investment in Temple Meads apart from 2 platforms for alteration within the IEP programme, the stopping of works at Lawrence Hill bridge and station, the lack of progress on platform extensions at Bath Spa, lack of a step free access programme at Stapleton Road, Lawrence Hill, Nailsea and Weston-Super-Mare (on hold until 2019).

At Temple Meads it is important that the new Station Street is built for good access to the new Temple Quarter University Campus and that the heritage buildings (including the Cattle Market Tavern) are protected.

It is very important that we continue with the Metro-West project

Concerns over the lack of progress on funding for East Junction, lack of scope for rolling stock from the Thames Valley and the loss of 9 units to Centro in May 2017 we need a clear rolling stock policy for the Greater Bristol area including the 11-15 HST's. The interface with South West Trains and how these projects fit in with Metro-West phases 1 & 2.

The new station site does not provide a transport interchange as suggested by Railfuture, TFGBA, Friends of Suburban Bristol Railways and the four rail unions. The new siting of Filton North station doesn't interchange with MetroBus, the A38 showcase bus routes to Thornbury and Patchway nor with bus route 18 to EmersonsGreen/Southmead Hospital and Avonmouth and route 82 to Yate.

We ask the WECA to reconsider the Filton North station site as this was rebuilt only a few years ago. Clearly the plan needs to link with the rail service through Henbury North to Avonmouth and Severn Beach and the new Cribbs Causeway development whatever that plan may be following the planning inspectors report.

We expect the plan to be fully designed with bus stops, shelters and raised kerbs and mobility impaired pavements and services including the public realm strategy included in interchanges.

We want MetroWest Phase 2 (Henbury loop) and the Gloucester line to be progressed as a top priority for WECA, Bristol Mayor and the Metro Mayor including Ashley Down, Charfield, Stonehouse stations and improvements at Gloucester.

The Henbury loop should have stations at Filton North, Henbury for Cribbs Causeway, Portway Park and Ride and improvements at Avonmouth. Our top priority is to see the Portishead railway line reopened for 100 million pounds including stations at Portishead and Pill protecting the site at Ashton Gate.

We need value engineering at Network Rail and these projects must be submitted for CP6. Saltford, St Annes and Corsham should be looked at as part of the study by Bristol City Council. WECA and the Metro Mayor should make a submission to Government for extra funding.

It should be noted that Lawrence Hill, Stapleton Road, Patchway, Pilning, Nailsea and Backwell and Parson Street are not disabled accessible, nor is Weston Super Mare and Cheltenham is without lifts.

On integration, we are very concerned after discussions between Transport Focus and First Group (RAIL and BUS Divisions) and Network Rail over bus/rail ferry integration at Temple Meads within the Temple Quarter Enterprise Zone scheme. We note that Cambridge North station is fully integrated with local and MetroBus unlike Bedminster at present.

Integration should be at the heart of what WECA does.

The project has the support of Chris Grayling and Jeremy Corbyn nationally.

David Redgewell South West Transport Network, TSSA and Director of Bus Users (UK)

## **Statement 2**

**Colin Gardner, founder member of TRAPP'D (Thornbury Residents Against Poorly Planned Development)**

### Transport Study

My name is Colin Gardner and I'm a founder member of TRAPP'D.

Having a Transport Study alongside the Joint Spatial Plan may seem like a good idea, but the JSP is a PLAN and the Transport work is just a STUDY. What that means is; we get the houses, but dream about transport. This is a huge problem for Thornbury which one of the worst served areas for non-car transport, and yet it is earmarked to double in size, almost overnight.

The Transport paper published in November last year estimated the cost of the plan to be £7.5bn. I don't know if you realise how much that is, but you'd have to spend £1.1m per day, every day, between now and the end of 2036 in order to spend this. However, it gets worse. The JSP in front end loaded – developers are falling over themselves to get outline planning permission in my town – and if you wanted to put transport plan in place ahead of people moving into their new houses you'd be have to treble this rate. We are about as likely to secure this funding as we are to seeing a fabulous BREXIT deal!

The study goes on to say that, quote, “£1.8 billion [of this will] also help address the impact of new trips being made to and from the JSP development locations”. That's just the transport cost to support the flawed policy of creating satellite developments around the edge of the green belt, and it's the equivalent of £1,600 for everyman, woman and child in these four authorities, just to indulge this planning madness!

I ask you to imagine the worst possible scenario in terms of future traffic jams. How about this – we build all the houses we need for the future away from the location where people are going to work, then we fail to secure the associated transport infrastructure. This Transport Study gives the illusion that there will be a transport solution to the planning problem you are creating. It will not because you won't get the money, and even if you did you couldn't spend it in time.

