

West of England Joint Transport Board

Draft minutes of meeting of the

West of England Joint Transport Board

(Including the Joint Transport Executive Committee and Local Transport Body Board)

Friday 13th January 2017, Somerdale Pavilion, Keynsham

Present

Cllr Colin Hunt	South Gloucestershire Council
Cllr Mark Bradshaw	Bristol City Council
Cllr Anthony Clarke	Bath and North East Somerset Council
Cllr Elfan Ap Rees	North Somerset Council
Robert Sinclair	West of England LEP
James Durie	West of England LEP

In Attendance

Peter Dawson	Bath and North East Somerset Council
Colin Medus	North Somerset Council
Chris Sane	South Gloucestershire Council
Colin Rees	Bristol City Council
Pete Davis	West of England LEP
John Malyckyj	West of England LEP
Bill Davies	West of England LEP
James White	West of England LEP

1. Apologies for Absence

Steve Evans, South Gloucestershire Council
Peter Mann, Bristol City Council

2. Declarations of Interest

Robert Sinclair declared an interest in Bristol Airport.

3. Member and public forum

Statements

ITEM 1: David Redgewell, Southwest Transport Network on bus services, rail services, electrification and devolution

ITEM 2: Christina Biggs, Friends of Suburban Bristol Railways on devolution, the Joint Spatial Plan, delay in electrification to Temple Meads, and Bristol East Junction, proposed increase in fares on Severn Beach Line.

ITEM 3: Geoff Mills, Motorcycle Action Group in respect of Item 6 of the agenda, the Joint Spatial Plan & Joint Transport Study Consultation.

ITEM 4: Cllr Charlie Bolton, Bristol City Council regarding the West of England Joint Transport Study Emerging Transport Vision. There were questions contained within the statement which were submitted after the deadline, written answers were provided to Cllr Bolton after the meeting.

ITEM 5: Dick Daniel, Bath and NE Somerset Green Party regarding active travel. There was a question posed which was submitted after the deadline, a written answer was provided to Mr Daniel after the meeting.

Questions

Item 6: Adam Reynolds, CycleBath regarding cycling infrastructure.

Item 7: Sibusiso Tshabalala asked the Board to consider how to encourage diversity and participation on the part of black and minority ethnic (B&ME) led business and to note their lack of participation in current West of England local authority tendering processes.

4. Minutes of the meeting held on 9th September 2016 and the Joint Transport Executive Committee held on 28th October 2016

9th September 2016

Cllr Clarke asked that his reference to “all schools” on page 3 be amended to “secondary schools”.

Cllr Bradshaw noted that he had not been listed in the attendees yet had been present.

The minutes of the Joint Transport Executive Committee and the Local Transport Body Board held on 9th September 2016 were agreed as a true record.

28th October 2016

The minutes of the Joint Transport Executive Committee held on 28th October 2016 were agreed as a true record.

5. Views of Joint Scrutiny Committee

Cllr Steve Pearce presented the views of the Joint Scrutiny committee following their meeting held on Monday 9th January 2017.

Referring to the concerns expressed around the issue of multi-operator smart ticketing Cllr Bradshaw said that there was perhaps an opportunity for a fresh focus as MetroBus was rolled out.

The Board noted the report.

Joint Transport Executive Committee

6. Joint Spatial Plan and Joint Transport Study

Bill Davies presented the report. Over 1400 responses had been received to both the Joint Transport Study (JTS) and Joint Spatial Plan (JSP) consultations.

Cllr Ap Rees noted the wide geographical split of some of the responses.

Bill Davies said that it was not yet clear what the reasons for this were but these would emerge as the assessment of the consultation responses was completed.

Cllr Clarke said that whilst it appeared that the purpose of the JSP was clear to members of the public he felt that this wasn't quite the case for the JTS, more work was required at a scheme level to increase understanding and support for the vision.

James Durie acknowledged the scale of the officers work in getting to this point. Business was supportive of the need for the JSP and JTS. It was a challenge to get people to engage, whilst the numbers described were good for a consultation they remained a very small proportion of the wider public and it was important to get their buy in. He supported the 20 year approach, the area had to address what was seen as a transport deficit to give a transport system the equivalent of other core city areas and this was a major challenge. Some spatial options were challenging, and links with the JSP needed further development. There were questions around deliverability and sustainability that would need to be addressed. Transport and economic growth had to be looked at as one which presented a significant challenge.

Bill Davies said that officers had been deliberate in setting out the scale of the problem. Discussions had already commenced with the Department for Transport (DfT) around the overall direction and funding issues. The principal of a development hierarchy was there with urban living being the priority and then moving development out to the transport corridors.

Robert Sinclair felt the consultation had been very comprehensive but said that a degree of caution was required in terms of the level of responses, it would be important to have a good evidence base of travel patterns to help shape the detail. The package was ambitious carrying a high price ticket but there was a need to be realistic, ensuring that schemes were prioritised and that they were ready to start when bidding for funds. Referring to the public forum he asked about the issue of motorcycling and cycling feeling that this needed to be addressed.

Bill Davies said that prioritisation would be the next part of the process. He understood the concern around the omission of motorcycling although it was implied in much of the strategy it needed to be more explicit in the final report. He also noted the point around cycling and walking but generally infrastructure designed for cycling was intended to benefit pedestrians which was the why it was challenging to disaggregate those funding estimates they were usually viewed as one. However it was a clear aim of the JTS to boost cycling as well as walking.

