

**West of England Joint Transport Board
12 September 2014**

Views of Joint Scrutiny Committee on Matters Related to the Joint Transport Board

Purpose

1. To inform members of the views of the West of England Joint Scrutiny Committee (JSC) following a meeting held on Monday 8th September 2014.

Joint Scrutiny Committee Views

2. The following members were present at the meeting:

Bath & North East Somerset Council
Cllr Martin Veal
Cllr Lisa Brett

Bristol City Council
Cllr Helen Holland (Vice-Chair)
Cllr Chris Windows

North Somerset Council
Cllr Tony Moulin
Cllr David Pasley

South Gloucestershire Council
Cllr Pat Hockey (Chair)
Cllr Bill Bowrey
Cllr Colin Hunt

3. The JSC received representations during the public forum on the following:

- Disabled access to MetroBus and MetroRail
- Access to UWE via MetroBus and the siting of stops at Willow Brook Centre, Bradley Stoke
- The appointment of a director of buses for the West of England
- The location of a railway station in Portishead
- Policing of the railways
- MetroWest Phases 1 and 2 and funding issues
- Concern that the possibility of the installation of a level crossing in Portishead to support a station causing delay to the MetroWest project
- The siting of a railway station to take into account the Cribbs Patchway New Neighbourhood (CPNN)
- Revenue support for local rail services
- Concern about MetroBus passing through the greenbelt

4. JSC received a presentation from James White regarding the Preliminary Business case for MetroWest Phase 1. Members then asked questions and commented on:

5. Members noted with concern the possible delays that might be caused by investigating the creation of a level crossing in Portishead to site a station on the safeguarded site and asked if risk assessments had been carried out. Supporters of the level crossing had compared it with the existing level crossing at Ashton Gate and why if a level crossing is permissible there, why not at Portishead?

- James White responded by saying that as far as he was aware no risk assessment had been carried out for a level crossing. It was explained that the difference between Ashton Gate and Portishead was that the crossing was already in existence and the daily footfall and traffic movements would not be comparable as this was an historic. It was acknowledged that the process of selecting a site for the station could be slowed with the intervention of legal challenges.

6. There had been a perception that a service on the Henbury Loop might operate as soon as 2019 but this had now seemed to slip until 2021.
 - o It was explained that the original timetable for Phase 2 of MetroWest had indicated 2023 but this had now been brought forward to 2021. It was pointed out that compulsory purchase orders might be required for new stations with the possibility of public inquiries.
7. It was important to demonstrate a clear political will to see the progression of the project through to completion against the backdrop of the CPNN development which impacted across authority boundaries.
8. South Gloucestershire members said that there was a consensus view and desire to see the Henbury Line open to passengers.
9. What measures were required to accommodate the wishes of the Bristol Port so that passenger services could be accommodated?
 - o Technical work as part of the GRIP Stage 1-2 report will identify the measures required.
10. The importance of connectivity between rail and bus services.
 - o It was explained that integration between MetroBus and MetroWest were seen as crucial and this was always part of the overall project. Rail wasn't the only answer in addressing transport issues in the area. Bus services had a crucial part to play but there was the issue of commercial viability to consider.
11. Connectivity between the Bathampton Park and Ride and rail services.
 - o It was explained that this didn't form part of the MetroWest scheme but consultants had been commissioned to look at the options. Whatever the outcome it was important that any proposals would be fully in line with MetroWest.
12. Would parking charges at the new stations form part of the revenue streams for MetroWest?
 - o This hadn't yet been considered.
13. The need for landscaping measures at the Bath Park & Ride site.
14. Members noted that there was a balance to be struck between revenue generation and excessive charging that might encourage commuters to park in streets adjacent to stations.
15. Concern was expressed about the need and importance of involving officers working on the MetroBus and MetroWest projects during the strategic planning process.

Recommendation

16. That members note the views of the West of England Joint Scrutiny Committee

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