Even if we get all this money does anyone seriously believe that having a metro bus will compensate the congestion impact of doubling the size of a town like Thornbury?

It's about time we got real. Start with a budget we're likely to get, and work out what we can afford. If that doesn't allow for the creation of satellite development then don't build them!

On the other hand, if Planners continue to refuse to listen to advice and base the JSP on satellite development, then you'd better focus on acquiring and spending that £1.8b first on fixing the traffic jam Planners have created. Improvements on the wish list will have to come second.

Finally, one practical thing you can do to help, Mr Mayor, would be to fulfil your election promise and get rid of Buckover right now!

**Statement 3**  
**Gavin Smith, Transport for Greater Bristol**

Joint Spatial Transport Scheme

Bristol lags far behind Britain's other metropolitan cities in both its public transport provision and its associated government grants. This is because it has as yet no coherent development plan for same, still emphasises car traffic, and lacks a viable incremental investment plan.

We urge WECA to adopt a practical approach, namely to prioritise:

1. Completion of the Better Bus programme, 2. Securing the planned acquisition of gas buses, 3. MetroWest phases 1 and 2, 4. Local rail station improvements, 5. Bus-priority traffic management, 6. Bus services financial support, 7. Studies of Light Rail options.  
Only then will the government take us seriously, and begin to award us a grant level commensurate with a city of this size and economic viability.

Gavin Smith  
Transport for Greater Bristol Secretary.

**Statement 4**  
**Cllr Mark Weston and Cllr Geoff Gollop, Bristol City Council**

Joint Spatial Transport Scheme Development

AGENDA ITEM 7:

JOINT PUBLIC FORUM STATEMENT FROM COUNCILLORS MARK WESTON & GEOFF GOLLOP in relation to ITEM 12 JOINT SPATIAL PLAN TRANSPORT SCHEME DEVELOPMENT

We welcome this opportunity to contribute to this important stage in translating into reality the transport concepts contained within the West of England Joint Transport Study. The approval of up to £1.2m towards developing the business case for the various schemes listed in the Appendix to this report represents a critical milestone in delivering this ambitious infrastructure programme.

It is noted that no final decision has yet been made concerning specific locations outlined in the Joint Spatial Plan. Nevertheless, we believe it timely at this early juncture to put on record our own preferences concerning one of the proposed new Park & Ride sites which are intended to encircle the Bristol urban area.

Your earlier Emerging Transport Vision document acknowledges the many travel challenges confronting the North Fringe. These are rightly forecast to worsen in the years ahead, particularly with the redevelopment of Filton Airfield to accommodate the Cribbs Patchway New Neighbourhood (CPNN). Unless sufficient mitigation measures are put in place, the road network in this part of Bristol will simply be overwhelmed. Bristol Conservatives have argued for some time now for a new Park & Ride to help alleviate growing traffic volumes along the busy A4018 corridor. This would, of course, supplement the North Fringe to Hengrove MetroBus route.

Consequently, the proposal for a Park & Ride in the vicinity of Junction 17, off the M5 and near to the Mall at Cribbs Causeway has some attraction. However, in our view, the optimum position for this facility is alongside a newly re-opened Henbury train station (there is even the possibility of partnership working with Clifton Rugby Club) so that people can have the additional option of rail for their daily commute into the city centre. This assessment is based on considerable local knowledge and feedback from those who already live and work in this part of Bristol.

It is no exaggeration to say that the various public transport schemes in the JSP and JTS have the potential to really revolutionise future travel choices in our region. It is therefore vital that any decisions taken on strategic locations are the right ones.

With this in mind, it is our hope that due weight will be given to these representations as the business case on this matter is further developed. It remains our honest endeavour to ensure the very best outcome for both taxpayers and the travelling public.



COUNCILLOR MARK WESTON  
Conservative Leader



COUNCILLOR GEOFF GOLLOP

**Statement 5**  
**Rob Dixon, Friends of Suburban Bristol Railway**

Transport Study

Despite stories in the local press it appears that there is still no plan to publish the authority's transport study. These stories and the agenda of this meeting indicate that WECA sees the answer to our existing and future transport problems as more road building. All that is available is a document summarising the responses to the consultation and today's agenda that list prioritised projects to be developed, which is largely focused on new roads. There are no rail projects listed, with the exception of Yate station improvements and Charfield station. I am concerned that this is a sign of the low priority given to rail and public transport by the Combined Authority.

