

Public statements

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JOINT MEETING - WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE & WEST OF ENGLAND JOINT COMMITTEE - 15 OCTOBER 2021

Agenda item 6 – Statements received (full details set out in following pages):

1. David Redgewell - Transport issues
2. Ian Barrett - Environment Director post / Green Recovery Fund
3. Alison Allan - Climate emergency action
4. Councillor Tim Wye (Bristol City Councillor) - Bus Service Improvement Plan & number 5 bus service
5. Kim Hicks - 'South Bristol Wrong Road Group'
6. Martin Garrett - Buses and climate change
7. Councillors Tony Dyer and Christine Townsend (Bristol City Councillors) - City Region Sustainable Transport Settlement

STATEMENT 1 – David Redgewell

Whilst we welcome the plan for the bus infrastructure in the city centre and to Brislington, Keynsham and Bath.

Hengrove hospital.

M32 to the park and ride site.

Yate park and ride Yate bus station.

Bristol city centre to Gloucester Road, Cribbs Causeway and Thornbury.

As a metro bus route and on to Yate bus station and Chipping Sodbury.

A service to Nailsea and Clevedon.

Whilst we welcome the loop bus service which will need proper investment in interchange facilities shelters real time information castle kerbs and Drop kerbs. paper timetables be sited near kiosk and public toilets.

The problem we have with the strategy is it a approach to fast Express routes on motorways or Trunk roads with bus lanes which do not operate via the inner city.

Because all buses operate via the M32.

The service 5 mint line Bristol city centre to St Pauls, St Werburghs, Eastville park, Stapleton village, Fishponds. Oldbury court and Downend has no Evening or Sunday services.

One option would have been to operate the Y4 from Bristol bus and coach station to St Pauls, St Werburghs, Stapleton village, Frenchay park, then onto Yate.

Other inter city communities have asked for a metro bus stop at Eastville roundabout.

Restoring the Evening and Sunday services. For the rest of the 5 For part of the route.

May a 49 a rerouted in the Evening to Oldbury court estate once an hour and on Sunday.

So operating Old Market Street Stapleton road and station Eastville park, Fishponds Road Oldbury court and Downend then normal route.

Its very important that working class communities get their bus services

On the A4 corridor to Brislington Keynsham and Bath spa bus station.

We need more bus priority measures including bus lanes along the Callington road link and then to Brislington park and ride either at the present site or at Hicks gate if the farm issue can be overcome .

But running 349 Keynsham bus and X39 bus from Bath spa bus and coach station pass a park and site when they could call in and reduce cost of council park and ride service would help. this is the situation in Taunton park and ride service and in Oxford .with service buses operating via the park and ride.

Oxford include coach services.

Salisbury reds town service operator via the park and ride service.

The issue of improvements on the Wells Road to Hengrove and Whitchurch is to improve the 376 from Street Glastonbury Wells bus station Chewton Mendip Farrington Gurney, Clutton, Pensford Whitchurch, Hengrove, Knowle, Bristol Temple meads station Bristol bus and coach. station

With a park and ride site at whitchurch.

But in south Bristol we need to invest In a Bus infrastructure improvements around south Bristol using the Callington road link to Hengrove hospital and building the metro bus Route through Hartcliffe and withywood via the south Bristol link road to Ashton gate park and ride and the city centre.

We need to improve bus services from south Bristol hospital whitchurch Hengrove ,withywood , Hartcliffe Highridge to long Ashton park and ride portway to Portway parkway station and on to Severn beach Cabot park.

And the bus 91 92 from Bristol city centre to Temple meads station Totterdown knowle Hengrove and whitchurch. Need improvement more bus priorities and improve stops in Whitchurch.

The bus back better National bus strategy has a lot of infrastructure improvements and certainly a bus lane from old market to Temple meads via Temple way is long overdue as is a bus boulevard in the Haymarket outside the bus and coach station.

Putting a bus Taxis and local traffic gate would help in park street.

