

## **BATH AND NORTH EAST SOMERSET**

### **MINUTES OF COMMUNITIES, TRANSPORT AND ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY PANEL MEETING**

Monday, 13th July, 2015

Present:- **Councillors** John Bull, Brian Simmons, Steve Jeffries, Mark Shelford, Peter Turner, Alan Hale, Neil Butters, Jonathan Carr and Dine Romero

#### **1 WELCOME AND INTRODUCTIONS**

The Chairman welcomed everyone to the meeting.

#### **2 EMERGENCY EVACUATION PROCEDURE**

The Chairman drew attention to the emergency evacuation procedure.

#### **3 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS**

There were none.

#### **4 DECLARATIONS OF INTEREST**

There were none.

#### **5 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIRMAN**

There was none.

#### **6 ITEMS FROM THE PUBLIC OR COUNCILLORS - TO RECEIVE DEPUTATIONS, STATEMENTS, PETITIONS OR QUESTIONS RELATING TO THE BUSINESS OF THIS MEETING**

A member of the public, Brian Webber, stated that he would make his statement on 'Public Space Protection Orders – Consultation Results' at item 12 on the agenda. *(the statement is appended to these minutes and available on the Council's minute book held by Democratic Services)*

David Redgewell, South West Transport Network made a statement to the Panel on transport issues *(the statement is appended to these minutes and available on the Council's minute book held by Democratic Services)*. The statement covered buses – the Government Bill; quality of vehicles and the need to get more people onto buses. Mr Redgewell asked about the Transport Strategy for the West of England and urged the Panel to scrutinize this. Peter Dawson – Group Manager Planning, Policy and Transport agreed that it would be appropriate for the Panel to look at this study in due course.

#### **7 GENERAL INTRODUCTION TO THE PANEL REMIT**

Peter Dawson – Group Manager Planning, Policy and Transport gave a general introduction to the staffing structure in the 'Place' department. He explained that the Panel's job is to review or question Cabinet decisions and also policy development. He read through the Panel's remit. Councillor Turner asked that the officer send information on staff responsibilities to Panel members.

There was some discussion and clarification around issues within the Panel remit.

The Panel noted this information.

## **8 TRANSPORT STRATEGY - IMPLEMENTATION PLAN UPDATE**

Peter Dawson – Group Manager Planning, Policy and Transport gave a presentation to the Panel on Transport Strategy (*a copy of the presentation slides are appended to the agenda papers for this meeting and available on the Minute Book held by Democratic Services*). The presentation included:

- Getting around Bath Transport Strategy
- 62,000 journeys to work start or finish in Bath
- Challenges remain in Bath – lack of bypass/ring road
- A46/A4/A36 National Primary Route
- What's in the Strategy
- What is to be done next?
- Keynsham Transport Strategy
- Proposals from Strategy
- Chew Valley and Somer Valley Transport Strategies – Work in Progress

Panel members made the following points and asked the following questions:

Councillor Butters asked if there was information around the proportion of journeys for which people would be amenable to not using their cars. The officer explained that this information is not readily available but agreed to send to the Panel members information on how many journeys go through Bath.

Councillor Romero asked if the 28,000 people travelling into Bath were from one area. The officer explained that it was a fairly broad spread with a concentration from Somer Valley and Bristol.

Councillor Romero asked about the Cabinet members' interpretation of the Transport Strategy. The officer explained the administration had agreed with the Transport Strategy.

Councillor Hale asked if there was resistance to joining the dog-leg (A36 and A46). The officer explained that this was expensive and would cause environmental damage. He explained that a range of options are being considered and that officers are speaking to Wiltshire Council and also to Highways England.

Councillor Bull referred to the Transport Strategy and the loss of 400 parking spaces and asked if this will continue to be the case. The officer explained that he was not aware that this policy would change and that the issue is complex.

There was some discussion around the proposed changes to the rail network. The officer explained that there was capacity for another station between Keynsham and Bristol and there was going to be a change in tracks at Bathampton and potential to allow a Park and Ride to the east of Bath to have access to rail. He explained that the proposals for electrified rail would mean some services to London would be 20 minutes faster from Bristol via Bristol Parkway creating significant capacity on trains through Bath.

Councillor Hale asked about coach dropping off points. The officer explained that there is a discussion with the developers of North Quays.

Councillor Simmons asked about electric buses and the officer stated that the Council would support companies to do this.

Councillor Bull asked for a timeline for implementation for the strategy to inform how the Panel can be involved. He also asked for an update on East Bath Park and Ride at the end of the consultation period on this issue to see what options emerge. The officer explained that the consultation was due to start in September.

