

# Full Council

## Supplementary Information



**Date:** Wednesday, 25 November 2020

**Time:** 6.00 pm

**Venue:** Virtual Meeting - Zoom Committee Meeting  
with Public Access via YouTube

**Distribution:**

**To all Members of Council**

**Issued by:** Sam Wilcock, Democratic Services

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**Date:** Monday, 16 November 2020



# Supplementary Agenda

## 4. Public Forum (Petitions, Statements and Questions)

Please note: public forum business was permitted for this Extraordinary Full Council meeting provided that it related to the business for which the meeting has been arranged (ie. the items on the meeting agenda).

**(Pages 3 - 29)**

Please note that the following deadlines were applied to this meeting:

- a. Public Questions – written questions received **by 5pm on Thursday 19<sup>th</sup> November**. A maximum of two questions permitted. Questions should be addressed to the Mayor or Cabinet Member.
- b. Public Petitions and Statements – petitions and written statements received **by 12 noon on Tuesday 24<sup>th</sup> November**. One written statement per person is permitted.
- c. Members of the public who wish to present their public forum in person during the video conference meeting must register their interest **by 12 noon on Monday 23<sup>rd</sup> November**.

Further information about the rules around public forum can be found in our [Constitution](#) (particularly the Council Procedure Rules and Virtual Meeting Procedure Rules), and the public information sheet attached to this agenda.

Public forum correspondence and items must be emailed to [democratic.services@bristol.gov.uk](mailto:democratic.services@bristol.gov.uk)



# Public Forum Submitted for 25<sup>th</sup> Nov Extraordinary Full Council



**Date:** Wednesday, 25 November 2020 6pm

**Issued by:** , Democratic Services  
City Hall, PO Box 3399, Bristol, BS1 9NE  
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# Agenda

## 1. Public Statements Received

Statements received:

(Pages 3 - 24)

Ref No	Name	Registered to Speak?
PS01	Cllr Huw James	Yes
PS02	Tim Warren CBE	Yes
PS03	David Redgwell	Yes
PS04	Cllr Claire Young	Yes
PS05	Lucy Travis for Somerset Catch the Bus Campaign	No
PS06	Dick Daniel, Bath Area Trams Association	No
PS07	Martin Garrett, Transport for Greater Bristol	No
PS08	Stephen Williams	No
PS09	Tony Lloyd, FOSBR	No
PS10	Dave Andrews	No

## 2. Councillor Statements Received

No Councillors statements were submitted

## 3. Public Questions Received

Public Questions received:

(Page 25)

Ref No	Name	Registered to speak?
PQ01 & PQ02	Suzanne Audrey	Yes

## 4. Councillor Questions Received

Councillor Questions Received:

(Pages 26 - 27)

Ref No	Name
CQ01 & CQ02	Councillor Paula O'Rourke
CQ03	Councillor Clive Stevens
CQ04 & CQ05	Councillor Martin Fodor
CQ06	Councillor Margaret Hickman



## **STATEMENT PS 01**

**Submitted by Cllr Huw James**

Thank you Lord Mayor,

I am speaking to you not from Bristol but from Portishead. Nominally, the head of the Port of Bristol. It was from here, with Pill Pilots as his shipmates, that John Cabot set sail to Newfoundland. Much of Portishead was first developed by the Bristol Corporation, our beautiful Victorian high street and our pier –still part of your investment profile. Our Portishead Power station lit up the Clifton Village and the streets of Bedminster.

Today, most residents here in Portishead are outward commuters into Bristol, your workforce, we cause the congestion that banes your lives on a day-to-day basis. Our young people, unable to afford housing here in North Somerset mostly migrate and settle in Bristol, in return your elderly and retired residents often chose Portishead and Clevedon as their chosen place to retire and to grow old.

What I mean to show is that our towns and villages here in North Somerset are intrinsically linked. North Somerset has been hindered by the previous Conservative Administration's decision not to join WECA. Whether it is our low paid workforces' inability to use the adult skills funding available for Combined Authorities, or our inability to access funding to improve transport around the West of England, to build more affordable homes and to invest more in tackling climate change.

Cllr Catherine Gibbons, the leader of the North Somerset Labour Group, part of our executive team has supported our accession since day one. She and her group are an exemplar of Labour councillors working beyond party politics, achieving the best for their residents. Please ask yourselves, if you were living a few miles south-west, what would you be doing in our position?

What I am asking from Mayor Rees and you all here today is a display of solidarity, to stand with our new labour-green-lib-dem-independent led council in North Somerset and to support consultation on our membership of the West of England Combined Authority. The climate emergency, the housing crisis, and the recession soon to come now demand immediacy and action – we simply cannot wait another four years till we join the Combined Authority. And let's not forget that Bristol hugely benefits from a stronger West of England with money pooled together and spent strategically.

No one is disagreeing with Mayor Rees' point that the West of England needs more funding, a financial deal on the table that suits Bristol, it's incredibly frustrating that the government haven't been forthcoming of a detailed financial offer – but if Bristol holds out on consulting on North Somerset's membership of the Combined Authority using North Somerset as a bargaining chip, it will not reap any rewards other than stopping any further progress for another four years.

I am sorry to be speaking to you all here today, I wish it were not necessary, but the decisions Bristol make have such long lasting consequences on my residents. I hope if we encounter each other again it is through working together constructively in scrutinising the Combined Authority's work.

## **STATEMENT PS 02**

### **Submitted by Tim Warren CBE**

Mayor, Councillors

Why am I speaking tonight?

Along with the Mayor and previous Mayor of Bristol, Leader of South Gloucester and North Somerset, I was very much part of setting up WECA - in fact my signature is one of those on the order.

The intention was to have all four councils as part of the Combined authority and it was very disappointing when North Somerset Council decided that joining was not right for them.

