

West of England
Strategic Leaders Board
9 January 2015

Member & Public Forum

Notice has been given for the following representations:

Statements

- ITEM 1:** David Redgewell and Ian Beckey on behalf of South West Transport Network, Railfuture Severnside, Bus Users UK Severnside, and Transport For Greater Bristol on the Western Route Study Page 1
- ITEM 2:** Davis Gray on behalf of the Campaign to Protect Rural England on the Joint Planning Strategy Page 3

Petitions

- ITEM 3:** Cllr Claire Young (South Gloucestershire Westerleigh ward):
"Completing the "Yate spur" cycle path would improve connections between Yate, Westerleigh, the Emerson's Green Science Park, the Bristol-Bath railway path and the wider cycle network. I/we urge the council to complete the path as soon as possible". *Copies of the signed petition will be tabled.*

Questions

- ITEM 4:** Christina Biggs on behalf of Friends of Suburban Bristol Railways on a range of issues related to rail matters. Answers are included. Page 4

Daniel Moore
LEP Secretary

David Redgewell, Ian Beckey on behalf of South West Transport Network, Railfuture Severnside, Bus Users UK Severnside, TFGB

Western Route Study (including follow on comments for routes south of Bristol)

We welcome the study and especially the investment in Control Period 5 on the Greater Bristol Metro project and the reopening of the Henbury loop to passenger services and the new stations proposed at Henbury and Filton North platform, Horfield and Ashley Down the four tracking of Filton Bank, the reopening of the line to Portishead and reopened stations at Ashton Gate, Pill and Portishead, works to Bristol East junction and Bristol Temple Meads and Bath Spa capacity improvements. We support access for all disabled access to stations at Lawrence Hill, Stapleton Road, Patchway, Pilning, Parson Street, Nailsea and Backwell, Dorchester West and Bruton to fulfill the Network Rails public equalities duty. We welcome the new platform at Bristol Parkway for interchange with the MetroRail rail network and Metrobus network.

The upgrading of the route from Bristol to Weston-Super-Mare, Taunton, Exeter St Davids, Newton Abbot, Totnes, Plymouth, Truro and Penzance should be done as an electrified line in Control Period 6 including the Paignton and Barnstaple branches with IEP trains and bi-modes. The diversionary route should be reinstated from Exeter to Oakhampton, Tavistock and Plymouth in Control Period 6 in-line with the South West resilience project including upgrading the route from Exeter St David's via Axminster to Yeovil Junction and Pen Mill to Castle Cary and London Waterloo which should be electrified from Exeter to Salisbury and Basingstoke to London Waterloo as part of the Wessex route study.

We support the new service from Plymouth to Tavistock and the Devon Metro improvements around Exeter including new stations at Cullumpton and Wellington. With regards the line north to Birmingham this should be electrified from Bristol and provision for a 30 minute stopping service between Bristol and Cheltenham Spa with new station proposals from South Gloucestershire and Gloucestershire councils at Charfield and Stonehouse Bristol Road rather than a turn back at Yate except at peak times. On the Bristol-Swindon line provision needs to be made for stopping trains to call at Saltford, Bathampton, Corsham and Royal Wotton Bassett.

All Bristol line local services from Bristol Temple Meads should be every 30 minutes to Gloucester and Cheltenham, Westbury and Frome, Bath Spa, Weston Super Mare, Taunton, Severn Beach, Newport and Cardiff progressing over the next 10 years Control Periods 6 & 7 to a 15 minute service.

Provision should be made for through trains from Taunton to Minehead and a Bristol to Oxford stopping service. Extra capacity should be added to the Weston Super Mare loop line by reinstating it to double track and complete re-signalling of the Henbury loop and the lines to Avonmouth including provision for Bristol Port container traffic. The line from Gloucester to Severn Tunnel Junction should be electrified rather than all the HS2 connecting trains to Birmingham operating via Bristol Temple Meads and Bristol Parkway. Route strategies to overcome the Westerleigh Junction problem should look at reinstating the Bristol-Mangotsfield route and Cheltenham to Stratford On Avon by 2043.

