

BATH AND NORTH EAST SOMERSET

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

Monday, 11th March, 2019

Present:- **Councillors** John Bull, Brian Simmons, Neil Butters, Alan Hale, Richard Samuel, Peter Turner, Ian Gilchrist, Michael Evans and Patrick Anketell-Jones

64 EMERGENCY EVACUATION PROCEDURE

The Chairman drew attention to the emergency evacuation procedure.

65 WELCOME AND INTRODUCTIONS

The Chairman welcomed everyone to the meeting.

66 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

There were none.

67 DECLARATIONS OF INTEREST

There were none.

68 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIRMAN

There was none.

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

David Redgewell, South West Transport Network/Bus Users South West, made a statement regarding transport issues. *A copy of the statement is attached to these minutes.*

Mary Upton, Shoscombe Parish Council, made a statement regarding solutions to the issue of increasing traffic accidents and incidents in Shoscombe and environs. *A copy of the statement is attached to these minutes.*

Questions

Councillor Hale asked if people would slow down if 20mph signs were put in place. Mary Upton replied that there needs to be a multi-pronged approach and that 20mph signs would help along with enforcement.

Councillor Butters asked if there was a discrepancy between reported and unreported accidents, Mary Upton replied that there was a discrepancy as many everyday things are not reported to the police and if 20mph zones were mandatory, more would be reported.

Jenny John, South Stoke Parish Council made a statement regarding 20mph zones.

Questions

Councillor Hale asked if the Parish Council had visited the trading estate in the area and spoken to the drivers regarding speed. Jenny John stated that she would suggest this again. Paul Garrod, Traffic Management and Network Manager stated that an engineer would meet with the Parish clerk.

70 MINUTES

The Panel confirmed the minutes of the previous meeting as a true record and they were duly signed by the Chairman.

71 CABINET MEMBER UPDATE

The Cabinet Member for Transport and Environment – Councillor Mark Shelford reported on the following:

- Thanks to officers for work and support.
- The Subway (Widcombe ward) would be finished in time for the half marathon (17th March). He apologised to Councillor Gilchrist who reported that he had only heard of this in the last hour.

The Cabinet Member for Development and Neighbourhoods – Councillor Bob Goodman reported on the following:

- Thanks to officers for work and support especially the officers working on the Clean Air Zone which was approved by the Cabinet on 5th March 2019.
- Waste collections are improving.
- Litter enforcement – 3GS started last week and are concentrating on education as well as enforcement. Cameras have been fitted in some vehicles.
- Keynsham Leisure Centre improvements are progressing well.

Questions from the Panel

Councillor Bull asked if park and ride hours would still be extended even though cars are not included in the Clean Air Zone plans. Councillor Goodman replied that he is discussing this with the Government and hoping that the extension will still go ahead.

Councillor Samuel asked what the plan was if DEFRA did not provide all of the financial assistance requested. Councillor Goodman replied that he fully expected

that all of the finance would be provided and that dialogue would be taking place in the next 4-6 weeks.

The Cabinet Member for Transformation and Customer Services – Councillor Karen Warrington reported on the following:

- Thanks to officers for work and support.
- Regarding digital projects – the new Council website has been demonstrated recently and is being rolled out in a modular way. ‘Fix My Street’ was demonstrated at Parish Liaison. The Cabinet Member asked Councillors to encourage use of this App.
- Regarding branch libraries – Saltford and Weston have converted and are doing well. There are plans to transition Moorland Road, Radstock and Paulton. There are two new libraries in Bishop Sutton and Timsbury and conversations in Peasedown St John, Southside and Mulberry School are being considered.
- Regarding the mobile library, a new vehicle will be delivered at the end of April which will be more reliable and fuel efficient. There will also be on board IT equipment and possibly an awning.

Questions from the Panel

Councillor Butters asked if Freshford and Wellow schools could be included on the mobile library route. The Cabinet Member stated that routes can be considered and schools can ask to be included.