At the time I thought this was the wrong decision as North Somerset are very much an integral part of the area.

This still applies, and I think not allowing North Somerset to join now, would be a huge mistake.

There are thousands of businesses in the area that rely on each other - for trade, jobs, transport, housing. Etc etc. A lot of North Somerset residents commute to Bristol on a daily basis, a lot come to Bristol to shop, and the same will apply in the other direction.

None of this recognises a line on a map to say whether you are in North Somerset, Banes, Bristol or anywhere else for that matter.

A bus doesn't stop when it reaches the border. A delivery driver keeps driving, tourists keep being tourists.

To make North Somerset a fully fledged member should be a priority for WECA,

and all of the constituent authorities.

All leaders will look after their own councils first as that is what they are elected to do, but there is a bigger picture regionally which everyone has to buy into if we are going to continue to be the most successful area outside of London.

This lack of public unity will not help.

There is ever increasing competition for extra funding and with the economic downturn caused by Covid, this is a time more than any other that we need to work more collaboratively. Not create friction.

The Combined authority was set up in order to coordinate regional efforts to create prosperity for all.

We have in international airport- Bristol International airport - in North Somerset.

Visitors aren't aware of this, and I wouldn't imagine they particularly care, all they want to do is transfer as quickly as possible to their destination. I agree fully with the Mayor of Bristol that we need a new improved transport system to access the airport.

Wouldn't it be easier to make this a reality if we were all part of the same Combined authority?

So where do we go from here?

I think it very unlikely that anyone can wave a magic wand tonight to make any major change.

I would therefore suggest a good outcome from this meeting would be for Mayors and leaders to sit down with the relevant government minister, (who in this case should have a vested interest as his constituency is in the area) and resolve what the Mayor of Bristol needs, to convince him and his residents that bringing North Somerset into the Combined authority, will be beneficial and not detrimental to the City of Bristol.

If successful it would go a long way to supporting the economy and rising living standards to residents in each of the four member authorities.

Thank you for giving me the opportunity to speak; there is a lot more I could say but time doesn't allow it.

Thank you.

## **STATEMENT PS 03**

### **Submitted by David Redgewell**

Whilst we welcome North Somerset Council joining the city region, in view of local government reorganisation in the Somerset region we feel that the home for both North Somerset council and Barh and North East Somerset is in the Bristol Bath city region not in rural Somerset unity authorities.

We understand that the Government must provide funding support for enlargement of the city region.

To cover the cost of improving the bus network in and around North Somerset there should be agreement to fully fund the regeneration of Weston Super Mare, Clevedon, Banwell, Winscombe, Nailsea and Backwell, Portishead, Bristol Temple Meads station and Temple Quay which is a major gateway to the city region and the South West.

To fund Metro West, North Somerset Council membership will require further money to upgrade Nailsea and Backwell station with full disabled access and for upgrading of Weston Super Mare railway station interchange and lifts.

There should be Metrobus infrastructure improvements to Nailsea and Clevedon, a light rail system line around Greater Bristol and the Bath city region with a line into Bristol Airport. It is also important to make improvements to bus links from Yatton station to Clevedon or have a fixed link.

A new road and Metrobus services are needed to improve public transport around Locking and Banwell.

With a new settlement at Yanley in South West Bristol again these will require Metrobus services and bus priority measures.

Light rail and Metro West system links

A new station is required at Ashton Gate on the Pill and Portishead line. Light rail to south west Bristol new developments and to Bristol Airport.

It is very very important we build a strong Bristol and Bath city region with the port and airport being in North Somerset.

Like the West Midlands and Greater Manchester, the the new West of England, Greater Bristol and Bath city regional plan includes the North Somerset Council area. However, it is essential that the Government is transparent and ensures that the Bristol and Bath city region is given sufficient funding in 2021 for North Somerset Council to join WECA and pay for transport in the area.

North Somerset Council should join WECA in 2021 not 2025.

Of course we must look at post Somerset and Gloucestershire reorganisation of local government to see whether the sub region should include Gloucestershire who have talked about joining in the past with Wiltshire and Swindon.

However, at present the most important issue is for the Government to negotiate with the West of England Combined Authority, Bristol City Council, BANES, South Gloucestershire Council and North Somerset Council to fully fund the expansion of the West of England combined authority. Otherwise

there will be insufficient funding for MetroWest, the proposed light rail network, Metrobus, the regeneration of Bristol Temple Meads and Temple Quarter as well as improvements to bus services

In the way it has for Sheffield city region and the new West Yorkshire Combined Authority with it's new mayor.

So that the parliamentary orders can be laid in the House of Commons and House of Lords to allow North Somerset Council to join WECA, there should be public consultation on the proposals with the taxpayers within the 4 unity authorities so that we can build back better in the Greater Bristol and Bath city region.

We can look towards bringing in the Western Gateway partnership council's of Gloucestershire, Wiltshire, Swindon and Somerset to a WECA mayoral transport authority in the future.

## **STATEMENT PS 04**

### **Submitted by Cllr Claire Young**

I am speaking as the leader of the largest opposition group on South Gloucestershire Council to add my voice to those asking the Mayor to think again. It is in the interests of all West of England residents that he does so and does so soon.

WECA would make so much more sense with North Somerset on board. The vast majority of residents of the West of England region, including North Somerset, are employed within the area, with huge numbers of people commuting across the Bristol/North Somerset border in particular. The local economy, the transport infrastructure, and the housing markets of the four authorities are all interlinked. That has been recognised with the ongoing West of England Joint Committee, but that is a clumsy mechanism for overcoming a fundamental flaw.