In FOSBR's response to the draft Transport Study we stressed the need for a rail development study to examine how the network could be developed and improved, including by new stations. This appears to have been ignored. We drew attention to the potential for stations at development sites such as Coalpit Heath and Chittington (on Henbury Loop), and a park and ride at Pilning (allowing better access to both Severnside and only 21 minutes from central Bristol). These appear to have been ignored. Like the Bristol councillors who called in the decision to proceed only with Henbury Spur, we have urged that Henbury Loop be included in the plan. This appears to have been ignored.

From the leaks to the media it appears that the Combined Authority plans to proceed only with the stations already identified in the MetroWest proposals but, as noted above, this is contradicted by the list of projects to be developed included in this meeting's agenda.

It is difficult to understand why opportunities to improve the existing or planned rail network are not being seized with enthusiasm. As ever it seems that ambition remains limited and the only blue sky thinking seems to be the Mayor of Bristol's proposals for an underground.

Last year FOSBR had 800 responses to our rail survey - similar to the number of responses to the Spatial Plan and Transport Study. Most of the comments related to new stations, which informed our proposals for MetroWest Phase Three. At your last meeting there were numerous statements, including by councillors, in support of rail as a truly rapid transit system. The responses to the Joint Spatial Plan and Transport Study also show high levels of support, and much higher than support for new roads.

We urge the Combined Authority to listen to public opinion and include FOSBR's realistic rail proposals (illustrated on our *Rail Map*) in the Joint Spatial Plan and Transport Study, which should be officially published immediately. We hope that the agenda for today's meeting is not an indication of a roads-focused transport policy that will do nothing to meet the authority's objectives of modal shift and reducing carbon emissions, and little to create a convenient public transport network.

Rob Dixon, Chair of FOSBR (Friends of Suburban Bristol Railways)



# The Future of MetroWest Phase 3



@FOSBR 2017

## Statement 6 Christina Biggs, Friends of Suburban Bristol Railways

### Transport Study and FOSBR Rail Manifesto 2017

#### **Friends of Suburban Bristol Railways (FOSBR)**

Statement to WECA Friday 15 September 2017, Kingswood Civic Centre  
Extraordinary Meeting on approving transport schemes for further planning

**Summary:** FOSBR welcome the determination of WECA to proceed with transport studies, but would challenge the assumption that the first schemes to be advanced should be bus and road schemes. We would challenge that WECA can approve any feasibility studies until WECA has finalised the Joint Spatial Plan, and discuss here the suggested starter schemes and put forward our own proposals for priority rail schemes.

1. We note the proposal to engage Patricia Greer for £150kpa as Chief Executive. We welcome the initiative to engage staff for WECA but would ask qualified transport professionals should be engaged so as to reduce reliance on CH2MHill.
2. In terms of a Joint Transport Plan, in addition to our already presented FOSBR Rail Manifesto 2017 we would like to commend to you the Good Transport Plan as prepared by a subgroup of the Green Capital Sustainable Transport Network and led by Sustrans; FOSBR also drafted a Mayoral Transport Pledge (attached) which summarises an approach to resolving Bristol's congestion issues, and we would also ask WECA to commend to the DfT our attached Suggestions for the Great Western Franchise which could be funded by DfT rather than WECA directly.
3. We commend the suggestion of reopening Charfield and making improvements to Yate and Keynsham stations, but would suggest that WECA should start by maximising use of the existing 28 suburban railway stations, principally by enhancing **rail-bus interchange** – such as providing real time bus and train information at station and bus level for Lawrence Hill, Parson St and Clifton Down.
4. We look forward to further engagement with WECA staff and elected members, starting with participating in the re-scoping discussions on Portishead line and implementing our proposal for long weekend closures, given the present lack of use of the freight paths, and continuing with improving the proposals for MetroWest Phase 2, including our suggestion of extending the Henbury Loop to reverse at Bristol Parkway to complete it to clock-face and to provide alternative road access to the Port at St Andrews Gate to bypass the level crossing there.
5. **Thornbury** – The proposed scheme of a MetroBus to Thornbury should not be advanced simply to rescue the MetroBus project, but to give Thornbury residents a meaningful transit time to the centre of Bristol. We suggest that reopening the Thornbury Line is a suitably ambitious scheme for MetroWest Phase 3 (to parallel the Portishead and Henbury lines for Phase 1 and 2 respectively) which would give transit times of well under an hour – if the MetroBus scheme to Thornbury is simply an add-on to the Aztec West branch, the necessary pinch-points on villages along the A38 would introduce delays not much better than with the existing bus.