The present situation of a shortage of Bus and coach drivers is on major concern with Both stagecoach west and First group west of England having to cancelled services following the metro mayor involvement recovery plans are in place with stagecoach west and first group. agency driver have been brought in and rural services are being protected as are late journeys.

The Driver have had letter from Boris Johnson and Grant shapps asking any one with a HGV drivers license to move to drive lorries for the emergency fuel and supermarket supply chain.

Many drivers have left bus driving as a

Result Dan Norris Norris metro mayor is taking this issue up with the department for transport and Grant shapps and Baroness vere of Norbiton.. But this needs to be raised with the m9

Group of mayor s and the western gateway transport board.and south west transport Board

At present we have no timetable on bus stops and interchanges in the west of England mayoral transport authority or North Somerset council.

And many Bus shelters need cleaning across the Transport authority and North Somerset council area

South Gloucestershire council area shelter on the m1 metro bus route need cleaning and Graffiti need removing from the shelters.

As is a Northern Entrance to Bristol Temple meads station and a proper Bus interchange. Facilities and a similar facilities at southern gateway Entrance with a new staff car park.

Along with the Eastern entrance Temple meads station needs good bus rail interchange.

But at present no funding is identified other than the Eastern entrance.

But the most important issue to people living in Greater Bristol is a local bus service around the North and south of the city region.

Such a link from Uwe to Downend Staple Hill Hillfields, Kingswood, Warmley, North Common, Warmley, Keynsham, Saltford Newbridge Weston and Bath Spa bus and coach station route 18

and route 19 Cribbs Causeway bus station, Patchway, Parkway station, Uwe Downend, Staple Hill, Hillfields Kingswood, Warmley, Cadbury Heath Oldland Common Bitton Kelston Weston, RuH back entrance Bath Spa bus station.

Evening and Sunday services is required

We welcome this bus strategy which

has to be part of Metro Norris Bus Back Better National bus strategy bus services improvements plan with North Somerset Council

We welcome investment in the A37 Wells Road Whitchurch through Hengrove Knowle Totterdown Bristol Temple Meads, Broadmead, City Centre and onto Park Street Clifton Down station The Downs Westbury on Trym, Brentry, Henbury Cribbs Causeway bus station.

The scheme needs to link in with Bus

Bus rail interchanges at Bristol Temple Meads Clifton Down and the new Henbury station on Metro West railway service to Bristol Temple Meads Via Filton North Filton Abbey Wood station Ashley Down Bristol Stapleton Road and Lawrence Hill. As per Integrated Transport a Bus Back Better West of England and North Somerset bus service improvements plan.

The route needs good information on bus

stops and shelters and interchange information at the railway stations

in Broadmead and at Airport Road in South Bristol

We also welcome the Metro bus consolidation on the Parkway bus corridor and links to Shirehampton Parkway station. This route needs to link through Avonmouth to Severn Beach Cabot Park.

The route should start from South Bristol Whitchurch Hengrove Hartcliffe Withywood Highridge to Bristol City Centre

Broadmead Bristol Temple Meads station. One Metro bus route

and the other via the Parkway Parkway to Avonmouth and Severn Beach Cabot Park. As part of studies with the Metro Mayor West of England Mayoral Transport Authority 15 million and 3 million to progress the studies.

But looking at the recent funding reductions from the Department for Transport of £27.3 million a week for COVID-19 bus operators grant to £226.5 million pounds from September to April 2022 there is a revenue support shortfall

which the Metro Mayor needs from the Treasury to keep service operating no bus or coach service is making profit in England at present

The West of England Combined Authority does not have tax raising powers unlike the other Mayoral Combined Transport Authorities.

One of the West of England Mayoral Combined Authorities is like Greater Manchester without Stockport and Salford. By North Somerset Council not being a member.

The bus service strategy which is part of the bus services improvements plan need an enhanced quality partnership with first group west of England buses Stagecoach west buses HcT group and RA P Bath bus company. and improvement at Key Railway stations like Bristol Temple meads station Lawrence hill Stapleton road Montpellier station Redland and Clifton down Bedminster station and Parson street station in Central Bristol area . And good interchange with ferry services and Terminals and National Express Coaches megabus and flixBus .

