

**West of England Partnership  
Joint Transport Executive Committee  
17 September 2010**

## **Chair's Update**

### **1. Letters to Ministers**

The following documents are attached:

- (i) Letter to Theresa Villiers, Minister of State for Transport, posted 22 June 2010
- (ii) Response from Andrew Nock, Department for Transport Franchise Sponsor, dated 16 July 2010

### **2. Absence of Speed Restriction on A36 through Claverton Village**

- (i) Letter from Cllr David Batho, Chairman of Claverton Parish Council, dated 2 August

Officer presenting the report:

Barbara Davies, Head of Transport, West of England Partnership  
Tel: 0117 922 4923; Email: [barbara.davies@westofengland.org](mailto:barbara.davies@westofengland.org)



# West of England Partnership

Bath & North East  
Somerset Council



North  
Somerset  
COUNCIL

South Gloucestershire  
Council

Theresa Villiers MP  
Minister of State for Transport  
Department for Transport  
Great Minster House  
76 Marsham Street  
London  
SW1P 4DR

*E mail:* [Terry.Wagstaff@westofengland.org](mailto:Terry.Wagstaff@westofengland.org)  
*Telephone:* 0117 922639  
*Date:* 16 June 2010

Dear Theresa

## Capacity of Rail Services in the West of England

We would be grateful if the needs of the West of England could be taken into account when reviewing future plans for national investment through the Great Western Rail Utilisation strategy and allocation of rail rolling stock. We recognise that your decisions have to be taken against the need to achieve substantial reductions in public expenditure but we would like to take this opportunity of summarising the needs of our sub-region.

The West of England is the most economically competitive sub-region outside of London and we are a well-established partnership of 4 unitary councils, 3 Conservative and 1 Liberal Democrat, and their strategic partners. Our diverse, knowledge-based economy delivers high levels of growth and is well placed to support early economic recovery. We are also planning for substantial growth in homes and communities in response to a rapidly growing population and pronounced need for affordable and supported housing.

Additional investment in rail rolling stock is essential given these levels of growth and the importance of both local and national routes to the functioning and competitiveness of the sub-regional economy.

Rail patronage in 2009/10 was up by 8% on the 2008/09 figure and 56% higher than the 2003/04 baseline. We are particularly concerned to maintain this rate of growth within the local rail network that is key to commuters to Bristol from Bath, Weston and Yate. This growth is threatened by short-formed trains that lead to regular over-crowding as well as rolling stock that is very old.

We would be pleased to provide further information to you. We would also value any consultation you decide to undertake in planning investment in the electrification of the strategic routes from London to the West and Wales, as well as some local services. Such investment would radically improve rail capacity, journey times and service quality in a sub-region where only limited investment has been made.

Yours sincerely,

Councillor Charles Gerrish  
Joint Transport Executive Committee

Wilder House  
Wilder Street  
Bristol  
BS2 8PH

0117 903 6868  
[www.westofengland.org](http://www.westofengland.org)

Councillor Charles Gerrish  
Joint Transport Executive Committee  
West of England Partnership  
Wilder House  
Wilder Street  
Bristol  
BS2 8PH

Web Site: [www.dft.gov.uk](http://www.dft.gov.uk)

16<sup>th</sup> July 2010

**23 JUL 2010**

Dear Councillor Gerrish

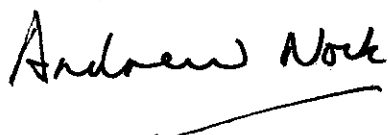
### **Capacity of Rail Services in the West of England**

I am replying to your letter of 22<sup>nd</sup> June 2010, addressed to Theresa Villiers MP, the Minister of State for Transport.

The government recognises growth in demand for rail passenger transport in the area around Bristol, as in other major cities in England. You will probably know that agreement was reached with First Great Western (FGW) back in March to maintain the west of England train fleet at its current levels for the remainder of the franchise period, rather than reverting to the level contained in the original franchise agreement. We have also been in discussion with FGW on the case for providing additional rolling stock; these proposals, along with those relating to other areas of the country, are being re-examined for affordability and value for money as part of the spending review across government, and a decision will probably be made in the autumn.

The Minister of State recently announced consultation on the future of rail franchising policy; this consultation is likely to start shortly, and I would encourage the Partnership to participate. I shall arrange for you to be advised when the consultation document is issued.

Yours sincerely



Andrew Nock  
Franchise Sponsor

# CLAVERTON PARISH COUNCIL

Reply to:

**Date:** 2 August 2010  
**Our ref:**  
**Your ref:**  
**Telephone:** 01225 464584  
**Email:** KarenDaveHollyC@aol.com

**Cllr David Batho**  
**Chairman**  
Holly Cottage  
Claverton Village  
Bath  
BA2 7BG

Cllr Charles Gerrish  
Chairman - Joint Transport Executive Committee  
West of England Partnership  
Floor 1, Wilder House  
Wilder Street  
Bristol  
BS2 8PH

Dear Cllr Gerrish,

## CLAVERTON VILLAGE - A36 SPEED LIMIT

Following your recommendation at the 19<sup>th</sup> July Bathavon North Parish Cluster Meeting, I am writing on behalf of Claverton Parish Council to the West of England Partnership about the A36 trunk road as it affects our village. We have serious and continuing concerns about the absence of a speed restriction through Claverton.

Annex A rehearses the background and recent history. Annex B contains a map of Claverton.

The purpose of this letter is to brief you on the key issues; enlist your support; and request your intervention on this important issue. You will be aware Ian Dewey is also getting in touch with Jacob Rees-Mogg MP on our behalf and that I have also written to him.

We acknowledge the current national economic constraints and related Spending Review and recognise that these could have potential negative implications for funding of future Highways Agency transport projects.

*However*, we have been trying since 1995, without success, to persuade the Highways Agency to implement a speed restriction scheme through Claverton Village. They have indicated that the earliest any scheme *could* be in place is March 2013, but even that timing is cloaked in significant uncertainty and caveats relating to the scheme's funding and prioritisation by the Highways Agency.

*This situation is now wholly unacceptable* and, against a background of repeated Government and Police stated concerns about driver speed; this unsafe situation must not be allowed to continue until there is a serious incident or fatality.

I look forward to hearing from you and would also like to welcome you to a meeting with the Parish Council. I know that you will have a full diary: we should be glad to fit in with your schedule.

Yours sincerely,



Cllr David Batho  
Chairman Claverton Parish Council

**Annex A:** Claverton Village - A36 Speed Limit  
**Annex B:** Claverton Parish & A36 Bath - Warminster Road

---

CLAVERTON PARISH COUNCIL

Parish Clerk: Andrea Griffiths, South View, 4 Lower Stoke, Limpley Stoke, Bath, BA2 7FU  
Tel: 01225 722433 email: clerk.clavertonpc@btinternet.com