Councillor Turner asked about elderly and lonely people being helped by the service. The Cabinet Member confirmed that a holistic approach is planned which will include everyone.

Councillor Samuel asked if the Police Enquiry Office would stay in Lewis House if the One Stop Shop and Library integration goes ahead in the future. The Cabinet Member explained that the Police would stay at Lewis House as the One Stop Shop footprint is reduced due to reduced need.

Councillor Hale asked if the mobile library could carry food vouchers. The Cabinet Member stated that she would ask officers to follow this up.

The Cabinet Member for Economic Community Regeneration – Councillor Paul Myers reported on the following:

- Regarding rural transport, there has been a proposal that has come through the Community Forum and Parish public meetings for a rural transport group in BANES. He explained that there is some misunderstanding by residents about how the bus service works – for example that bus companies do not have a legal duty, they will only run services where they are well used. A group to discuss these issues is a way forward, the group could pin down where people want to go and when. Representatives for the group are being sought. Councillor Bull stated that this was encouraging.

Questions from the Panel

Councillor Butters asked if there was a timescale, the Cabinet member explained that he hoped the group could meet before the elections in May. He explained that the Council would play a part but that Parish Councils are providing a lead.

72 CONSULTATION, COMMUNICATIONS AND COMMUNITY ENGAGEMENT

The Cabinet Member for Economic Community Regeneration – Councillor Paul Myers introduced the report.

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

Councillor Turner asked about Foxhill community researchers, the Cabinet Member explained that they had had training in community engagement. He underlined the importance of establishing a relationship with residents and building trust. He explained that there had been central Government funding for the community researchers in Foxhill but that this may not be available for other projects.

Councillor Samuel mentioned the comments from the workshops (appended to the report) and how they showed low levels of trust in what the Council is doing and a lack of understanding on when the Council are due to consult or not. He stated that suggestions were welcome and that this was a big task for the next administration. He stated that it was important not to use the 'usual suspects'. Councillor Myers stated that he was not suggesting a citizens panel, it would be independent people to give feedback to officers.

Councillor Anketell Jones stated that this sounds worthwhile and a charter would give the residents confidence but care should be taken to not put too much bureaucracy into a role that ward councillors would usually carry out. Councillor Myers explained that it would be like the Parish Charter in that we would always try to work within the spirit of the Charter rather than it being overly bureaucratic. There is a cost of conflict in our community and it would be amazing to work out solutions together.

Councillor Bull stated that he welcomed this as a potentially innovative and positive way forward.

73 TRANSPORT STRATEGY

Chris Major, Group Manager for Transport and Parking introduced the report.

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

Councillor Evans asked if there were figures on alternatives that parents were using to get children to school. The officer stated that he would send the figures at a later date, he agreed that some parents were finding other ways to get their children to school, some become bus users.

Councillor Butters asked if the safe route to school in Shoscombe could be looked at again. The officer stated that changes were being made where possible.

74 UPDATE ON 20MPH ZONES

Paul Garrod, Traffic Management and Network Manager introduced the report.

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

Councillor Butters stated that he was glad to hear that advisory 20mph zone schemes are being considered. The officer explained that advisory schemes are allowed outside of schools but generally advisory limits are not enforceable. He agreed with Councillor Butters statement that South Stoke could go direct for a mandatory limit.

Councillor Hale asked how engineers decide on a need to spend money on a 20mph zone and do they consider KSI figures. The Cabinet Member, Councillor Shelford explained that there has to be a balanced decision taking into account a number of factors, also there must be maintenance packages.

Councillor Bull stated that there is a motion going to Council this week on Climate Change and such things may help to get people walking and cycling.

Councillor Anketell Jones explained that Lansdown Road has been brought down to a 30mph limit but that it looks like a highway so it is difficult. He asked if changing the look/nature of a road could be taken into account. The officer stated that research shows that this is effective and it is possible but expensive.

Councillor Samuel explained the example of France where speeding reduction measures have been successful as they have been backed up by other measures. Councillor Evans added that France do charge for motorways.