#### **6. FOSBR Rail Manifesto 2017 – short term aims**

- a. The item in the Manifesto that is the most ambitious and new is our proposal for the reopening of the Thornbury Line; we set out below our case for including this as the substantive part of a MetroWest Phase 3 (analogous to the Portishead Line and the Henbury Line for Phases 1 and 2).

- b. We continue to press the case for Pilning as a Park and Ride for the new M49 junction, also being close enough to Cribbs Causeway for a shuttle bus to be profitable as well as serving the many villages and Severnside development; for a resolution to the Port of Bristol issue with the St Andrews Gate level crossing which is hampering a reliable and frequent service for Severn Beach Station; and for completion of the Henbury Loop with consideration of through running to Bristol Parkway.
- c. We also comment on the proposed relocation of the N Filton station 400m to the west as this will effectively dissuade use of this station by students and lecturers at SGS College Filton and a Park and Ride for the A38 commuters.
- d. We therefore wish to make the case for WECA and Bristol City Council, a coherent strategy for Park and Ride which uses rail stations for rapid transit (not just bus links) and a rail-bus interchange approach (such as at Filton Abbey Wood) which maximises use of the existing rail network. We also note the need for adequate disabled access for Patchway, Stapleton Rd and Lawrence Hill.

7. **The cost of replacing the footbridge at Pilning:** FOSBR notes that Network Rail have not replaced the footbridge removed in October 2017 and that this represented a very modest saving (£658,000); that Network Rail are now saying that a GRIP process costing the taxpayer £3-£5m will be necessary to replace the footbridge whether like-for-like (£1,064,000) or Equalities compliant (more than £2m). FOSBR argue that a GRIP process should not be necessary to replace the footbridge as this only removed in October 2016, and we continue to assert that Network Rail should fund this out of the savings from the delay in electrification to Temple Meads. Failing this, we consider that replacing the footbridge and providing adequate lighting would present a very modest first step by WECA as part of the new devolution deal to unlock the potential of this strategically located station. FOSBR points out that Jack Lopresti MP has extracted an undertaking from Chris Grayling Secretary of State for Transport that the Pilning footbridge will be replaced when there is “enough commercial development” and calls on S Glos to be proactive in securing this now rather than later, as there is ample proof that securing a regular rail service brings commuters and income to both housing and employment in a win-win cycle.

8. **The case for reopening the Thornbury Line:** FOSBR has been made party to the correspondence between Luke Hall MP and Tim Bowles Metro Mayor at WECA about the possibility of reopening the Thornbury Line and has since then met with Luke Hall with a FOSBR member and Thornbury resident, Chris Parker.

- a. FOSBR first became aware of the demand (even desperation) from Thornbury residents for a rail service rather than just MetroBus back in January 2016 when we carried out a Rail Map survey based on a precursor of the FOSBR Map presented here.
- b. We propose that the rail station should be at Grosvenor Road as it is adjacent to the majority of existing and proposed railway development and has an attractive prospect and entrance to the town.
- c. WECA makes the point that the condition of the railway tunnel under the A38 is “unknown” with no evidence of any attempt to gain access to the tunnel; FOSBR points out that the number of tunnels on the Portishead Line is far more than on the Thornbury Line, and that the condition of the M5 tunnel is excellent. WECA makes the point that Westerleigh Junction does not have capacity for another rail service (from Yate to Thornbury via Tytherington); FOSBR points out that junctions can be remodelled, such as the junction at Parson St onto the Portishead Line, and in fact

that MetroWest Phase 2 trains could usefully turn back at Thornbury rather than a turnback at Yate. We also suggest that the new platform at Bristol Parkway could usefully be used to enable trains to pass each other, and finally that recent advances in signalling will be leading to a significant freeing up of rail capacity.