It is no secret that at the outset we expressed concerns about the proposed governance structure for WECA. We wanted to use the change of chancellor that happened at the time to renegotiate the deal, to improve the governance and make it possible for North Somerset to sign up. That opportunity wasn't taken, WECA is here and for all its flaws it is a key route to securing investment in our region. The priority now must be to get North Somerset on board, so that we can secure an enhanced deal, more investment and work together for the whole area.

The Mayor of Bristol has tried to clothe his objection in respectability by saying it is about the lack of clarity on funding if North Somerset joins WECA. This is a complete red herring. Carrying out a consultation, while negotiating a financial deal in parallel, does not tie the four authorities to accepting the deal if it is a poor one. Yes, it might be better to be able to tell people what the deal is upfront, but with a bit of thought the consultation could be used as leverage to get a better deal.

This is in reality a political objection and shows just how little confidence the Mayor has in his own party's candidate for WECA Mayor.

This last minute change of heart on the Mayor's part threatens to send the West of England to the back of the queue when it comes to the dishing out of funding and new powers. It threatens funding for major projects, from increasing local people's digital skills to fixing our region's transport problems. It threatens the new jobs that increased investment could bring. I hope local people will remember that he put his party's interests before theirs.

## **STATEMENT PS 05**

### **Submitted by Somerset Catch the Bus Campaign**

We would like to support North Somerset council joining the west of England Mayor combined authority. We feel that by North Somerset council joining this will improve bus and coach services across city region and into Somerset .

We need to put together a strong integrated transport authority with all the staff move from North Somerset council, Banes, south Gloucestershire council and Bristol city council to weca mayoral combined authority.

With staff to plan bus and service contract service maintenance of bus stops information shelters bus stations and interchanges.

To maintain metro bus infrastructure and I point s provide new routes to Yate Thornbury and Clevedon via Nailsea and Backwell.

The Authority need to take responsibility for the main road bus lanes and priority measures and bus interchanges.

We also need to set up a railway executive to work with the Department for transport and Network rail western routes to oversee existing railway management contact s and to develop Metro west railway services from Bristol Temple meads to Ashton gate , pill and Portishead to the Henbury loop

From Bristol Temple meads to Ashley down Horfield Filton North and Henbury for Cribbs Causeway.

The improvements on the Bristol Temple meads to Gloucester and Cheltenham line with new station s at Charfield and stonehouse Bristol road.

We welcome important on the Bristol Temple meads to Severn beach line. With a new station at portway parkway.

Bristol Temple meads to Bath spa Westbury Frome and warminster. With new station s at St Anne's park and saltford.

As a passengers transport campaign we welcome the plans by weca mayoral transport authority and Bristol city council Network rail western routes and first group to provide a bus rail interchange facilities for bus connection in the city region and Somerset towns of keynsham 178 349 39 .to Paulton midsomer Norton and Radstock 178

376 to wells bus station change for cheddar 126 and 174 to shepton mallet Glastonbury and street for Taunton 29 77 yeovil bus station.

With North Somerset council money needs to be sent on a metro bus route to Bristol Airport or light rail system. Improve bus services or a fixed link between yatton station and clevedon.

Improvements in the bus service 126 Between Weston super mare and wells bus station via locking Banwell and winscombe .

New bus rail interchange at Weston super mare railway station and the bus station .

Park and ride site at Weston super mare and a light rail system in the Bristol Bath city region.

By having an effective city region for Bristol and Bath city region and with North Somerset joining the Authority.

We the government will invest more money in the region.

We would like to see a regional bodies like The Northern powerhouse and Transport for the North and the Midland Engine.

In the future we would like to see Gloucestershire county council Wiltshire county council Swindon and Somerset county council or the new unity councils all join a merged western gateway partnership and weca mayoral combined authority. With one region transport board for the south west transport Authority.

With the Government supporting devolution and the labour and liberal Democrats and green parties all look to see powers and service transferred from London we need a strong planning and transport authority for the city region and a metro mayor to fight for this part of the south west.

Please bring our statement to Bristol city council special meeting on future of the west of England combined authority.

We need to get the parliament order for North Somerset council to join the west of England combined authority.

And for secretary of state to carry out community consultation in the west of England combined authority area at the same time he carry out public consultation in the Somerset region about local government reorganisation involving Banes, North Somerset and Mendip district council.

We would ask Bristol city council and the city mayor support North Somerset council joining weca mayoral combined authority.

Please put this public statement to the full council on 25 th November 2020 .

Thank you Lucy Travis for Somerset catch the bus campaign.

## **STATEMENT PS 06**

### **Submitted by Dick Daniel, Bath Area Trams Association**

Writing in support of the need for an Integrated Transport Authority (ITA) for Bristol, Bath and the wider region.

There is a real opportunity and desperate need to do things differently.

Around 1000 people a year are dying of air related illnesses in Bristol, much of this air pollution is from PM10 & PM2.5's cause by transport exhaust, tyre and brake dust.

There is an acknowledged climate emergency, 'Transport was the largest emitting sector of UK greenhouse gas emissions in 2018',<sup>1</sup> 'three-quarters of road traffic in 2018 was from cars and taxis'.<sup>2</sup>

Lack of physical activity is contributing to the rise of major illnesses, such as heart disease, strokes, type 2 diabetes and even exacerbating Covid-19, regular daily exercise, such as walking to school, shops, the bus & tram stop, will make a difference and mean 'a lower risk of developing many long-term (chronic) conditions'.<sup>3</sup>

To get the investment needed Bristol, Bath and the wider region needs to join the other major authorities around the UK that already have Integrated Transport Authorities.

An ITA can see the bigger picture, can argue the case with central government for funding and show there is a serious will to 'make it happen'.

The first part of this is to welcome North Somerset into WECA and then form an ITA.