Western Route Strategy - Follow on comments for routes south of Bristol

The route from Bristol to Weston Super Mare and Taunton requires extra capacity between Bristol Temple Meads and Parson Street if we are able to address 15 minute frequencies between Weston Super Mare, Yatton and Bristol Temple Meads and an additional stop on the Portishead line at Ashton Gate. Freight traffic needs protecting on this route with the need to improve freight facilities

at Taunton, Exeter Riverside yard, Newton Abbot and the Heathfield branch, Plymouth, Tavistock yard, St Blazey, Fowey, Truro and Penzance. There is also a need to invest in Freightliner facilities in Exeter and Plymouth and the freight branches at Moorswater, Parkendillack, Fowey harbour, Meldon quarry, Barnstaple, Bridgwater, Portbury Dock, Avonmouth Dock, Tytherington, Sharpness dock, Long Marston. Merehead, Whatley and Dulcote quarries and the route to Shepton Mallet and Wells.

Passenger services south of Bristol and Bath would need to be of a 30 minute frequency to Bradford on Avon, Trowbridge, Westbury and Frome/Warminster. The service between Westbury, Yeovil, Dorchester West and Weymouth should be hourly throughout the day and operate via Yeovil Pen Mill and Yeovil Junction stations and double track needs to be reinstated between Castle Cary and Yeovil Junction and the South West main line between Yeovil Junction and Honiton to provide a diversionary route for the South West main line (Control Period 6 & 7).

The line from Westbury to Swindon should be planned for an hourly service in Control Period 6. The Bristol to Portsmouth line via Bath, Westbury, Salisbury and Southampton should have a 30 minute service to the Isle of Wight and France with at least 6 car trains based on the Trans Pennine Express services between Manchester Airport, Leeds and Liverpool. All IEP services should retain full buffet and restaurant facilities and catering on the Portsmouth Harbour line.

Inter City Expresses should be maintained from London to Newquay and Paignton and all Cornish branch lines should have a 30 minute service.

Address to the Strategic Leaders Board Meeting

9th January 2015

Joint Planning Strategy

(Summary)

The Campaign to Protect Rural England (CPRE) sees inappropriate development as the main threat to the countryside. As development is a planning issue CPRE is consequently structured, roughly speaking, to reflect local authority structure. I am speaking on behalf of CPRE's Avonside Branch, which is comprised of members in you four unitary authority areas.

This week we participated in the North Somerset Core strategy re-examination hearings during which we learned that joint planning strategy will be based on the demographic based SHMA for the joint and will become a development Plan Document for all four unitaries.

We are taking this opportunity to introduce ourselves as we want to get more involved in the Joint Planning process and would like talk to you about the hopes and concerns we have about the Joint Planning Strategy (JPS). However, this summary has been written without having had sight of the MoU.

As demographic assessment the SHMA is trend based which guides policy to continue past trends. The Climate Change Act on the other hand seeks to change the way that we live. So there is a tension between the SHMA and the Climate Change Act that the National Planning Policy Framework and its Planning Practice Guidelines help planners how to resolve. This will form part of the discussions between the Authorities.

We are struck by the contrasts in the area. Bristol delivers housing on Brownfield sites well above the rate of provision in its Core Strategy. North Somerset struggling with low levels of self-sufficiency being pressed by developers to build in unsustainable locations based on the urgent need for more homes. The Bath housing market is particularly unaffordable. There's a lot to talk about.

Response to the Friends of Suburban Bristol Railways questions for the Strategic Leaders' Board on 09/01/15

1. Have the leaders of the four authorities commenced discussions on the best way to allocate the expected MetroWest Phase 1 £1.1m pa annual subsidy between the four councils, and will they ensure that this funding will be recommended by officers to the budget committees of the four councils in the 2015-6 budgets?

Work on the Outline and Final Business Cases for MetroWest Phase 1 will seek to reduce the revenue support required for the new train services.

Revenue support is not required until 2019/20 for Phase 1 and a formula will be devised for apportioning the budget between the local authorities.

2. What is the publication date for the delayed Halcrow New Stations Study, and if this is not imminent, what work is being done to assess the business case for Ashton Gate, and to secure passive provision in both the timetable development (as a 3 minute "ghost stop") and infrastructure (including the favoured Baron's Close site) of MetroWest Phase 1?

As reported in the response to the FOSBR questions to the Strategic Leaders Board on 17/10/14 work undertaken by CH2MHill on possible stations at Ashley Hill and Constable Road (alternative site for Horfield) is now feeding into the MetroWest Phase 2 Preliminary Business Case work. All being well the GRIP Stage 1-2 part of this work is expected in March 2015 and will include the CH2MHill study with the Preliminary Business Case following in June 2015.