Councillor Turner asked for information about the European Commissioners visit and what was said about pollution. The officer stated that he would ask a colleague for a note of the meeting.

Regarding Keysham Transport Strategy, the officer explained the challenge in terms of traffic wanting to cross the river. Councillor Hale asked for a copy of the work and of Keynsham Parking Survey. Councillor Simmons explained that he is Chair of Dial a Ride in Keynsham, he feels that one way system would help.

Regarding the Chew Valley and Somer Valley Transport Strategy, the officer explained that this work was in progress and that he would bring the information to the September meeting of the Panel.

Councillor Bull asked that the Panel receive updates on these strategies at regular intervals.

## **9 QUALITY CONTRACT SCHEME FOR BUSES**

Councillor Bull explained that Andy Strong – Public Transport Manager would give a short update on the new Government Bill on buses. The officer gave the Panel written notes on the background to this Bill (*a copy of these notes are attached to the agenda papers for this meeting*).

Councillor Bull proposed that the Panel defer consideration of this issue until the details of the Bill become clearer. He proposed that a Task and Finish Group be set up for this issue. Councillor Romero and Butters agreed that a group be established to prepare the ground for the Bill and to ensure everything is done to get buses reliable and get more people to use them.

The Task and Finish Group membership was agreed: John Bull; Jonathan Carr; Neil Butters and Brian Simmons.

## **10 PARKING PROVISION AND CHARGES - GENERAL INTRODUCTION AND UPDATE**

Peter Dawson – Group Manager Planning, Policy and Transport gave a short presentation to the Panel (*a copy of the slides is attached to the agenda papers for this meeting*). The officer explained that there is currently a parking review taking place and that he would report back to the Panel with details at a later date.

Panel members made the following points and asked the following questions:

Councillor Shelford asked if money raised in parking charges is ring-fenced for transport. The officer stated that he would find out.

Councillor Romero asked if the current hours of operation for Park and Rides could be reconsidered. Andy Strong – Public Transport Manager explained that hours of operation were often restricted by planning regulations on lighting.

The Panel noted that a more detailed report would be brought to the Panel at a later date.

## **11 GAMBLING POLICY REVIEW**

Cathryn Humphries, Team Manager Licensing and Environmental Protection gave a presentation on the Review of Gambling Policy (*The presentation slides are attached to the agenda papers for this meeting*). The slides covered the following:

- Background
- The role of local licensing authorities
- What are licensing objectives?
- What gambling premises do we have?
- How are we going to consult about our policy?
- The Democratic Process

The officer explained that the consultation document had been sent to Panel members.

## **12 PUBLIC SPACE PROTECTION ORDERS - CONSULTATION RESULTS**

A member of the public Brian Webber made a statement on 'Public Space Protection Orders' (*The text of the statement is amended to these minutes*). Mr Webber spoke about the issues of busking around the Abbey

Please note that items 12 and 13 were taken together so this minute is the repeated at item 13.

Cathryn Humphries, Team Manager Licensing and Environmental Protection gave a presentation on items 12 and 13 (*The presentation slides are attached to the agenda papers for this meeting*). The slides covered the following:

- Anti-social Behaviour, Crime and Policing Act 2014 – the new powers
- What's new about this Act?
- Closure Orders
- Community Protection Notices
- Public Space Protection Orders
- Public Space Protection Order – proposal to ban amplification of busking in Bath
- Public Space Protection Order – consultation on banning amplification from busking
- Public Space Protection Order – the consultation
- Area of proposed PSPO
- Consultation Workshop
- Main consultation results
- Busker complaints 2014-15
- The current situation
- The way forward

Panel members made the following points and asked the following questions:

Councillor Turner asked who could issue a community protection warning letter, the officer explained that a Council officer or PCSO could do this.

Councillor Hale commented that a half-way house in dealing with the issue of the amplification of busking is no good and it has to be a yes or no on a ban. He stated that he is a voluntary steward at the Abbey and some of the noise from buskers is atrocious. He explained that this level of noise is unacceptable as some people use the Abbey as a place of refuge and it is totally wrong that individuals can affect the whole Abbey environment.

Councillor Romero stated that she welcomed the actions taken up to now which have been proportionate.

### **13 ANTI-SOCIAL BEHAVIOUR CRIME AND POLICING ACT 2014 - IMPACT ON LICENSING AND ENFORCEMENT PROCESSES**

Please note that items 12 and 13 were taken together so this minute is the repeated at item 12.