With an ITA the work of building an integrated public transport system based on a back-bone of trams/light-rail lines fed by a linking network of bus routes, as well as providing for active travel, is possible.

This will redress the obsession that the region has had with building ever more roads.

Building and widening roads has been shown to encourage car use, the opposite of what is needed to deal with pollution, congestion and the rise of health issues.

Whereas an ITA can raise the money, plan for and install the means for high-quality public transport, based on trams and active travel (walking & cycling), this will transform the region and put it on a par with other major regions of the UK.

Please watch this short 6 minute video of what the city of Ghent has done, it is inspiring!

<https://www.youtube.com/watch?v=GgbIBIAFHXM>

Dick Daniel Board Member, BATA Bath Area Trams Association

1 – Dept for Business, Energy & Industrial Strategy, 2018 UK Greenhouse Gas Emissions

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/863325/2018-final-emissions-statistics-summary.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/863325/2018-final-emissions-statistics-summary.pdf)

2 – Office for National Statistics 3. Road traffic increased by 29% from 1990 to 2018

<https://www.ons.gov.uk/economy/environmentalaccounts/articles/roadtransportandairemissions/2019-09-16>

3 – NHS Benefits of exercise, Step right up! It's the miracle cure we've all been waiting for. <https://www.nhs.uk/live-well/exercise/exercise-health-benefits/>

## STATEMENT PS 07

### Submitted by Martin Garrett, Transport for Greater Bristol

TfGB ITA Statement

On behalf of the Transport for Greater Bristol Alliance, I urge you again to support the possibility of setting up an Integrated Transport Authority by the West of England Combined Authority. We have approached the local authorities before with this recommendation and reiterate many of our previous sentiments. An ITA is a way to promote business efficiency, social justice and opportunity, as well as environmental stewardship.

- It is vital that public transport is organised regionally. This must include the whole of the region, including North Somerset. Travel patterns in our region cross city borders, many existing bus services serve more than one authority, and a local rail network should operate on a regional scale. This lack of co-ordinated planning is one of the reasons why our networks are so poor. One example out of many: the prospect of an Ashton Gate station is far less likely without a full WECA with an ITA.

\* The Local Transport Act (2008) offers an opportunity through an ITA to effect control, organise and promote local passenger transport, including bus and rail, where this city region is renowned nationally for failing to provide what is required to reduce reliance on the car and reduce carbon emissions from road transport. The latter point is important for Bristol as the city embarks on implementing Low Emission Zones to reduce pollution and carbon levels.

\* We recognise that the LTA (2008) makes no provision to fund the establishment of an ITA . However, with the application of some imaginative thinking, some costs of setting up an ITA can be found through the transfer of transport staff from existing councils. This also allows for perspectives from each of the councils that WECA encompasses to be represented in the decision-making process. Further, approaches could be made to local MPs, most of whom support an ITA, for ongoing funding from central government. Elsewhere the PTE's and ITA's have a proven track record of their funding applications being well received by central government.

- Any investment would be be money well spent and could lead to much needed public transport and long term well thought active travel improvements, which would make this region attractive to commercial investment, particularly as we emerge from Covid based recession

\* The bus operators, the transport campaign groups, the environment campaigners, and some local MPs recognise the necessity of an ITA. This opportunity has been dismissed before due to the old adage ' but we are doing alright ', which in itself is not true. Transport services in the West of England have barely improved in efficiency, lowering carbon emissions, etc. since TfGB last presented this idea. It remains easy to envision the continued demise of public transport and the consequential increase in traffic congestion where road building is now proved as no solution.

The complacency recently displayed by WECA over many transport issues flies in the face of public opinion where we have a transport system widely described as “rubbish”, as an absurdity, an insult to the passengers and not fit for purpose. The combined authority also focuses on transport solutions that prioritise road building and car ownership, rather than public transit solutions which have already shown to improve transport systems in Manchester, West Midlands, and elsewhere.

This is borne out by the evidence in our region

- a) It has the slowest-moving urban traffic;
- b) This congestion increases the running costs of buses which is the main cause of high fares;
- c) People have worse access to buses than in any other urban part of Great Britain. (Though this has improved recently from a very low base);
- d) Much of the rail infrastructure is life expired and underused;
- e) Greater use of cars is made in the region than elsewhere.

We expect better of you, on the issue of public transport which is the key to a sustainable and healthy economic future in the region.

Can you please make that decision today and confirm by that you would support a 'review of governance' with the purpose of establishing an Integrated Transport Authority for a WECA incorporating North Somerset. The public have a right to know where Bristol City Council and WECA now stand on the question of an ITA.

And assuming that you choose to do nothing and continue to preside over these dysfunctional arrangements: the transport and environment problems seen today will continue and will likely force you or your successors to implement an ITA or its future equivalent in the end. That is, if you wish to maintain the environmental, economic and social well-being of the region and its citizens. We ask you once again to have the vision to start that process now rather than waiting while things continue to get worse.

Martin Garrett - Transport for Greater Bristol Alliance

### **Integrated Transport Authority/Passenger Transport Executives. Explanatory Notes**

Many ITA's started out as PTE's , Passenger Transport Executives, in the late 1960's before widening their powers to become Integrated Transport Authorities which might cover more than passenger services.

Generally this long history has promoted a level of co-ordination and co-operation between local authorities and transport providers which means that there is a capacity and tradition of organization and co-operation that has weathered various changes in the political climate including the impact of deregulation. Their transport culture and their approach can be very different to that found in the West of England and they achieve significant results.