It's very clear from public transport user point of view that bus and train operation at west of England combined authority Mayor Dan Norris need also to complete control of all bus services infrastructure in the 4 unitary authorities to make a complete public transport network plan which is fully accessible to all users

We are also concerned that the secretary of state to the decision to withdraw the Bristol Temple meads keynsham , oldfield park, Bath spa Bradford on Avon, Trowbridge, Westbury warminster , Salisbury and London Waterloo train service.

Please add the following policy points to West of England combined authority and North Somerset council improvements plans

We feel that more reference should be made to rural bus service and the transport corridor in south Gloucestershire Bristol to Thornbury and Yate bus station and Chipping Sodbury.

Thornbury is missed out as public transport interchange and hub a point made by stagecoach west and first bus west of England. Interchange with service to Gloucester via Dursley main line.

More work needs to be done on the Bristol Dursley Gloucester corridor and Thornbury to Dursley

As is Yate bus station for service to Wootton Bassett under edge for Dursley bus station service 60 65 connections at present Wootton Bassett under edge and Charfield has no train station

The bus improvement plan does include reference to stagecoach west a large National bus company providing services in the west of England combined authority and North Somerset council.

We clear bus priority on the M32 which should be removed from the National road network in England bus lanes are required on Bristol Ring road along its network with an M32 or Ring road park and ride .

The plan needs to address levelling up and bus service in to south Bath south Bristol Radstock, Midsomer Norton improvement Bournville , estate Cadbury Heath, Chiswick and Lockleaze Southmead Parkway and Filton.

More importantly is to provide evening and Sunday services.

The integrated ticketing and interchange is good we travel centre and toilets policy at bus and coach stations.

We not reference to the role of staff on the bus and coach network or the RmT or unite the union consultation.

We need bus drivers and engineers

Or we have no service.

Public consultation on support services and enhanced quality partnership is to welcomed by the west of England combined mayoral transport authority. And North Somerset council.

Bus stop information and shelter cleaning standards should progress.

On bus back better the points are the need to invest in better passengers facilities at Bath spa bus station and coach station, better realtime information including Dorchester street and manvers street the Railway station with Bus information display within the Railway station.

the bus and coach station need upgrading with better seating, public toilets and Disabled access toilets.

A manned information point.

Bath spa bus and coach station would make a good site for Bath Tourist information centres which at present does not have a base .

The bus and coach station is fully accessible.

The bus and coach station need improved lighting and better interchange facilities with the Railway shelters outside the bus station need repairing.

Both Coaches and from National Express Coaches and Flixbus bus use the interchange areas as does the stops for Bristol Airport flyer A4 .

Via saltford keynsham Brislington Hengrove and south Bristol.

Work is also required on Avon street coach station and reopening the Toilets and improvements to passengers facilities and cafe as part of the Quays development.

In cribs causeway both the bus and coach stations need investment the bus station needs to be rebuilt with proper enclosed facilities like Gloucester bus station or Exeter with passengers waiting concourse realtime information system cafe shop newsagent disabled accessible Toilets.

The bus station needs a major upgrade.

The coach station also needs improvement with proper waiting facilities again a enclosed waiting room toilets including disabled passengers toilets. Cafes and information point .

The best design of bus and coach station in shopping centre is Swansea in wales in the Quadrant bus station.

Operated by swansea city council and Transport for wales .

Improvements to cribs causeway bus station needs to be linked to the metro bus route from Bristol Parkway via the arena.

And integrated with the Henbury metro west railway service to Filton North and Henbury station for cribs causeway with Bus links and Park and ride facilities.

We also need good improvements to Bus links to Severn Beach and cabot park. But also to Portishead and clevedon cribs causeway is hub bus

station for Severn side Uwe Bristol Bristol parkway station and southmead hospital as well as rural south Gloucestershire and Gloucestershire.

