

Joint Scrutiny Committee Referral Form	
Referral to:	Cabinets of Bristol City Council and South Gloucestershire Council
Date of meetings:	1 March and 25 March respectively
Contact Officer:	Barbara Davies, West of England Partnership, tel. 0117 922 4923
Subject:	North Fringe to Hengrove Package - Major Transport Scheme Bid
1. Reason for referral:	<p>This cross-boundary scheme was considered by the Joint Scrutiny Committee and members requested that their comments on the scheme were taken into account by the relevant Cabinets.</p>
2. Action required:	<p>That the Cabinets consider the views of the West of England Joint Scrutiny Committee when considering reports on the North Fringe to Hengrove Package Major Scheme bid</p>
3. Reference papers:	<p>North Fringe to Hengrove Package - Major Transport Scheme Bid – Report to Joint Scrutiny on 19 February 2010</p>



West of England Partnership

**Bath & North East
Somerset Council**



**North
Somerset
COUNCIL**

**South Gloucestershire
Council**

Minutes of meeting of the

Joint Scrutiny Committee

Friday 19 February 2010, 10am, The Campus, Weston-super-Mare

Present

Bath & North East Somerset Council

Cllr Eleanor Jackson

Bristol City Council

Cllr Mark Bradshaw (Chair)

Cllr Barbara Lewis

Cllr Steve Comer

North Somerset Council

Cllr Clive Webb

Cllr Tony Moulin

South Gloucestershire Council

Cllr Pat Hockey

Cllr Malcolm Bridge

(Substitute for Cllr Geoff King)

In attendance

Alun Owen

Bristol City Council

Chris Sane

South Gloucestershire Council

Terry Wagstaff

West of England Partnership

Barbara Davies

West of England Partnership

Laura Grady

West of England Partnership

Julia Dean

West of England Partnership

Sally Gregory

West of England Partnership

Item 9. North Fringe to Hengrove Package – Major Transport Scheme Bid

Barbara Davies gave a presentation in which she initially outlined the overall transport major scheme programme the Partnership were seeking to deliver. This was one of two bid submissions which the Partnership were intending to make to the Department for Transport in March. Comments made at this meeting would be fed into the South Gloucestershire Council Scrutiny process and the Cabinets of Bristol and South Gloucestershire. Work was continuing on these submissions, which were on track for submission, subject to the Cabinet decisions.

Barbara said that this scheme was seeking £168m of Government funding. She took members through the route of the Rapid Transit, explaining issues relating to each section, including the Park & Ride next to the M32 and the redesigning of the Centre in Bristol. It was important that there was full integration with other forms of transport.

She said that following the comments of the Joint Scrutiny Committee previously and the public consultation, the route had been extended from Aztec West to Cribbs Causeway. A decision had not yet been taken on the type of vehicle. Technical and environmental issues were currently being looked at. There had been engagement with stakeholders and public consultation, the report of which would hopefully be on the website later that day.

The following questions/points and responses were made:

- Did the extension to Cribbs Causeway add to the cost of the scheme?
Chris Sane said that the additional infrastructure cost would be £2m or less, because it could be tied in with the Northfield development.
- Why had Prince Street Bridge been chosen as the route, rather than Redcliffe Hill?
Alun Owen said that there was no cost difference between the two, but there were criteria, including speed, which together gave a marginal advantage to the Prince Street Bridge route.
- Why was the M32 Park & Ride being sited on the small-holdings site; wouldn't Hambrook be a better location because of the access along the ring road to Southmead and the new hospital?
Alun Owen responded, saying consultation on the Park & Ride site had identified four possible sites but, for a number of reasons only one site was deliverable. Officers were now trying to focus on mitigation involved with using this site, eg providing improved land as close as possible for the small-holdings which had to be moved. Local residents had mixed views about gaining access to the Park & Ride site and it seemed that many would use it if they could walk or cycle. Officers were also considering a wider package of traffic measures in the area.
- Cllr Comer felt that general access was not a good idea, since it would displace traffic and parking from Fishponds Road.
- It was agreed that local enhancements in the area would be important.
- Would there be unintended consequences relating to the site, eg UWE students using it as a car park?
Officers said operational measures could ensure that it was used as intended.
- There needed to be connectivity to Southmead, Filton College and other sites in the North Fringe. It was suggested that there could also be a link with the Abbey Wood Station. Officers recognised that this was the largest single scheme bid in the South West programme and thought that in the current economic climate it was not realistic to add to it. The scheme would provide a solid base on which to build in the future. They would be looking at existing bus services to maximise the links and improve accessibility.
- Were the proposals set in stone or could they be altered?
This was only the Programme Entry stage and, although officers were not looking for major changes there may be opportunities to amend aspects in the future, as long as these did not fundamentally alter the business case for the scheme.

The Chair summarised the discussion as follows:

- The Park & Ride continued to be contentious. It would be important that the Cabinets were made aware of the rationale and the community engagement underway;
- The Cabinets should also be made aware of the importance of the reconfiguration of the centre proposals and there needed to be greater clarity about this;
- Members were interested in the services and the procurement process (stressing the need for them to be of an open nature, with low carbon vehicles sought);
- Southmead Hospital may lever in other opportunities for transport improvements eg bus services, not necessarily funded by Rapid Transit;
- Useful work on community engagement had been carried out, especially in South Bristol, for this scheme, through the Neighbourhood Planning Network, which could be shared with the Cabinets.

He asked that the draft reference sheet for the Cabinets was circulated to Members prior to being finalised.