It has been suggested that the West of England, especially Bristol, has recently witnessed unusual growth in public transport use (pre-Covid) achieved without an ITA but this is because it had to come from a very low base. This was largely precipitated by the introduction in the 2000's of a fragmentary network of bus lanes in Bristol (GBBN) combined with a special focus by First Bus Group to promote its ailing bus services. It was also the result of demographic changes especially the growth of the student market. It unlocked a potential untapped source of demand. Comparable evidence comes from the growth in the local rail sector, engendered by early efforts by local lobbyists to defend and promote rail services, as well as a national resurgence of rail travel. This catching up is not likely to be repeated without serious interventions. Recent local development has been lacklustre and there is no equivalence to the pro-public transport culture and progress found in ITA's.

Some cities have achieved a progressive attitude to public transport without an ITA, notably Nottingham, but its history since at least the 1960's of positive action on environment and transport has developed the first class services we see today. Again the reasons are not straightforward. Though about 66% of its superb buses are still operated by an arm's length (largely) municipal undertaking, Nottingham City Transport, a further 33% of services are private, notably Trent Barton, who are also award winning. However Nottingham City Council have managed to weave a web of co-operation and co-ordination across providers and neighbouring local authorities without a formal ITA. Nottingham is a Unitary surrounded by suburbs which are in District Councils as part of

Nottingham County Council. The fact that its major suburbs are in different local authorities is similar to Bristol. Nottingham's excellent buses and fast developing tram network reach out to those districts. They all share a culture of co-operation for progressive public transport, and for ancillary developments such as local transport hubs going back many decades. One result is that Nottingham City Council has not been required to produce a Clean Air Plan.

The West of England does not share the history or transport culture found in places like Greater Manchester, and West Midlands, or even Nottingham. Unfortunately Bristol does not have Nottingham's 60 year history of single minded modern transport development. To have a hope of catching up we require the mechanism of an ITA, the legal structure for organising transport across a region like ours. An ITA requires a dedicated team of specialist transport professionals of various disciplines combined under a single management. Here are some answers to help us to achieve this.

- When were ITA's created?

First created by the 1968 Transport Act to coordinate transport services in the UK's largest urban areas (West Midlands, Greater Manchester, Merseyside, Tyneside and Glasgow). The 1974 local government act reorganised the boundaries of these ITA's to match the newly created metropolitan counties. Additionally, South and West Yorkshire ITA's were created. In 2007, the Local Transport Bill granted ITA's power over roads, rails and local highways. This also allowed for the creation of new ITA's, given it will improve efficiency and effectiveness in transport.

- How are ITA's funded?

Funded by council tax and national grants. PTE's are governed by councilors representing the areas served by the ITA. These councilors are responsible for funding and making policies for ITA's/PTE's.

- What does an ITA do?
- contribute to the planning of local rail services (in partnership with the Department for Transport);
- plan and fund (via subsidies) socially necessary bus routes;
- work in partnership with private operators to improve bus services - for example through bus priority schemes;
- run concessionary travel schemes - including those for older, disabled and young people;
- invest in local public transport networks - including new rail and bus stations;
- develop and promote new public transport schemes - like light rail and guided bus networks;
- provide impartial and comprehensive public transport information services - including by phone and internet;
- manage and maintain bus interchanges, bus stops and shelters.
- Are they responsible for running the public transport/highway services?

They might also run the public transport services, but in most cases this is done by a private company. Similarly, they are not always highway authorities, with this responsibility often given to district councils.

- How are ITA's organized?

Each ITA is made up of representatives from the local councils in the areas they serve. Each ITA has Passenger Transport Executive (PTE) made up of officers under a Chief Executive to undertake the actual work.

- Where are there currently ITA's?

Greater Manchester, Liverpool City Region, South Yorkshire, Tyne and Wear, West Midlands and West Yorkshire

- What if any is the formal legal relationship between an ITA and a Combined Authority. Do they exist separately? Can they be together in the same legal entity?

In West Yorkshire and the West Midlands, the ITA has been absorbed into the Combined Authority. Making the authority itself the executive. Other ITA's exist separately from the Combined Authority.

- What are the potential benefits of creating an ITA?
  - Provide robust governance for planning, delivery and management of transport in the area.
  - Transport for London style 'Overground' with ITA setting rail fares, timetables and quality standards.
  - One brand for both rail and bus services with integrated ticketing, smartcards and London style 'Oyster' cards.
  - Take over strategic roads as well as rail.
  - Extend ITA into neighbouring authorities to cover full travel to work areas at District or County level. Note this would mean the whole area of a county or district or unitary.
  - Powers over traffic management measures and maintenance.
  - Franchised bus network through Quality Contracts – specify and regulate bus services across the whole of the West of England.
  - Set bus fares and frequencies through Quality Partnerships.
- What are the potential disbenefits?
  - Costs of setting up, operation and funding.
  - Additional tier of administration.
  - Loss of some local authority highway powers.
  - Weaker geographical and transport links if ITA covers too great an area.

Important resources:

<https://www.legislation.gov.uk/ukpga/2008/26/notes/division/8/5> 2008 Local Transport Bill

[http://www.westofengland.org/media/67030/meetings\\_pteg\\_29-02-08\\_itapaper.pdf](http://www.westofengland.org/media/67030/meetings_pteg_29-02-08_itapaper.pdf) WECA Paper on ITA's

<https://www.urbantransportgroup.org/about-us/who-does-what-transport>

## **STATEMENT PS 08**

### **Submitted by Stephen Williams**

NORTH SOMERSET

The West of England Combined Authority is an incomplete jigsaw without North Somerset. It's a missing piece comprising 215,000 people living in towns and villages that look to Bristol and Bath as their cities for work, shopping and leisure. Tens of thousands of people travel daily (in normal times) to work in Bristol.

People in Weston Super Mare, Portishead, Clevedon, Nailsea and Long Ashton are our close neighbours. Bristol cannot craft a complete and cohesive economic and transport plan by ignoring our large western neighbour. Close working within the Combined Authority is more likely to lead to swift completion of the long awaited rail link to Pill and Portishead, which should also benefit Ashton Gate. Close working within the Combined Authority is more likely to lead to a sustainable surface transport plan for Bristol Airport.

