

**West of England Partnership
Joint Scrutiny Committee
23 January 2009**

Response to statements made at Joint Scrutiny on 12 December 2008

Purpose

1. The report sets out responses to the statements made at the December 2009 Joint Scrutiny Committee meeting, which Members are asked to note.

Campaign for Better Transport

Integrated Transport Authority

2. A presentation from the Government Office for the South West on the Local Transport Act and new powers for Integrated Transport Authorities was given to Joint Scrutiny on 12 December 2008. Representatives from First Great Western and First Bus were invited to give their views followed by a general debate. It was resolved that a report on the impact of an Integrated Transport Authority be prepared for a future Joint Scrutiny meeting.
3. Detailed guidance from the Department for Transport on Integrated Transport Authorities is expected in Spring 2009.

Henbury Station

4. A report on the Henbury rail loop and the sale of the former goods yard site was presented to Joint Scrutiny on 12 December 2008.
5. The report concluded that the sale of the former goods yard site at Henbury did not preclude a future station or passenger services. A new station site may well have to be found to meet the Office of Rail Regulation's requirements for new platforms to be straight. The demand for new services and a station needs careful consideration and would require further work given the low levels of passenger use forecast by previous studies.
6. Two key rail bids, for Portishead and the Greater Bristol Metro, are being made as part of discussions on the Regional Funding Allocation. Both present a stronger case for funding with higher passenger levels and benefits. Whilst not ruling out a future long term bid for the Henbury loop, which would build on the Greater Bristol Metro, priority now should focus on delivering the two existing rail bids.

RMT Bristol Rail Branch

7. The RMT's comments on Integrated Transport Authorities are noted. See also the response to the Campaign for Better Transport above. In considering what work an Integrated Transport Authority would include the Department of Transport has made it clear that proposals should be locally driven and one size does not fit all.

Bristol Greenway Network Campaign

8. The Bristol Greenway Network Campaign's enthusiasm for developing greenway corridors is noted.
9. The possibility of running a cycle path along the disused railway trackbed along the Filton Bank between Dr Day's Junction and Bristol Parkway was raised at Joint Scrutiny on 10 October 2008. Network Rail was written to enquiring as to the feasibility of such a scheme.
10. Network Rail replied stating that to meet growth forecasts they are evaluating options for the potential re-instatement of four tracks between Dr Day's Junction and Filton Abbey Wood and would oppose any proposed alternative use for the former trackbed.
11. At Joint Scrutiny on 12 December 2008 it was resolved that Bristol City Council's feasibility study into a cycle track along Filton Bank be submitted to a future meeting.

Cyclists Touring Club

12. The Cyclists Touring Club paper on planning for everyday cycle transport and the Regional Funding Allocation is noted.
13. Major schemes being put forward for inclusion in the Regional Funding Allocation, such as the Rapid Transit routes, Weston Package and South Bristol Link will all include provision for cyclists and pedestrians. The existing Greater Bristol Bus Network major scheme is already doing this. Bath Package, awaiting full approval, will do likewise.
14. Two key rail bids, for reopening the Portishead line and the Greater Bristol Metro, are being made as part of discussions on the Regional Funding Allocation. These schemes provide the opportunity for longer door to door journeys combining cycle and rail.

West of England Partnership Office
07/01/09