**Full Council Motion 15th March 2022**

**Green Mass Transit for Bristol**

**Full council notes that:**

1. WECA has committed £5 million to conduct a feasibility study for an underground rail network for (Greater) Bristol, for ‘pinch points’ such as Temple Meads and the Gloucester Road.
2. This is an ambitious idea which could potentially help with efficiently moving large volumes of people in Bristol.
3. The proposed mass transit system represents a huge investment.
4. Significant challenges will need to be overcome to deliver subterranean tunnels, such as flood risk, ensuring it serves enough people to justify the cost, and that large scale construction projects of this nature also generate significant carbon emissions.
5. A mass transit system that relies on underground tunnels, as currently proposed will take many years to complete, well beyond the IPCC warning that we have just 8 years to make significant reductions in carbon emissions.
6. We are in a Climate Emergency and decarbonising transport has to be implemented as soon as possible.

**Full council believes that:**

1. Due to the “once in a generation” size of investment involved, the proposed underground mass transit system is a potential opportunity cost both financially and in terms of carbon emissions.
2. There is a risk that alternative mass transit options, which might be at least as effective or have a better benefit to cost ratio, may not be taken forwards if all political focus is on underground rail.
3. Only by comparing all options will Bristol be able to most wisely spend funding and deliver a world class mass transit system in a timely manner.
4. Other mass transit system options such as: improving, increasing and greening bus infrastructure; a tram system or similar mass transit such as electric trolley cars, should be assessed alongside the underground network.
5. This comparative approach is entirely consistent with all project and programme management approaches, including the latest Governmental guidance (i.e. Infrastructure and Projects Authority: assurance review toolkit) that suggests that the business case of projects of this sort should be kept under constant review.
6. If the study were to show that different transport systems would be more impactful than the underground proposal then these will need to be implemented instead.

**Full council resolves that:**

1. The Council and WECA must include in the £5million plan a strategic review of the business case by assessing the feasibility of other strategic options such as those listed above.
2. The review must assess the ongoing business case with comparisons of other options, with an independent assessment of what the options are and the criteria to be considered. This is likely to include (but not be limited to):
* Cost
* Delivery time
* Environmental impact of project, to include construction as well as eventual impact
* How many cars it would take off the road
* How many areas/people of Bristol it could serve
* Impact on deprived areas
* How much space for active travel it could also deliver
* Accessibility
* Expected passenger numbers
* Public interest and enthusiasm
* Return on investment

**Motion proposed by**: Emma Edwards

**Motion submitted**: 3 March 2022