Restoring the Clevedon and portishead to cribbs causeway bus service is very important.

uwe Bus and coach station need upgrading with passengers facilities better waiting facilities information point kiosk and public toilets. realtime information including trains service from Bristol parkway and Filton Abbey wood.

again this is major bus interchange. For North Bristol and south Gloucestershire and Gloucestershire.

Southmead hospital bus station.

Needs service number number 2 to call at the hospital .

The built shop unit be opened and better realtime information service.

Yate bus station needs a upgrade with better waiting facilities. Realtime information Toilets cafe if the bus station is to move.

This is an important bus station for Greater Bristol Wiltshire south Gloucestershire Gloucestershire and bus links to Bath .

Kingswood Town centre needs bus interchange facilities improvements realtime information system seating area shelter s and toilets.

Thornbury Rock street bus interchange needs improvements realtime information new shelter s castle kerbs and improvements in lighting facilities and public toilets.

Thornbury is very important hub for bus services to Bristol city centre T2 T2 10 to Bristol parkway uwe and southmead hospital and Avonmouth.

622 to yate bus station and chipping sodbury and cribbs causeway bus station.

60 to Dursley bus and coach station via wotton under edge and cam and Dursley station and cam vale hospital

62 Berkeley sharpness cam and Dursley main lane bus station.

The routes to Gloucester need an urgent review

As connection do not work in cam and Dursley with service 60 from Thornbury with the 65 to Gloucester transport hub with no connection at the Dursley main lane bus station as the 65 Stroud to Gloucester transport hub runs via service sainsbury's and not the bus station Connection are now in country lanes via Fire and police station with no waiting shelters or Drop kerbs or castle kerbs.

The 60 Thornbury to Gloucester should be reinstated. As a through service. as should service 62 Bristol bus station to Thornbury Berkeley sharpness cam and Dursley station Dursley bus station.

These services need a review with Gloucester county council. Bus services improvements plan.

Other bus interchange facilities that need improvements at Hengrove hospital bus interchange facilities.

Passengers information and better shelters

Clifton Down railway station and shopping centre new bus and realtime information both in the station Whiteladie Road .

Clevedon Town centre and six way shelter information and public toilets.
Realtime information and departure from
Yatton for clevedon station.

Portishead Railway station station future public transport interchange.
Weston super mare new bus and coach interchange needs a new
information point and access to Public toilets.

All public transport network interchange need public toilets like south
Yorkshire and the west Midlands Combined authority area .
We are concerned about the lack a strategy on improving the quality of bus
drivers and public transport network staff and a jobs and training strategy
within the west of England Local Enterprise partnership. for the west of
England..

Links need to be made with a light rail system on which only one line will be
built to Bristol Airport via south Bristol and to Bath via Brislington keynsham
Salford Newbridge Weston and Bath.

In light rapid transitsystem.

With regard to metro west railway services.
We need timetable and service level on the Bristol Temple meads to
Gloucester line with stations at Charfield and stonehouse Bristol road.
Bristol Temple meads station to Bath and Westbury warminster and Frome.
Opening of the Henbury loop line to Avonmouth for Severn side.
Bristol Temple meads to Portishead line

We need agreed with the Department for transport and Great Britain railway.
and Network rail and first group Great western railway.
The west of England combined authority needs North Somerset council as a
member of the transport authority.
And bus rail and mass transit staff as part of a governance review.
A proper passengers transport authority.
All public transport staff need to transfer from Bristol city council Banes south
Gloucestershire and North Somerset council.
With a joined up Authority with the west of England transport board .

David Redgewell south west transport network and Railfuture Severnside.

STATEMENT 2 – Ian Barrett

As Chair of the West of England Nature Partnership, I would like to welcome the proposal for the creation of a new Environment Directorate within the West of England Combined Authority and express my hope that it is approved. Given the Combined Authority's crucial role in planning and the recognised importance of Green Infrastructure, an Environment Directorate is crucial to ensuring the natural environment is at the forefront of the Authority's work.

I would also like to welcome the proposal for a West of England Green Recovery Fund, and to highlight the importance of utilising this fund to invest in our region's natural environment.