Working together to improve transport links from North Somerset to Bristol doesn't just ease the congestion frustrations of Weston or Portishead car commuters. It increases the productivity of the greater Bristol economy and improves air quality in our city.

The former leadership of North Somerset Council made a strategic error by staying out of the new West of England Combined Authority in 2016. The new cross-party administration that took office in 2019 made clear straight away that they wished to join WECA. This positive approach should be welcomed by everyone who wants to see our city region succeed and prosper. The Mayor of Bristol should not stand in the way of progress. If his obstructionism is allowed to stand then the short term strategic error of four years ago will become a long term damaging situation. If North Somerset are blocked now, we are not talking about a short delay. They would be shut out until at least 2025, possibly permanently as new sub-regional structures emerge in the county of Somerset.

The West of England does not get its fair share of national resources. As a city region we punch well below our weight. A cohesive region of over 1.1 million people that includes North Somerset will increase our national impact. A region that continues to be fragmented, giving the impression to government and investors that we cannot work together, will fall further behind the likes of Greater Manchester or the West Midlands.

This is a question of vision and leadership. The stakes are too high to act in party interests or out of loyalty to one politician. Billions of pounds of investment and thousands of jobs are on the table. I call upon Bristol's councillors to act in the best interests of our city and city region by pushing to one side the blockage to North Somerset's swift accession to the Combined Authority.

## **STATEMENT PS 09**

**Submitted by Tony Lloyd, Friends of Suburban Bristol Railways (FOSBR)**

We, amongst others, consider that it was a grave mistake that North Somerset did not join WECA at its inception but, at last, we have chance to put this right. N Somerset Council, under new leadership, has applied to be incorporated into WECA but this must be approved by all existing WECA parties soon. The current impasse threatens this opportunity. We call on all parties to put aside their political differences and work quickly towards approving the application by North Somerset Council. We believe that this will lead to the Government taking more notice of the South West/ Bristol area in terms of transport requirements - allowing more investment in the future. It could also lead the way to a more integrated transport policy in the region.

## STATEMENT PS 10

### Submitted by Dave Andrews

We believe it essential that North Somerset joins in with Bristol City Council and WECA as this will unlock much more government funding. We then believe this money should be part of an integrated transport plan that would be focussed around trams and light rail as it has been comprehensively proven that only an integrated systems with trams/light rail as the backbone can cut traffic, reduce pollution, regenerate the economy because car drivers simply will do not find buses an acceptable alternative. Nottingham is a shining example which due to its tram system does not have to have a pollution reduction plan.

List of well proven facts which support the above case:

1. The traffic growth phenomena has been well known since the 1960's and was the subject of the seminal "Traffic in Towns" Report, which described the mechanism like digging a ditch in a water logged field. Buchanan in that report concluded that congestion could only be resolved by providing public transport that will attract marginal car trips, so releasing road space.
2. A tram network delivers 90% of the benefits of an underground system but at 10% of the cost. \*
3. offer-90-of-metro-benefit-but-at-10-of-the-cost/
4. Trams have a much higher passenger carrying capacity on congested lines than buses.
5. If all costs are taken into account (capital cost, vehicle life, cost of capital ( much lower for trams) , on suitable high traffic routes, the overall cost per passenger km of a tram is about half that of a bus.
6. If city bus and tram timetables are compared all over Europe it is clear that trams can operated at a far shorter service interval and for a greater part of the day.
7. Most if not all exclusively bus based congestion cutting schemes have been a failure, certainly in the UK witness Swansea which spent £10 million and has now abandoned it. <https://bathtrams.uk/difficulties-and-problems-encountered-with-bus-rapid-transit-in-the-uk/>
8. It is is self-evidently wrong to suggest that road widening to cut congestion will somehow cut pollution by removing slow moving vehicle engines which are less efficient and so more polluting than fast moving traffic. Any benefit will be far outweighed by the greater number of vehicles passing at higher speed.
9. Metro stations are widely spaced, so are inconvenient for many local trips. Additionally some people find underground railways and stations to be claustrophobic, and very few new Metros are being built in Europe. In cities with both a Metro and tramway, because of the closer stop spacing, journeys under 5 miles long are faster by tram.
10. Protracted access times from surface to platform are an additional disadvantage of underground metros quicker to walk tube map - Google Search
11. Trams do not require wide streets and segregated routes - Lisbon below.



- 12.
13. This so called on street running is commonplace in many continental cities, with the trams having general *city wide coordinated* priority ([Green Wave Traffic Light Priority](#)) and the trams acts as a form of car restraint and can be [seen leading cars in unimpeded by cars in as in Brussels.](#)