Cathryn Humphries, Team Manager Licensing and Environmental Protection gave a presentation on items 12 and 13 – please see item 12 for the main points of the

presentation (*The presentation slides are attached to the agenda papers for this meeting*).

Panel members made the following points and asked the following questions:

Councillor Turner asked who could issue a community protection notice, the officer explained that a Council officer or PCSO could do this.

Councillor Hale commented that a half-way house in dealing with the issue of the amplification of busking is no good and it has to be a yes or no on a ban. He stated that he is a voluntary steward at the Abbey and some of the noise from buskers is atrocious. He explained that this level of noise is unacceptable as some people use the Abbey as a place of refuge and it is totally wrong that individuals can affect the whole Abbey environment.

Councillor Romero stated that she welcomed the actions taken up to now which have been proportionate.

#### **14 CABINET MEMBER UPDATE**

The Panel noted the written submission from Councillor Martin Veal – Cabinet Member for Community Services.

The Panel noted the written submission from Councillor Anthony Clarke – Cabinet Member for Transport and asked him the following questions:

Councillor Romero asked what caveats the administration had when agreeing the Transport Strategy. Councillor Clarke explained that these caveats are well known – the strategy should cover the whole authority. He explained that the Keynsham strategy was passed at Cabinet last week and an examination of rural areas has been set in progress. Councillor Romero asked if he supported the elements of the authority that cover Bath – The Cabinet Member explained that it is a strategy not a plan and that in general terms the administration have no issue with the requirement to rid the city and authority of vehicles that don't need to use it.

Councillor Butters referred to the work being carried out and planned for the Great Western Main Line and stated that there should be planned mitigation for this.

Councillor Carr referred to the reduction of emissions in the city and asked what the Government is doing to ensure the Council will have the power to control emissions. Councillor Clarke stated that the administration is committed to do the measurements required and the PM 2.5 to monitor for particulate matter in London Road has now been put in place, when the results come in the administration will act accordingly.

#### **15 PANEL WORKPLAN**

Councillor Bull introduced the workplan and asked that Panel members let him know about any additions they would like.

Regarding the Panel's usual time of meeting, he proposed 4pm on Mondays – the Panel agreed.

The Panel noted the workplan and that the next meeting is 14<sup>th</sup> September 2015 at 4pm.

The meeting ended at 12.30 pm

Chair(person) .....

Date Confirmed and Signed .....

**Prepared by Democratic Services**

This page is intentionally left blank



## MetroWest bus and rail and the Combined Authority

With a new government elected in London with a mandate on devolution to the City Regions as outlined by Greg Clark, the new communities and local government secretary, there is a need for the city region and the neighbouring shire counties (Somerset, Wiltshire and Gloucestershire) to come up with a fully funded plan in times of deep austerity. This is likely to require the implementation of a Delivery Authority on the ground. This may be in the shape of a Combined Authority with transport delivery powers or may take a different form, just as long as the Transport Authority has a full range of powers and access to appropriate funding.

The top priorities are:

### Bath

- Upgrading and improving the bus services in Bath (including rebranding and re-trimming of the fleet jointly with First Group, which must be done in conjunction with refurbishment of the vehicles).
- Reopen the café and toilets at Bath Bus Station.
- Prioritise an East-of-Bath Park and Ride, bus-based to start with but later with rail access.

# South West Transport Network **Statement** for

*West of England Partnership Scrutiny Commission on 6 July 2015*

*West of England Partnership Leaders Board on 10 July 2015*

*Bristol City Council Cabinet on 6 July*

*Bristol City Council Place Committee (next meeting)*

*Bristol City Council Full Council (next meeting)*

*BaNES Cabinet on 8 July 2015*

*BaNES Full Council on 16 July 2015*

*South Gloucestershire Full Council on 15 July 2015*

*West of England Partnership Transport Board on 17 July 2015*

- Reopen Corsham and Saltford stations.
- Make Bath Spa railway station ticket barriers operational for 18 hours a day.
- Provide more bus priority measures in Bath.
- Complete the Transport Plan in Keynsham including new bus hub.
- Deliver electrification of local lines including the line between Newbury, Westbury and Bathampton.
- Extend MetroWest to Frome, Warminster and Swindon from Bath (Phase 3).