Nature is collapsing at an alarming and unprecedented rate. Globally we have lost 68% of wild vertebrates and up to 76% of insects since 1970. And in the West of England, numbers of once common songbirds like swifts and starlings have dropped by 96% since the 1990s.

A functioning and resilient natural environment is vital to our society, economy, and wellbeing, and will be crucial to mitigating the effects of climate change. Unfortunately, the impact of climate change will place further pressure on our natural environment at the time we need it the most.

Fortunately, we know what we have to do to address the ecological emergency: protect our existing wildlife hotspots, create bigger and better habitats at scale, and manage other land sympathetically for wildlife. And to do that, we need organisations across the region to work in partnership towards an agreed vision for nature.

The West of England Nature Partnership is the designated Local Nature Partnership for the West of England and is one of the most active Local Nature Partnerships in the country. It brings together local government, environmental charities, water companies and others to deliver a vision of a thriving and well-connected natural environment that works for wildlife and for people.

Working as a partnership has already enabled us to produce one of the country's first visions for a Nature Recovery Network; produce an ambitious Tree and Woodland Strategy for the region; and leverage in millions of pounds of public and private investment in the natural environment. Continuing this approach will also enable us to source match funding for the proposed Green Recovery Fund.

We are looking forward to continuing to work closely with the four Unitary Authorities and the Combined Authority and hope that the proposed Environment Directorate and Green Recovery Fund leads to an acceleration of our efforts to restore nature across the West of England, building on the strength of our existing work.

Ian Barrett, Chief Executive, Avon Wildlife Trust

STATEMENT 3 – Alison Allan

I will be attending in person to read this statement.

Mayor Dan Norris

Thanks for being so visible and active in your job and for opposing the expansion of Bristol Airport. I am a Labour Party member in Bristol West.

Last month was your self imposed target for presenting a realistic stepped plan to net zero. We have seen the plan, but no dates by which things are to be achieved, other than a scrutiny committee mentioning a vague time that could be as late as June 2022.

When will the plan with a critical path be publicly available? I dare say it's essential if we are to get any money from the treasury for our new £50m Green Recovery Fund.

If only it were as simple as stroking your dog, Angel, and everything would be better.

Of course, a huge contribution to making us net zero would be to divest Avon Pension Fund of Blackrock. In one stroke.

Whilst Blackrock, the largest investment company in the world, hold significant funds for APF in non damaging ESG funds, allowing them to tick our fiduciary care box, they are simultaneously holding investments or insuring the companies that are burning down the Amazon.

We in Bristol West Labour Party have just passed a motion to support the CE Bill, and look forward to seeing a timetable for the achieving of net zero at the next WECA meeting.

You will be aware of the Global Strike for Climate march here in Bristol and in cities around the world on 6 November, supported by Unite, Unison, BECTU, the NEU and countless NGOs. The Greens will be on the podium addressing the 10-20,000 marchers.

Let's make Labour's commitment to environmental goals measurable and visible.

It's an emergency and you are in charge of the countdown.

STATEMENT 4 – Councillor Tim Wye

I welcomed reading agenda item 12 outlining the Bus Improvement Plan. However, I find it disheartening that at the same time First is planning to significantly reduce the service of the number 5 bus, a crucial link for many people in my ward of Ashley and a number of others across Bristol. This decision has left areas along the route with no public transport service on evenings and Sundays. Many in the local area rely on this bus as there is no alternative service. The effects of the reduction are many including the fact that this means:

- No accessible means of travel for those with limited mobility
- Difficult to travel home safely after 8pm
- Car ownership in this area is low and parking extremely limited, many rely on the bus to get to and from town/work
- Increased car usage/pollution/congestion

The timing also seems odd. The Brooks Dye Works Development and return of students to the city will bring many more to the local area - it is extremely short-sighted to reduce the service at a time when demand for it is likely to go up.

A petition to save the service was set up a few weeks ago and is already sitting at over 600 signatories. Whilst I understand that First is a commercial enterprise, I would like to think that WECA has some influence over these decisions. Otherwise I am unsure of the purpose of a bus improvement plan.