Cllr Hunt added his thanks to the officers.

**Agreed
Members:**

Noted the report

7. Major Transport Projects: Progress Report

Peter Davis presented the report.

Robert Sinclair noted that an operator was yet to be confirmed to run the MetroBus services and was concerned that the service might not be fully operational when launched.

Bill Davies explained that there were ongoing discussions with two operators which had to remain confidential for commercial reasons. Officers were confident that the vast majority of the scheme would be covered in terms of the services to be provided. An extension out to Cribbs/Patchway was already being promoted by South Gloucestershire Council.

Cllr Bradshaw said that at some point the Board should issue a statement updating the public on the very positive news around the progress of MetroBus. This would be easier once the name of the operators was announced. The focus should then switch to that of the passengers who would be using the services and their needs, there need to be a step change in terms of marketing MetroBus as the launch of the services approached.

Referring to paragraph 29 of the report Cllr Bradshaw noted the lack of progress on the promotion of the WEBOA 'rider multi operator ticket'.

It was explained that John Burch Chair of WEBOA had been invited to give an update but was unable to attend.

Cllr Bradshaw asked that officers seek an update before the next meeting. It was agreed that the Chair would write to WEBOA.

ACTION

James Durie noted that the South Bristol Link was to be opened which was positive news. He acknowledged the difficulties that the area was experiencing in connection with the MetroBus works and felt that there was a need to put additional resources into communication.

Agreed

Members:

That Members note progress with the programme of major transport schemes and other joint projects and gave views.

Local Transport Board

8. MetroWest and Rail Update

Colin Medus gave a presentation regarding MetroWest Phase 1.

Cllr Ap Rees expressed his frustration at the complexities of the GRIP process and the delays it was causing in moving the Portishead Line project forward.

Colin Medus said that it was expected that the Portishead Line would open in 2020.

Robert Sinclair asked if there were any cost impacts or timetable implications of which the Board needed to be aware.

Colin Medus said that it wasn't possible to yet be specific about the final costs, however the Benefit Cost Ratio (BCR) had been tested against a variety of scenarios and had remained high. The figures would be made available in a report to the March meeting of the Board.

Cllr Bradshaw agreed with the earlier remarks in terms of the frustrations of the process. Could the DfT assist in expediting matters at all. It was important to get Phase 2 of MetroWest moving now so that there was no gap when Phase 1 was operational. The completion of Bristol East Junction was of great importance because of the potential impact elsewhere and must happen early in Control Period 6 (CP6). With regard to the cascade of additional rolling stock, the timing and quantity was critical to the success of Phase 1. There was still a need to lobby DfT to ensure that the area received the additional train units.

James White then gave a presentation covering Phase 2 and other local rail matters including a proposal to increase fares on the Severn Beach Line.

Matt Barnes, First Great Western Railways then gave a presentation covering the following:

- Key challenges for the company
- A review of 2016
- Ticket promotions
- Passenger growth
- The transformation programme
- Rolling stock – arrival of the first Class 165 train in Bristol
- Smart ticketing
- The Severnside Community Rail Partnership

Cllr Bradshaw asked if he was being unduly pessimistic in his assumptions about rolling stock?

Matt Barnes said that whilst they were not going to get the same number of Turbos that had originally been envisaged work was being carried out to ensure that the extra capacity could be delivered.

Cllr Hunt expressed concern that the capacity of Severn Beach Station had been reduced from five carriages down to three.

Chris Sane said that he had already written to Mark Langman, Route Managing Director at Network Rail on the subject.

James Durie said that it was important to communicate the fact that the Intercity Express Trains would have a positive impact upon services.

Cllr Bradshaw then spoke about the proposed rise in fares on the Severn Beach Line. He acknowledged that there had been no rise since 2007 but felt that the increase in percentage terms was too high to be implemented at once when travellers were faced with other rising living costs and incomes had not risen to the same extent. He proposed amendments to recommendation 2:

That the increase should be phased and linked to

- I. An increase in seat capacity and improved reliability
- II. Improved ticketing options which would be linked to the introduction of smart ticketing and improvements to the gate line at Temple Meads to improve revenue collection and ease congestion.

Cllr Hunt said that whilst it appeared to be a large increase in percentage terms he believed it to be not a great deal in real terms as there had been no increase since 2007. The money

would have to be found to continue to subsidise the line from other sources when finances were tight. He felt that original recommendation was a fair one.

A vote was taken on the amendment:

For: 1 vote

Against: 3 votes

Abstention: 1

The amendment was defeated.

A vote was then taken on Recommendation 2

For: 5 votes

Against: 1 vote

The recommendation was agreed.

Agreed:

The Board

- 1) Noted progress on MetroWest Phase 1 and 2.
- 2) Endorsed the proposal to raise fares on the Severn Beach Line for submission to the Department for Transport in Appendix Four.
- 3) Endorsed the response to the CrossCountry consultation in Appendix Five.
- 4) Endorsed the response to the Freight Network Study consultation in Appendix Six.

Signed.....

Chair, West of England Joint Transport Board

Dated.....