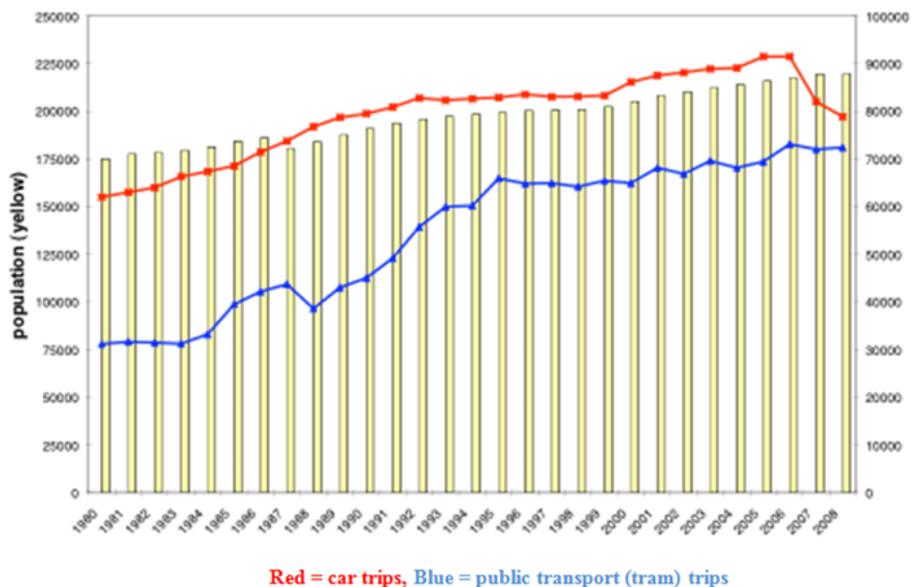


- 14.
15. Although buses can have some priority at individual traffic light, this is not the same or as effective as ([Green Wave Traffic Light Priority](#)) which is [generally not applied to buses for various practical reasons \( World Bank\).](#)
16. At traffic pinch points cars and trams can share the same surface if necessary, see Prague [https://www.google.com/maps/@50.0829092,14.4045128,3a,58.7y,314.42h,77.14t/data=!3m8!1e1!3m6!1sAF1QipOvE479Hdbflcp6y3clLU-jUGL1n1vSQk\\_qlNbp!2e10!3e11!6shttps:%2F%2Fh5.googleusercontent.com%2Fp%2FAF1QipOvE479Hdbflcp6y3clLU-jUGL1n1vSQk\\_qlNbp%3Dw203-h100-k-no-pi1.388438-ya188.89844-ro-3.0117838-fo100!7i7680!8i3840](https://www.google.com/maps/@50.0829092,14.4045128,3a,58.7y,314.42h,77.14t/data=!3m8!1e1!3m6!1sAF1QipOvE479Hdbflcp6y3clLU-jUGL1n1vSQk_qlNbp!2e10!3e11!6shttps:%2F%2Fh5.googleusercontent.com%2Fp%2FAF1QipOvE479Hdbflcp6y3clLU-jUGL1n1vSQk_qlNbp%3Dw203-h100-k-no-pi1.388438-ya188.89844-ro-3.0117838-fo100!7i7680!8i3840)

17. MetroBus type schemes which use concrete guided busways, unlike trams, cannot share road-space with cars or emergency vehicles and are therefore problematic to get into city centres.
18. Prof Lewis Lesley argues against using so called Metrobuses or any bus based rapid transit as a cheap substitute for trams: "WECA is misguided in opting for Metrobus mass transit, as experience has shown that motorists are very resistant to using any form of bus, which has been demonstrated continuously since the pioneering Busway was opened in [Runcorn New Town which was designed to be based on bus transit, in 1970](#). A significant percentage of motorists are however willing to switch to rail services, whether Trams, Light Railways, or ordinary suburban trains. The average on UK Tramways is that 25% of passengers have left a car at home. In the USA the figure is 35%"
19. An argument against rubber tyred vehicles was recently reported by [Emission Analytics](#), which showed that a large volume of particulates can be generated from the road-tyre interface including existing road dust as well as that from brakes and re-suspended tyre dust. The resultant numbers of particulate suspension can be orders of magnitude in excess of tailpipe emissions.
20. Research in the USA shows that to get motorists to use rail schemes the service interval must be shorter than the car journey time. With a half hourly frequency, car journeys will need to be longer than half an hour. There can be few car trips in Bristol that will take more than 30 minutes.
21. Taxi use is highest in the poorest quarterly UK households (mostly carless). The next biggest users are the top quartile households. This reinforces/confirms market research over the last 40 years that cost is not a big determinant of bus use. Quality of service is the real decider. Often this is people's perception of the quality of service, rather than an actual one, since it may have been decided by the one day the car was in the garage for repair, and the bus did not turn up or was late. This is why trams not only has a better perception of service quality but also provides a high quality service: smooth riding, plenty of space and on time/fast travel.
22. Only about 11% of tram passengers use a free (pensioners) pass, compared to 35% of bus passengers. This either means that pensioners do not like trams or actually four times as many people will buy a tram ticket as compared to bus travel<sup>[1] [2]</sup>. In Bath are 68% of trips are by car and 6% by bus.
 

[1] Extract  
of letter from Prof Lewis Lesley, Emeritus Professor of Transport, Liverpool University, pers  
com. [2] The  
reasoning is not at first glance obvious. Consider a tram and a bus each with 100 passengers. The tram will have 11 pensioner passes and 89 payers. The bus will have 35 pensioners and 65 payers. Now imagine that we increase the size of the tram so that there are now not 11 but 35 pensioners, so by proportion the payers, 89 in number, will have to increase by the ratio of 35/11 = 3.18. Thus it will have 89 x 3.18 = 283 passengers. 283 / 65 = 4.35.
23. In Bath 68% of trips are by car and 6% by bus. <https://bathtrams.uk/evidence-that-car-drivers-will-switch-to-trams-but-not-buses-1/>
24. There are two additional problems - since deregulation buses outside London have become less simple (need for several different operators' tickets), relatively more expensive and less comprehensive (eg: no service after 7pm in many places), and the British approach to tariffs based on distance rather than time and with few group tickets makes a taxi a far cheaper option when travelling as a couple and certainly as a family.
25. <https://bathtrams.uk/britains-biggest-city-has-almost-ground-to-a-halt-thanks-to-the-rise-of-uber-delivery-drivers-and-cycle-lanes-can-anything-be-done-to-end-the-gridlock-and-pollution/>
26. <https://www.newscientist.com/article/2124117-babies-in-prams-are-exposed-to-high-levels-of-air-pollution/>