## North Somerset

- Sort out a new control centre for First Bus at Weston-super-Mare railway station, including passenger facilities for information once the First Travel Centre and the Tourist Information Centre have been closed (end of May and September respectively).
- To work in partnership between North Somerset Council, the West of England Partnership and bus operators including partnership working between Crossville and First Group as per the arrangements in Bridgwater where there is a joint company.
- To invest in a new bus-rail interchange including disabled facilities at Weston-super-Mare station as well as new ticket barriers.

# South West Transport Network **Statement** for

*West of England Partnership Scrutiny Commission on 6 July 2015*

*West of England Partnership Leaders Board on 10 July 2015*

*Bristol City Council Cabinet on 6 July*

*Bristol City Council Place Committee (next meeting)*

*Bristol City Council Full Council (next meeting)*

*BaNES Cabinet on 8 July 2015*

*BaNES Full Council on 16 July 2015*

*South Gloucestershire Full Council on 15 July 2015*

*West of England Partnership Transport Board on 17 July 2015*

- Improvements to the 126 service between Weston, Locking, Banwell, Cheddar and Wells including diversion via the railway station.
- Improve bus links between Yatton and Clevedon to act as a rail-head for the town.
- Improve bus facilities at the Six Ways terminal in Clevedon including reopening the waiting and toilet facilities.
- Making the reopening of the Portishead line a top priority whilst protecting rail freight facilities.
- New railway station at Ashton Gate funded by Bristol Sport.
- Upgrading disabled ramps at Nailsea and Backwell station.
- Late night bus from Bristol to Weston on Friday and Saturday night (up to 2am?)
- Protect site of Flax Bourton station for future development.
- All new local units for the Bristol Area as well as the mainlines to Exeter and Cardiff need to be upgraded with disabled facilities and increased passenger comfort before the carriages are rebranded in the green colour.
- Extend MetroBus to Clevedon and Weston-super-Mare.

## South Gloucestershire

# South West Transport Network **Statement** for

*West of England Partnership Scrutiny Commission on 6 July 2015*

*West of England Partnership Leaders Board on 10 July 2015*

*Bristol City Council Cabinet on 6 July*

*Bristol City Council Place Committee (next meeting)*

*Bristol City Council Full Council (next meeting)*

*BaNES Cabinet on 8 July 2015*

*BaNES Full Council on 16 July 2015*

*South Gloucestershire Full Council on 15 July 2015*

*West of England Partnership Transport Board on 17 July 2015*

- Protect the existing bus network, invest in newer vehicles with leather seats and wifi especially on routes to Thornbury and Yate and the 319 from Kingswood to Bath.
- Maintain and clean bus shelters.
- Provide Bus Priority on the A38 between Aztec West and Bristol City Centre
- Extend MetroBus to Thornbury and Yate.
- Improve bus station at Cribs Causeway.
- Support government funding for new bus station at UWE.
- Reopen the Henbury Loop, including new stations at Filton North, Charlton Hayes and Henbury (current proposals include removing one of these which we feel would be counter-productive).
- Fully integrate the Henbury Loop with MetroBus at Henbury and Filton North
- Improve Patchway Station including waiting facilities, disabled facilities, toilets and car-parking.
- Improve bus interchange at Filton Abbey Wood and Bristol Parkway (where there are plans for a remodelled bus-rail interchange).
- Bus priorities on Gypsy Patch Lane.
- RPZ around Southmead Hospital.
- Consider car-parking charges to cover the cost of maintaining car parks.

# South West Transport Network **Statement** for

*West of England Partnership Scrutiny Commission on 6 July 2015*

*West of England Partnership Leaders Board on 10 July 2015*

*Bristol City Council Cabinet on 6 July*

*Bristol City Council Place Committee (next meeting)*

*Bristol City Council Full Council (next meeting)*

*BaNES Cabinet on 8 July 2015*

*BaNES Full Council on 16 July 2015*

*South Gloucestershire Full Council on 15 July 2015*

*West of England Partnership Transport Board on 17 July 2015*

- Fully support any branding concepts for public transport in the region, including Green Capital, MetroWest and Greater Bristol Bus Network.
- Develop Tourism-related transport policies.
- Improve Bus Links to Gloucester from Bristol, Yate and Thornbury.

## Bristol

- Put pressure on Central Government to make Temple Meads a fully functional railway station fit for purpose in the 21st century with a regional transport hub, a good intermodal transport interchange, shopping facilities, hotels, flats and access to the Arena.
- Improve (or where absent, provide) disabled access to local railway stations: Lawrence Hill, Bedminster and Parson Street.
- Continue to improve Bristol Bus Station: doors, cleaning and painting.
- Provide a Park and Ride on the North Side of the city (around Filton), offering access to both bus and rail services.
- Invest in a proper local bus/MetroWest/national rail/ferry interchange at Temple Meads.
- Provide revenue protection on the Bristol to Taunton line and Severn Beach line to collect all fares.