Tim Wye
Councillor for Ashley Ward

STATEMENT 5

Statement on behalf of the SOUTH BRISTOL WRONG ROAD GROUP (SBWRG)

A number of the items, on the agenda, could potentially impact on the route (in the JLTP4) that the South Bristol Wrong Road Group (SBWRG) are concerned about. i.e. the route from Hicks Gate, Brislington, across Green Belt and onto Whitchurch Lane. It is now known as The South East Bristol Orbital Bristol Low Carbon Corridor (in the JLTP4).

The JLTP4, issued March 2020, says

- Page 6, *To transform our region, we will need to be flexible, agile and brave in our approach to the **climate emergency** as technologies evolve and lifestyles and future strategic and local development planning change so the JLTP4 will not be set in stone. **For these reasons the JLTP4 will remain under review**. We will undertake an immediate review which will include further work to build up the evidence base and establish what will be required to reach the 2030 target and this will set the basis for the next JLTP.*

It is now not clear what the purpose of this route is for now that the JSP failed following Independent Inspectors, two years ago. The more recently highlighted issues of climate change and biodiversity means that it is even more important that we do not destroy our Green Belt.

We have not been informed that there are any up-to-date, studies or surveys or information, available to support the route. **The SBWRG have been told that this route is not actively being considered.**

However, the group is extremely keen to be updated with information regarding ANY actions or progress made when reviewing the JLTP4 in connection with ANY part of the route.

The group looks forward to hearing from WECA or any of the councils specifically involved with ANY actions being taken that may be impacting on 'the route'.

If the route is not actively being pursued and there is not specific purpose for the route, should the route be removed from the JLTP4? The immediate review of the JLTP4 is well overdue.

The SBWRG remain even more determined to ensure that any plans, for our area, have a positive effect and will be beneficial for the people, and wildlife, in our area.

Ideally, we want the route removed from the JLTP4.

We look forward to be contacted by WECA or the councils concerned, if there are ANY actions taken that will impact on 'the route'.

Thank you.

STATEMENT 6 – Martin Garrett

Buses and climate change.

We appreciate that one focus of today's meeting is current bus concerns, but we would like to mention some possibly overlooked aspects and wider strategic issues.

Transport can counter climate change and ecological damage.

The era of the car and road-building is over.

Infrastructure needs to prioritise walking, cycling, and public transport.

Modal shift is required to energy efficient trains, trams and buses, powered by electricity, (possibly some hydrogen buses?).

Electric cars are an unsustainable blind alley, but still appropriate for the disabled or remote areas.

Modal shift in itself reduces carbon and ecological damage.

For many urban mass transit routes, trams are best for both modal shift and energy efficiency.

They are also compatible with pedestrianisation, and Dutch-style cycling.

They can be supported by buses from lesser routes.

Encourage interchange with hubs. Hubs can be any combination of bus-bus-tram-rail.

Please see the TfGB bus plan Link already submitted to BSIP.

<https://tfgb.org/wp-content/uploads/2020/08/TfGB-Bus-Plan-revised-2020.pdf>

Don't treat it as prescriptive or all encompassing, but an approach involving redesigned routes, radials, orbitals with interchange hubs and integrated ticketing. Regrettably it's only based on Bristol and surroundings, but the principles apply throughout.

Quick integration wins

Start integration simply, with bus stops.

- establish the bus hubs now, using existing routes, with effective signage, network maps etc. Move bus stops, cheaply, to be nearer other adjacent routes. No need for elaborate bus stands yet.
- As we develop MetroWest as part of an integrated network, please have bus stops outside local stations, with extra signage for the hidden entrances! Address current gaping holes, e.g No northbound bus stops outside Bedminster station, or Stapleton Road, the railhead for buses to Fishponds and Frenchay.
- No bus-hub is planned for the new Ashley Down station, the rail-head for Lockleaze and Southmead Hospital, even though buses to Southmead pass by, with various stops up to 350 metres away!
- Incredibly the buses on Filton Avenue do not go through Abbey Wood station car park; when 95% of the infrastructure is already there. This station has more local trains than Parkway; and no buses at all. It has the position for a significant bus-rail hub. Instead buses are caught in the congestion at the Ring Road junction, and add to it. Please start a real dialogue to explore the issues? Can we have a meeting with you or your staff about this?