The meeting ended at 6.30 pm

Chair(person)

Date Confirmed and Signed

Prepared by Democratic Services

This page is intentionally left blank

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 principles of a light rail route to Bristol Airport as a top priority and afterwards 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 the Emersons Green Science Park and the Avon Valley Railway rail services should be run during the weekend, school holidays and for special events (gala days etc). Provision should be made for a continuous cycle/walkway between Bristol and Bath where possible but with double-tracking being designed in where available. 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. The light rail system should include the link up to Whitchurch via the former North Somerset Railway corridor to Callington Road thence on the ring road to Hengrove to the Whitchurch airport new housing development site and then to Bristol airport using design studies from the Avon County Council "Westway" light rail project as a template. This information could also be used as part of the current Bristol airport light rail study which proposes the use of the South Bristol link corridor on the A38 and Long Ashton P& R.

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. What evaluation of the Somerset and Dorset railway corridor has been carried out as Norton Radstock is an enterprise zone and needs public transport improvement.

The route to Bath University seems to have gradient constraints and requires considerable engineering works and it should also be noted that all LRT schemes approved in the UK have been conurbation wide eg Midland Metro (Birmingham - Wolverhampton), Greater Manchester, Nottingham and Croydon and will require DFT funding and approvals in the long term and in the short term to be in the Metro Mayors joint transport plan. A study needs to be carried out on these corridors.

Bus/Rail integration

This is required at Bath Spa station and other locations where light rail might possibly connect with buses. Across Europe and Greater Manchester/London rapid transit is fully integrated into the bus network. We need to make progress on bus/rail integration at Temple Meads as the proposed Temple Gate stops do not work for passengers.

On rail we welcome the work on disabled access at Stapleton Road and Patchway but the Stapleton Road temporary ramps do not provide good access without grab rails.

There should be investment in MetroWest between Westbury, Bath and Bristol currently out for consultation with the DFT as part of the GWR franchise with First Group as the operator until 2022. This could include a business unit for Bristol and Bath, Somerset, Gloucestershire and Wiltshire & Greater Bristol.

SWTN also want to see the GWR franchise retained as one complete business unit and not split up as originally proposed by the DfT. The GWR IEP electrification programme should also be completed in the shortest possible time to assist with high technology rail job creation opportunities in the region together with the Henbury loop rail project serving the proposed Filton Arena.

There should also be a Greater Bristol business unit within the GWR franchise with devolved powers similar to the West Midlands and Greater Manchester PTE's.

Bus proposals can be included as should future schemes eg light rail integration and the Overground rail project in Bristol.

Arena issues

The Mayor and Metro Mayor should draw up a full transport plan with First Group and YTL if the Filton arena proposals are taken forward.

Regarding a shuttle train from Bristol Parkway to Temple Meads, taxi ranks, ferry terminal, service coaches and car parking including disabled spaces.

Construction of Station Street and bus interchange at the Friary is required as part of the new University campus development at Temple Meads.

Brabazon hanger

This location would need coach parking, MetroBus stops, coach stops, bus stops at this location and on 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 15 minute frequency services on the Henbury loop serving the Arena and 10 minute shuttle bus service on main routes to it.

The Class 800 IEP trains should 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.

If the Filton arena plans fall through for any reason then a Temple Meads Arena would need coach parking, MetroBus stops, coach stops in Avon Street, bus stops at this location and on Bath Road Park & Ride services from 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.

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

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

All stations on the reopened Portishead line should be fully disabled accessible as should Nailsea & Backwell station and lifts should be provided at Weston-Super-Mare station.

Bus strategy

Whilst there has been some investment in the rail network including Stapleton Road, Patchway station car park and Portway Park & Ride we are concerned over the lack of an overall bus strategy. Some bus shelters need upgrading, bus flags require repair/replacement and many don't have working lighting or real time information screens. There shouldn't be any further cuts in bus subsidies but more investment in the local bus network instead so the Metro Mayor must address these issues alongside any light rail proposals for Bristol and Bath especially where services like the 16 from Bristol Parkway to Longwell Green via Lodge Causeway have already been cut leaving residents with no buses. The 10 Lyde Green - Southmead hospital bus service should be reinstated as part of an improved orbital bus network. We are also concerned about the limited frequencies on routes 36, 96 and 179 to Radstock and reduction of the 17 service from Kingswood to Southmead to hourly (Monday - Saturday evenings) and cut on the later Sunday evenings.