# South West Transport Network **Statement** for

*West of England Partnership Scrutiny Commission on 6 July 2015*

*West of England Partnership Leaders Board on 10 July 2015*

*Bristol City Council Cabinet on 6 July*

*Bristol City Council Place Committee (next meeting)*

*Bristol City Council Full Council (next meeting)*

*BaNES Cabinet on 8 July 2015*

*BaNES Full Council on 16 July 2015*

*South Gloucestershire Full Council on 15 July 2015*

*West of England Partnership Transport Board on 17 July 2015*

- Improve the City's bus fleet, providing 100 new hybrid buses for MetroBus and the inter-urban fleet in conjunction with First Group, Wessex and Stagecoach (and also A-Bus, National Express Kingsferry and RAPT Bath).
- Improve bus interchanges in the city centre, Broadmead, Old Market, Eastgate, Bedminster and Kingswood.
- Open the Romney Avenue Bus Gate as a matter of urgency.
- Improve bus cleaning at all depots in Greater Bristol, including Lawrence Hill.
- Decide on the future of Muller Road bus garage relocation with an option of using Yate where the facility could serve as a Park and Ride during the day and a bus garage and cleaning facility overnight.
- Introduce smart ticketing including bus-rail-ferry combined options.
- Make the Freedom Pass zonal and introduce children's and senior citizen's fares.
- Introduce a new PRZ around Southmead Hospital.
- New bus station at Southmead Hospital.
- Build new Portway Park and Ride railway station (without closing the existing Shirehampton station).
- Ashley Hill and Horfield stations to be opened (maintaining pressure on Network Rail to include both stations in the final plan rather than just one).

# South West Transport Network **Statement** for

*West of England Partnership Scrutiny Commission on 6 July 2015*

*West of England Partnership Leaders Board on 10 July 2015*

*Bristol City Council Cabinet on 6 July*

*Bristol City Council Place Committee (next meeting)*

*Bristol City Council Full Council (next meeting)*

*BaNES Cabinet on 8 July 2015*

*BaNES Full Council on 16 July 2015*

*South Gloucestershire Full Council on 15 July 2015*

*West of England Partnership Transport Board on 17 July 2015*

- Henbury Station to reopen — will need car parking and bus interchange.
- Ashton Gate Station funded jointly with Bristol Sport
- Transport Security: work with BTP, Avon and Somerset Police, and the Port Police to improve CCTV, transport safety measures, revenue protection and remove graffiti from bus and rail vehicles and infrastructure.

## All Greater Bristol and Bath Authorities

- Protect and fund the local transport network, building on the successes of the last few years.

## Detailed Priorities

We welcome the proposals for the new station site in Quays Avenue, Portishead and the progress on reopening the branch line between Portishead and Bristol Temple Meads, Bath Spa/Clifton Down/Severn Beach as part of MetroWest Phase 1. We would like to see a full transport interchange at Portishead for bus/rail/taxis/walking and cycling. This should be provided undercover directly linked to the station canopy, so that passengers do not have to wait in the rain. Also an M Shop for selling tickets/public transport information/toilets and a café. We would like to see a similar arrangement at Pill and provision made for a future station at Ashton Gate to be funded partly by Bristol Sports and interchange with MetroBus. Other provision needs to be made for disabled access at Parson Street and interchange at this station and Bedminster.

# South West Transport Network **Statement** for

*West of England Partnership Scrutiny Commission on 6 July 2015*

*West of England Partnership Leaders Board on 10 July 2015*

*Bristol City Council Cabinet on 6 July*

*Bristol City Council Place Committee (next meeting)*

*Bristol City Council Full Council (next meeting)*

*BaNES Cabinet on 8 July 2015*

*BaNES Full Council on 16 July 2015*

*South Gloucestershire Full Council on 15 July 2015*

*West of England Partnership Transport Board on 17 July 2015*

On the Severn Beach line provision needs to be made for waiting shelters at Severn Beach, maintain and enhance the station building at Avonmouth (by restoring the original station canopy to a design matching photographic evidence from the 1960s) as this station is an ideal interchange point for Henbury loop services with connections to bus services 41, 501 and 502 as well as train services to St Andrew's Road and Severn Beach. We welcome the new station at Portway Park & Ride and station facility improvements at Clifton Down including a ticket office. Revenue protection is a major problem on the route.