Other Quick points

Current approaches seem unintegrated. Plan them together. As well as reforming ordinary bus routes, trams should be explored, rather than Bus Rapid Transit and then an Underground. Just go directly for the first tram route. They are more accessible and cheaper.

Example: Bristol's City Centre Framework plan possibly envisages Glider Buses. At the same time bus services on A4 Bath Bristol are being considered, possibly going through as mass transit towards Bath. Put trams on the City Centre Framework and run the West-East route through Temple Meads, and thence along Feeder Road to Avon Meads Retail and Whitchurch Rail Alignment to Callington Road then along A4 retail car-parks and verges out to Hicks Gate P&R, and onwards to Bath. This alignment eliminates the need to disrupt the A4 to install mass transit into Bristol. It serves car-dependent destinations. It could be Bath and Bristol's first tram route. A Map is available.

Trams could eventually use that Whitchurch rail alignment to access both Stockwood and South Bristol.

Etc., Etc. We can go straight to light-rail mass transit with no need for BRT and then an Underground, at least on those routes.

Finally; An ITA, with local rail powers to make integration happen, is long-overdue.

Martin Garrett
on behalf of TfGB

STATEMENT 7 – Councillors Tony Dyer and Christine Townsend

Subject agenda item 11 City Region Sustainable Transport Settlement

We fully support the aims outlined in the CRSTS, and particularly the goals of work package 1 to improve strategic public transport corridors. However, we are concerned that the A38 corridor south from Bristol City Centre is not listed as one of the strategic City Corridors for public transport investment.

The A38 corridor in south Bristol is a vital public transport corridor – it serves south Bristol's principal retail street (East Street) as well as the adjoining retail streets of Bedminster Parade and West Street. As the West of England Mayor will know from his recent visit to East Street there is considerable investment planned to regenerate East Street as a major shopping destination, and he would have seen the East Street Vision proposed by the Bedminster Business Improvement District working in conjunction with existing and new retailers in the area.

Having an improved public transport offer is an important aspect of the regeneration of East Street, especially as the A38 corridor also serves, via subsidiary routes, a major part of South Bristol – a part of the city that continues to suffer from high levels of deprivation, but also a relatively low level of car ownership resulting in a greater than average reliance on public transport. It will also continue to serve much of North Somerset including Bristol Airport.

The A38 is also the main arterial route through Central Bedminster (most of which is within our ward of Southville) – an area which is projected as part of the Bristol Local Plan to see major development over the next decade or so, including some 2,500 new homes and up to 1,000 student beds. In addition, the neighbourhoods surrounding and including Central Bedminster are ideally suited for the introduction of Liveable Neighbourhoods as identified as an objective in work package 2. Finally the A38 South corridor also serves the railway stations at Bedminster and Parson Street, both of which are referred to under work package 3 and offer the potential to develop as transport hubs as well as improve accessibility to the stations themselves, .

We therefore ask that, for all the reasons outlined above, the A38 corridor in South Bristol is recognised and included as a strategic City Corridor in work package 1 – investment in public transport in this corridor will not only help to regenerate South Bristol's primary retail street but also go some way towards offering a much better public transport service for those parts of South Bristol that are highly dependent upon a currently under performing public transport provision – a public transport provision that still fails to include a promised Metrobus service along the South Bristol Link which now seems unlikely to be forthcoming without public subsidy. Given the high levels of deprivation in South Bristol, good public transport links are vital to enable residents to access areas of employment, retail, and educational and skills training opportunities. The CRSTS offers the opportunity to provide those good public transport links.

So, for the benefit of the residents of south Bristol, from Bedminster to Hartcliffe, please commit today to including the A38 South as a City Corridor in the CRSTS work package 1.

Thank you

Councillors Tony Dyer and Christine Townsend, Southville Ward, Bristol