27. About a fifth of journeys are walked (because they are short). Similarly only 25% of trips are over 5 miles long and less than 3% over 30 miles.
28. Excluding cars from city centres is cheap, quick and effective. It dramatically reduces congestion and pollution. We can see it working well within the bus-gate scheme in Bath and in these places round the world: [https://en.m.wikipedia.org/wiki/List\\_of\\_car-free\\_places](https://en.m.wikipedia.org/wiki/List_of_car-free_places) However for the city to survive commercially an alternative acceptable to motorists must be provided and this is not buses.
29. BUT car trips dominate all trips, even within Bath, where nearly 70% are made by car and less than 10% by bus.
30. Other European cities have shown that public transport usage can be increase to over 20% of the market - [Freiburg is a good example](#), not by low fares or free services but by opting for or expanding tram systems, which passengers prefer. There are many examples from France and Germany that show tram + bus can get over 20% of modal split, and car reduced to under 40%.



Source: Freiburg's way to sustainability: the role of integrated urban and transport planning, M. Beim, M. Haagand, REAL CORP 2010 Proceedings/Tagungsband Vienna, 18-20 May 2010 – <http://www.corp.at>

31.

**All Party Parliamentary Light Rail Group**

Modal split, %

Mode	York	Freiburg
Pedestrian	16	24
Cycle	13	28
Car	52	29
Public transport	8	18*
Other	11	1

32.

33. While laying tramlines is expensive in first cost compared with buying buses just using existing roads funded by the council tax payers, the TOTAL cost to these same ratepayers of maintaining the roads once the heavy buses have started and trundled over them for a few years, gouging out potholes and releasing the material as Oslo Effect dust is very high. What then is the total cost of the road maintenance, bus maintenance, NHS costs for respiratory disease, etc.

*\*"Light Rail Developers' Handbook" ISBN 978 1 60427 048 8 - Professor Lewis Lesley, Emeritus professor of transport planning Liverpool University - Page 5, which refers to Laconte P, 1978, Marketing and Public Transport, UITP Conference, Newcastle Upon Tyne*

## **QUESTION PQ 01 & PQ02**

**Questions submitted by: Suzanne Audrey**

### **Background**

I read with interest two different versions of the order in which this issue should be resolved.

- Regional growth and local government minister Luke Hall had urged council leaders to launch a public consultation and send the responses to the secretary of state by November 27. Cllr Tim Kent: "The Government would then initiate the next stage, the detailed financial negotiations with Westminster."
- Mayor Marvin Rees: "All the relevant leaders signed a letter to government expressing a clear view that we could not progress to a consultation without a clear financial agreement to cover the costs and add the ambitions and needs of North Somerset. The Government has resolutely refused to offer any idea of a settlement."

Question 1: Is it possible for WECA to undertake the public consultation followed by discussions of a financial settlement and then make the final decision about whether North Somerset should join WECA?

Question 2: Can the public see the letter to the government signed by all relevant leaders, together with minutes or notes of discussions about North Somerset joining WECA?

### **QUESTION CQ 01 & 02**

**Question submitted by: Councillor Paula O'Rourke**

#### Question 1

The reasons you have given for not agreeing to the 'deal' for allowing North Somerset to join are funding and governance. This is an opportunity for you to describe, in real terms, the difference between the offer on the table now and the objectives you have for Bristol within the new authority.

Can you outline the benefits for Bristol, both financial and governance, that you are asking for but have been denied so far?

#### Question 2

During these negotiations, did you consider taking the topic to WECA Scrutiny? It seems that this could have leveraged your position or, at the very least, opened up the democratic process.

### **QUESTION CQ 03**

**Question submitted by: Councillor Clive Stevens**

Marvin - I have no doubt there is some political calculation going on but I listened to your points on the radio. But there are clearly some political calculations by the Conservatives too who see a more likely win with 4 LAs to offset their lacklustre Mayor. Hopefully they are fielding another candidate. I suspect the Lib Dems are on the same bandwagon.

The core problems of Bristol are lack of affordable homes and inadequate transport (and the effects are homelessness, traffic congestion, air pollution and carbon dioxide). To solve them we need the support of all four LAs. And money.

I appreciate you are trying to hold out for a better deal (or an offer even) but one of the things I hate about WECA is the lack of democracy. I feel I was railroaded into the vote in May 2016 as a fresh faced Councillor. This needs to be managed differently. Much more openly. If the people of Bristol are going to be ruled by a Tory Metro Mayor forever more then they should know the facts.

On the radio you likened it to buying a house without knowing the price. That's not quite right. You don't know the price, nor how many bedrooms it has nor even where it is.

But you must know something and you should share that with us and ideally all of Bristol. This is so important to the future lives and opportunities of Bristolians, whichever way it goes. We need to know.

Q) Can you share with Councillors or even better the people of Bristol what exactly is on offer at the moment? We deserve to have a say. Smoke filled rooms even ones with our Mayor in are profoundly undemocratic.



**QUESTION CQ04 & CQ05**

**Question submitted by: Councillor Martin Fodor**

When the Combined Authority was mooted a funding deal was offered by the government. This was promised to the four authorities and was a major factor cited in favour of joining in the city council debate when we joined. Another issue was the experience elsewhere of additional powers and functions and additional devolution of funding being added in years after the authorities were created.

1. What is the Mayor's view of the full sum being made available despite only three authorities voting to form WECA?
2. What is the Mayor's view of the implications for additional functions, powers and funds being offered if Bristol's elected Mayor blocks the expansion of WECA at this time?

**QUESTION PQ06**

**Question submitted by: Councillor Margaret Hickman**

Will the Mayor reiterate that he is open to the idea of North Somerset joining WECA in principle, but a financial settlement needs to be agreed first?