Passengers interchanging between bus/rail routes should have accessible toilet facilities on key routes with money for maintaining/cleaning bus shelters/bus bays. These should include facilities at Shirehampton Green, Eastville Park and Fishponds Park. One way to fund public transport would be to use money raised by parking fees instead of spending it on non transport infrastructure projects like pavement repairs. These toilets are also used by bus drivers and passengers on routes around Bristol. Has an Equalities Impact Assessment been carried out regarding the closures and any new facilities. Of course in South Gloucestershire, BANES and North Somerset have protected these facilities as part of the network.

We remind you that the tourism industry in Bristol alone is worth £1.3 billion and we do not want any reputational damage to Bristol with these closures so these facilities including community toilets and private sector transfers must work. Also, visitors to Weston-Super-Mare arriving by coach should not have to face an individual 20p charge to use the toilets on arrival after a long journey as many are in large family groups. Coach drivers should be able to issue free tokens to coach users to help visitors who are after all contributing a great deal to the North Somerset/Weston-Super-Mare tourism economy. BANES toilets should also be free at the P & R sites if possible.

It is very important that the new Weston-Super-Mare bus station is built to be fully accessible to allow enough bus interchange capacity for routes around the town.

WECA Transport Forum issues

We are concerned about the lack of progress for a rail and transport forum and the need to merge the congestion task force within any WECA group. We also must address the proposed Regional Transport Board.

On integration we are concerned about the lack of integration between MetroBus and the background bus network especially around North Bristol along the Bradley Stoke corridor.

DAVID REDGEWELL South West Transport Network/Bus Users South West

11th March 2019

Shoscombe Parish Council CTE Panel statement

We are Mary Upton and Jackie Withers representing Shoscombe Parish Council. We would like help with the problems posed by the current legal 60mph limits on our narrow country roads throughout the Parish. This situation threatens the safety of all of our Parishioners. Most importantly, children using the walking bus to school each morning, to alleviate parking problems, and those walking to and from school across the Parish are particularly vulnerable.

We have advisory 20mph limits on one road by the school. To protect our parishioners and children in particular we request an extension of these 20mph limits throughout the Parish, and a change from advisory to mandatory status of those speed limits.

Our Parish consists of five small hamlets linked by roads with blind bends and no pavements. We are experiencing more traffic incidents and accidents due to an increasing volume of traffic including delivery vans and cars using our roads as 'rat runs'. This is having a detrimental impact on the safety of local car drivers and pedestrians. In addition, we have cyclists travelling sometimes at speed along the Sustrans route no. 24, and horse riders from two horse riding schools in the vicinity.

For example, in one location, two recent recorded accidents on Hang Hill were caused in each case by the excess speed of one vehicle. These accidents caused injury and in both cases one vehicle was written off. Other accidents have occurred in this location due to the local terrain and the blind bends in this particular vicinity.

Other accidents and incidents across the Parish include an earlier collision between a van and a pedestrian and a cyclist riding at speed and a pedestrian. The first pedestrian was knocked from her feet and the other was admitted to A&E and immobilised for some time. Incidents and accidents such as these are not rare occurrences; they are very frightening to experience and inhibit free movement of pedestrians. 'Near misses' between cyclists and cars at junctions occur quite frequently.

Our question is: How can the Council justify allowing vehicles travelling at speeds of up to 60mph in our Parish?

Thank you for your time and consideration

Mary Upton

11th March 2019

Detail of accidents between cars on Hang Hill:

On 8th January 2019, the post van records report a speed of 7mph as it was hit by a car. In the same location, on 21st February 2019 delivery van doing 45mph collided with a car.