The Direct Award from the DFT will allow the Secretary of State to devolve rail and public transport powers to Devon and Cornwall and the Bristol/Bath City Region travel to work area (extending into the counties of Somerset, Gloucestershire, Wiltshire and Swindon including the Weymouth line into Dorset) so it is important to take up the Government's offer to create a combined authority for the Bristol/Bath City Region taking over the powers of the West of England LEP on transport, planning, strategic housing and waste management. This would give the Combined Authority specific responsibility for public transport delivery, which in the context means taking overall control of the MetroBus and MetroWest projects along with the Greater Bristol bus network

It is important, despite the protests in Stapleton and Frenchay, that we focus on the total public transport package for Greater Bristol/Bath. The scheme North-South includes bus interchanges at Whitchurch Hospital (South Bristol), Bedminster, Redcliffe Hill, City Centre, Bus Station Lewin's Mead/Haymarket, UWE Frenchay (providing the plans can be developed for the new University bus station site), Bristol Parkway station, Bradley Stoke



# South West Transport Network **Statement** for

*West of England Partnership Scrutiny Commission on 6 July 2015*

*West of England Partnership Leaders Board on 10 July 2015*

*Bristol City Council Cabinet on 6 July*

*Bristol City Council Place Committee (next meeting)*

*Bristol City Council Full Council (next meeting)*

*BaNES Cabinet on 8 July 2015*

*BaNES Full Council on 16 July 2015*

*South Gloucestershire Full Council on 15 July 2015*

*West of England Partnership Transport Board on 17 July 2015*

Willowbrook Centre, Aztec West and Cribbs Causeway and rail interchanges at Bedminster, Parson Street and Bristol Parkway with future options at Filton North and Henbury on the Henbury loop and interchange with coach services at Bristol bus and coach station, Aztec West and Cribbs Causeway.

The environmental impact of the Stoke Lane Frenchay allotments will need to be carefully examined to include Cotswold stone on any walling around the Stoke Park estate and rural fencing around the allotments and tree planting. We welcome the saving of the oak trees and landscaping. There must be a commitment to no Park & Ride sites in this area from South Gloucestershire Council, the Mayor of Bristol and the West of England Partnership. This section of the route needs a careful review in the light of local concerns from residents in Downend, Frenchay and Stapleton but it is very important that we don't lose the £190 million funding in the City Region as the project is not just about MetroBus but improved interchange and connection facilities with rail/local bus and ferries and is supported by First Group, Wessex Connect and RATP Bath Bus Company.

RailFuture, Bus Users UK (Sevenside), South West Transport Network, TfGBA and FOSBR and the public transport unions have been calling for a fully integrated MetroBus/MetroWest rail and bus network across Greater Bristol to be fully integrated into a public transport system for the City Region as the Green Capital of Europe 2015. All the listed groups are also pressing for the urgent establishment of a combined transport authority as soon as the enabling legislation allows us to set up a Western Powerhouse, with the support of North Somerset, BANES and South Gloucestershire. We also need

# South West Transport Network **Statement** for

*West of England Partnership Scrutiny Commission on 6 July 2015*

*West of England Partnership Leaders Board on 10 July 2015*

*Bristol City Council Cabinet on 6 July*

*Bristol City Council Place Committee (next meeting)*

*Bristol City Council Full Council (next meeting)*

*BaNES Cabinet on 8 July 2015*

*BaNES Full Council on 16 July 2015*

*South Gloucestershire Full Council on 15 July 2015*

*West of England Partnership Transport Board on 17 July 2015*

to set up a Public Transport Forum for Bristol and the City Region as supported by the Mayor and Bristol Full Council

We are very concerned about the loss of bus services No 5 to Downend, 36 to Brislington Tesco and South Bristol Hospital, night services on the 90 to Knowle, 1 and 2 to Southmead and Westbury on Trym, and the uncertainty over the 87 and 88 Bristol to Dursley due to budget cuts by the Mayor (£350,000 cut) and South Gloucestershire Council (£590,000). Bus services are as important to the citizens of Greater Bristol as the libraries in the City and Kingswood (South Gloucestershire) and need full consultation with the next series of service reviews with passengers and user groups.

The A-Bus services sponsored by Tesco and Sainsburys need to have an easily accessible published timetable (through the TravelWest Travel Line) and to be registered with the Traffic Commissioner and provide through tickets. The new 600 service provided by Severnside around Fishponds/ Downend and UWE also needs to be registered.