The issue of timetables and Ashton Gate was also covered in the response to the FOSBR questions of 17/10/14. Work for the MetroWest Phase 1 Outline Business Case involves undertaking more detailed timetable modelling involving testing the timetable against the Public Performance Measure (reliability and punctuality requirements). Until this work is completed we will not be able to determine whether the MetroWest Phase 1 train service could at some point in the future call at a station at Ashton Gate.

Passive provision will be made for a future Ashton Gate Station.

3. Which contributors to the potential footfall at Horfield&Lockleaze and Ashley Hill are being considered (eg does this include Southmead Hospital, Horfield Leisure Centre, City of Bristol College, Gloucester Rd Cricket Ground and the Bristol Rovers football ground?) and what sites will Network Rail definitely give passive provision for? Has CHM2Hill investigated the optimum solution to the gradient and curvature issues in terms of seeking derogation and partial engineering-out of gradient and curvature, and the economy of scale in building both stations at the same time?

As with the demand forecasting undertaken for MetroWest Phase 1 stations Phase 2 will use a range of rail industry forecasting techniques to assess demand. The forecasts of patronage at stations must follow the methodology accepted by the Department for Transport and Network Rail, which is primarily based on catchment areas.

As reported above the CH2MHill work is now feeding into the MetroWest Phase 2 Preliminary Business Case work, expected June 2015.

4. Further to the request by Bristol City Council to South Glos to include Charlton Halt as a potential central site serving the Cribbs Patchway New Neighbourhood Development Scheme, has any work been done to investigate the likely cost of building a station there which would overcome the drainage issues (eg by comparison with Haddenham&Thame station?)

Bristol City Council did not raise Charlton Halt in its reply to the consultation on the Cribbs Patchway New Neighbourhood Supplementary Planning Document (CPNN SPD) in February 2014.

A station at Charlton Tunnel was ruled out on drainage issues by Network Rail at an early stage of the work into the North Fringe Stations Study (March 2014). The Study was adopted by South Gloucestershire Council in March 2014, incorporated into the CPNN SPD and fed into the MetroWest Phase 2 GRIP Stage 1-2 work. Hence no further work is being undertaken on a station at Charlton Tunnel.

5. What progress has been made by Network Rail in their study of the infrastructure needed to secure delivery of the Henbury Loop passenger service despite the freight road and rail traffic at the port?

The GRIP Stage 1-2 report for MetroWest Phase 2 includes infrastructure requirements for Phase 2 services. Good progress is being made with the report expected in March 2015. It will then form part of the Preliminary Business Case in June 2015.

6. Will WEP seek for Access for All funding to ensure that the Filton Bank stations are upgraded to full disabled access when the Filton Bank four-tracking is delivered?

As reported at the Joint Transport Board on 12/12/14 Network Rail is to publish a disability access plan for stations on the Filton Bank. This is expected early in 2015. It is to be hoped the plan will include full disabled access.

Also reported to the Joint Transport Board on 12/12/14 is work being undertaken on drawing up a new list of local stations where access improvements are required. It will provide the basis for future Access for All funding bids. The Government's Autumn Statement allocated £60m for Access for All schemes 2015/16 to 2018/19 although this is likely to only fund 20 schemes nationally.

7. Will WEP negotiate urgently with Network Rail to secure the threatened Avonmouth station building as a future hub for the Henbury Loop service including ticket office, waiting room, and café as at Weston super Mare?

At the Joint Transport Board on 12/12/14 Network Rail agreed to look into this issue,

8. Will WEP ensure that the study into the extension of electrification to Weston super Mare, Severn Beach and Portishead be completed in time for inclusion of

electrification when MetroWest Phase 1 and 2 are being delivered, to secure economy of scale?

All infrastructure work for Phase 1 and 2 will be future proofed for later electrification.

9. Will WEP seek funding to ensure that the Bristol Temple Meads station plans include provision of a transport interchange on Plot 6 so that full rail-bus interchange is feasible for disabled and young family users, and waiting room facilities for passengers bound for the South West?

The Master Plan for Bristol Temple Meads station will include improved provision for public transport interchange.

10. Will WEP seek to secure rail powers and democratic governance as a Combined Rail Authority so as to avoid the present situation of being required to beg for funds from the four councils and to plead with Network Rail for station reopenings, infrastructure and preservation or extension of strategic buildings?

The local authorities are considering the implications of the wider devolution agenda.