*Christina Biggs (FOSBR), Thursday 14 July*



Improving passenger experience and ease of use:

1. Minimise the number of Severn Beach trains making unscheduled turn-backs at Avonmouth and provision of alternative transport (such as taxi or minibus) when these turnbacks are made;
2. Guards on all trains for safety and passenger information (such as advising on buses and contacting taxis in case of cancellations and turn-backs);
3. Revenue collection – make sure the ticket machines are maintained and upgraded to prevent them malfunctioning;
4. Smart-card ticketing to include Oyster-style “carnet” pricing where people can buy 10 or 20 journeys with no restriction on having to spend them within the week or month;
5. Disabled access at Stapleton Rd, Lawrence Hill, Parson St and Patchway;
6. Provision for cycling – need for adequate cycle space on trains and number of carriages at peak times. Improved bike stand provision, starting at stations where demand is highest, such Redland, Montpelier, Oldfield Park, Stapleton Road, Clifton Down, Filton Abbeywood and Temple Meads. Cycle lockers should be provided at more isolated stations such as Filton Abbeywood and Stapleton Road.
7. Accessibility - as a minimum the franchise holder should be required to conduct an accessibility audit of all local stations and produce an action plan to resolve issues;
8. Provision of adequate station waiting facilities - this is needed at most local stations but is a particular problem at Yate, Clifton Down, Montpelier, Stapleton Road, Worle, Nailsea, and Oldfield Park.

Rail-bus interchange:

9. Real-time and timetable signage information about both bus and rail timetables at both rail stations and bus stops, such as at Clifton Down, Lawrence Hill, Parson St and Stapleton Rd; well positioned bus stops adjacent and within sight of stations together with multimodal ticketing, signage and information to promote easy transfer between trains and buses.
10. Signs to enable modal interchanging and facilitate journeys, working with bus operators and the community to ensure each station is well signed from major/adjacent roads to all points of access. Signs at stations should clearly guide passengers to near-by bus services and amenities. Signs at bus stops or train stations should say where passengers might travel to, for example 'alight here for buses to Fishponds and Staple Hill'
11. Train timetables should also be placed at the entrance to stations or on nearby roads to encourage 'passing trade'. For example, timetables on the pavement on Lawrence Hill road... Station Road (by Gloucester Road arches) and Cromwell Road (Montpelier), "

12. Responsibility to develop bus-rail interchanges with WECA, bus companies, etc. including at Filton Abbeywood, Lawrence Hill, Stapleton Road, Temple Meads, Bedminster (at junction of Bedminster Down Rd and West St), Parson Street (we support the proposal to route the Airport bus via Parson St), and Keynsham.

Timetabling new services:

13. Supporting delivery of MetroWest Phase 1 and 2, and planning for future phases of MetroWest, such as rail plans in the WECA Joint Transport Study and our own suggestions for MetroWest Phase 3.
14. Completing a 30 minute frequency to all currently operational stations not already in MetroWest Phase 1A or Phase 2, such as Bedminster and Parson St and Patchway, through additional stops on existing services;
15. A twenty or fifteen minute frequency peak commuter service for Temple Meads to Clifton Down;
16. Replacing the footbridge at Pilning and trialling a daily commuter service stopping at 07:52, with a return service in the early evening, initially in the eastbound direction until the footbridge is replaced. In the meantime, Pilning 3rd stopping train on Sat afternoon sometime between 3:30pm and 5:30pm, and providing platform 1 lighting to enable this service to be used in the winter, and reinstating Pilning to the stations column of their online and printed timetables.
17. Reversing trains at Chippenham rather than Bathampton, to allow Corsham Station to be reopened. Trialling a twice-daily additional service from Chippenham to Bristol, stopping at Corsham, to arrive at Bristol between the current arrivals of 07:10 and 08:17, with a last train from Bristol to Chippenham no earlier than 23:00.
18. Futureproofing platforms and rolling stock on the Severn Beach Line, to enable 5-car trains to be used when needed, by ensuring selective door opening and through-train access on the trains and a plan for lighting the platforms for the full 5-car length as demand increases.
19. Restoration of scheduled stops at St Andrews Road, Lawrence Hill and Sea Mills on Severn Beach line;
20. Extension of Severn Beach line commuter services: we request that the 08.03 from Temple Meads and either the 16.03 or 16.35 from Temple Meads run through to Severn Beach instead of turning back at Avonmouth. This would give an hourly peak service to Severn Beach.
21. Plugging the gaps in the Severn Beach Line evening timetable - currently there is 93 minutes (109 minutes on Saturday) between the arrivals at Bristol Temple Meads at 20:34 (from Avonmouth) (20:26 from Severn Beach on Saturday) and 22:07 (22:09 on Saturday) (from Severn Beach); later last train from Temple Meads to Severn Beach.
22. Half hourly services between Filton Abbeywood and Stapleton Road/Lawrence Hill on Saturdays and Sundays (currently only on weekdays), and improving connections with the Severn Beach line, which are currently poor especially on Sundays. "Unite the City" local through services (eg Bristol Parkway direct to Parson St when the football is on) that minimise the need to change at Temple Meads or minimise connection times at Temple Meads;