As more and more RSZ schemes are created by our local authorities, it is increasingly vital that sufficient funds are found to improve bus and rail services to a point where more people feel confident about using public transport rather than private in order to go about their business.

As a final point, we need to be clear that the MetroBus project will entail the procurement of 50 hybrid gas/electric vehicles. At the moment there are only 5 in the successful Clean Fuels Bid from the Department for Transport, which means that we need to resource a further 45 vehicles as well as two bus depots in order to bring the service into operation. The Quality Partnership on MetroBus needs to focus on the passenger

# South West Transport Network **Statement** for

*West of England Partnership Scrutiny Commission on 6 July 2015*

*West of England Partnership Leaders Board on 10 July 2015*

*Bristol City Council Cabinet on 6 July*

*Bristol City Council Place Committee (next meeting)*

*Bristol City Council Full Council (next meeting)*

*BaNES Cabinet on 8 July 2015*

*BaNES Full Council on 16 July 2015*

*South Gloucestershire Full Council on 15 July 2015*

*West of England Partnership Transport Board on 17 July 2015*

experience, including concerns about:

- frequency,
- evening and Sunday services (which in most MetroBus systems require subsidy),
- real time and other information at bus stops,
- disabled access,
- automated ticketing systems,
- through ticketing to rail, ferry and local bus services,
- proper signage to railway stations and ferry terminals
- vehicle cleanliness
- proper policing and security.

David Redgewell

Martin Cinnamond

Ian Beckey

Jon Dixon

**South West Transport Network** – Tel 07814 794953

with Jenny Raggett (TFGBA),

Nigel Bray (Railfuture Severnside,

and John Hassell Bus Users UK

This page is intentionally left blank

*West of England Partnership Scrutiny Commission on 6 July 2015*

*West of England Partnership Leaders Board on 10 July 2015*

*Bristol City Council Cabinet on 6 July*

*Bristol City Council Place Committee (next meeting)*

*Bristol City Council Full Council (next meeting)*

*BaNES Cabinet on 8 July 2015*

*BaNES Full Council on 16 July 2015*

*South Gloucestershire Full Council on 15 July 2015*

*West of England Partnership Transport Board on 17 July 2015*

---

# Greater Bristol Land Use, Planning and Transport

As an example, we support the retention of the Bus Contracts in South Gloucestershire Council on the grounds that they underpin economic growth in Severnside, Thornbury and UWE (including Sunday and evening provision). As a general point, we are very concerned that the permissions are being given for the Cribbs Causeway / Patchway New Neighbourhood areas and Eastworks without the necessary public transport provision being written in to the plans — i.e. the Henbury Loop and feeder bus services. This also applies to the Portishead line and the need to generate business in Portishead.

Our biggest concern with land use planning in the Bristol/Bath City Region is the lack of good affordable public transport links and sustainable development (including a proper planning brief for the Mall). We are further concerned that there is insufficient provision of affordable housing within the currently proposed development at the Mall.

Our concerns are also expressed about the lack of affordable housing within the city centres of Bristol and Bath—a good current example of which is the Carriage Works in Stokes Croft and the Gas Works and General Hospital sites in Bristol. We are in danger of central properties in Bristol, Bath and Weston-super-Mare becoming out of the reach of normal local people.

# South West Transport Network **Statement** for

*West of England Partnership Scrutiny Commission on 6 July 2015*

*West of England Partnership Leaders Board on 10 July 2015*

*Bristol City Council Cabinet on 6 July*

*Bristol City Council Place Committee (next meeting)*

*Bristol City Council Full Council (next meeting)*

*BaNES Cabinet on 8 July 2015*

*BaNES Full Council on 16 July 2015*

*South Gloucestershire Full Council on 15 July 2015*

*West of England Partnership Transport Board on 17 July 2015*

This also applies, of course, to rural areas where the lack of affordable housing is even more critical.

We certainly do support the provision of 100 new homes in Charfield, as long as a significant number of these are provided as affordable properties. These will be on an ideal rail location (given the interest in re-opening Charfield station as part of MetroWest Phase Two/Three).

It is very important that we get a good working relationship between Land Use planning and Transport Planning in the Bristol/Bath Sub-Regional Plan.

The whole viability of the local plan is dependent on a European class public transport network. With the government's recent review of Network Rail spending (a wholly owned government agency) we are in a very tight corner and must argue our case loud and clear for the necessary funds to facilitate the infrastructure and revenue spending which will be necessary to deliver a successful regional transport system. The top priorities are:

- delivery of the Henbury loop and the Gloucester/Cheltenham line with new stations at Henbury, Charlton Hayes, Filton North, Charfield and Stonehouse (Bristol Road),
- reopening the Portishead line with new stations at Portishead, Pill and Ashton Gate (in conjunction with Bristol Sports),
- upgrading the line through to Weston-super-Mare and Taunton with a protected station site at Flax Bourton
- extending services through Bath to Swindon with additional stations at Corsham and Wotton Bassett

# South West Transport Network **Statement** for

---

*West of England Partnership Scrutiny Commission on 6 July 2015*

*West of England Partnership Leaders Board on 10 July 2015*

*Bristol City Council Cabinet on 6 July*

*Bristol City Council Place Committee (next meeting)*

*Bristol City Council Full Council (next meeting)*

*BaNES Cabinet on 8 July 2015*

*BaNES Full Council on 16 July 2015*

*South Gloucestershire Full Council on 15 July 2015*

*West of England Partnership Transport Board on 17 July 2015*

- extending MetroWest services to Frome and Warminster with an additional station at Bathampton (perhaps as part of the turnback),
- drawing up a master plan for Bristol Temple Meads as a regional hub for the South West of England for buses trains and ferries (similar to Manchester Piccadilly or Portsmouth Harbour Interchange)
- creating master plans for top-level intermodal interchanges at Bristol Parkway station, Bath Spa station and Weston-super-Mare station.

David Redgewell

Martin Cinnamond

Ian Beckey

Jon Dixon

**South West Transport Network – Tel 07814 794953**

This page is intentionally left blank



COMMUNITIES, TRANSPORT & ENVIRONMENT P D & S PANEL – MONDAY, 13 JULY 2015

Thank you for allowing me to address you this morning. I should say that I am a Friend of Bath Abbey, and I serve on the Friends' Executive Committee. But I am speaking this morning in an entirely personal capacity.

This will be a short statement, because I do not want to labour points which are familiar to the Panel. The reasons for the proposed Public Space Protection Order are set out in the background papers to the consultation document. In short, there have been longstanding and increasing concerns about buskers using – or, should I say, abusing – amplification in Abbey Churchyard and Kingston Parade. They have been a severe nuisance to users of the Abbey, by intruding on services, choir rehearsals and the quiet enjoyment of the building by visitors. The so-called 'traffic light system' which requests buskers not to perform at sensitive times has too often been flouted. Visitors to the Pump Room have also suffered from over amplified busking, as have residents and workers in the vicinity, including Council staff in the offices above the Roman Baths.

The noise nuisance provisions in the Environmental Protection legislation have proved too slow and cumbersome to be workable. Now, at long last, we have the means to exert effective control by means of a Public Space Protection Order. The Order will not prevent busking, but it will forbid buskers using amplification in three specific sites adjoining the Abbey.

I believe there has been a large response to the consultation document. I myself submitted comments. I am looking forward with great interest to the presentation which your officers will be making to you. I do not know whether the Panel intend afterwards to make a recommendation to full Council, but, if so, I hope it will be to encourage the Council to proceed to make the Order.

I am well aware that there are people, chiefly in the busking community, who are opposed to the proposed Order. I will not take up your time by debating the arguments at length, but I would like to make a few key points. It is often said that the buskers are popular or, at the very least, the crowds of visitors in Abbey Churchyard and Kingston Parade do not seem to mind them. Obviously, sensitivity to noise and musical tastes vary from person to person, but transient visitors and shoppers do have the option of moving on if the busking is disagreeably noisy. Businesses, workers and residents in the vicinity are stuck with the noise.

Second, the environs of the Abbey are very special. The Abbey, the Roman Baths and the Pump Room are, in conjunction, the very heart and soul of what the city is and presents to the world. Quietness and calm are essential for the proper enjoyment of this unique space and its buildings. Obviously, mass tourism makes that a challenge, but we can do something by eliminating the added cacophony of amplified busking.

Third, there is no practical alternative to a total ban. For all sorts of practical reasons, which I do not have time to elaborate, any form of subjective half-way house would be unworkable.

Finally, the proposed Order is not the thin end of an anti-libertarian wedge. There may be, and probably are, other sites in the city where a ban on amplification could be considered. But they must make their case. We are concerned today solely with the environs of the Abbey. I hope the Panel will agree with me that this site is very special and, on its merits, deserves the protection of the proposed Order.

Thank you for listening to me.

BRIAN WEBBER

This page is intentionally left blank