

STATEMENTS RECEIVED FOR THIS COMMITTEE ARE  
ATTACHED

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# Agenda Item 6

West of England Mayoral Combined Authority Committee meeting on 6 October 2023

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## Statement 1

**Lin Hunt**

Buses we would like to bring to your attention that the number 23 bus was taken out of service along Ashton drive on the 2nd of April 2023. We the people of Ashton Vale would like someone in authority to come to Langley Crescent and walk the length of Ashton drive to Sainsbury and the 24 bus stop and walk back with shopping in all weather and to contend with the slopes from the driveways that are not even. We need to be able to get to the bank post office chemist doctors etc which we can only get to on a bus.

## Statement 2

**Jane Caines**

We at Langley crescent have been without a bus since April causing us depression isolation we have lost our community spirit we can't afford to keep spending money for taxis gas electric council tax flood we just can't go on this way I just had email from Simon Newport from transport saying they have a route for us and the 25 bus route but Dan Norris will not fund it this is affecting children people getting to their jobs elderly and disabled please try and sort this mess out for us what Doug Cherngold and Dan Norris got us into.

## Statement 3

**From Rosa Kell (Somerset bus partnership)**

We would like the west of England scrutiny commission to ask North Somerset council and the west of England mayoral combined transport Authority mayor Dan Norris and North Somerset council Councillor Hannah Young transport executive.

To restore urgent the 126 Bus service From Wells bus and coach station to Easton Westbury sub Mendip Draycott Cheddar Axbridge Winscombe Banwell and Locking via Hutton and Weston super Mare Hospital and Weston super Mare bus and coach station.

We were promised this service in discussion between North Somerset council and the west of England mayoral combined transport Authority

Bus service improvement plan

To start in October 2023

Their 2 bidder for the bus routes

Abus and big lemon

Plus First Group plc Wales and West buses.

Young people older people and people can not travel to Weston super Mare For college hospital appointment shopping leisure facilities or catch buses and trains to Bristol city centre or university at UWE.

At the Wells bus and coach station end

Connections are made to Shepton Mallet interchange Midsomer Norton Westfield Radstock Peasdown St John Bath Spa bus and coach station.

173 172 174 buses

Or 376 To Chewton Mendip, Farrington Gurney Clutton Pensford, Whitchurch Hengrove, Bristol Temple Meads Bristol Bus and coach station

We would ask for an urgent discussion and scrutiny of this bus service by the west of England scrutiny commission.

And discussion between Councillor Hannah Young transport executive North Somerset council Mayor Dan Norris and councillor Mike Bell North Somerset council and councillor Mike Rigby Transport executive of Somerset council

What progress is being made with University Hospital Bristol and Weston Super Mare to call for service 126 to call at Weston Super Mare Hospital not just Weston Super Mare railway station and Bus and coach station.

We are also keen to see bus priority measures included in the Banwell bypass scheme and through the Town of Banwell

On other services we are keen to support joint working between the West of England mayoral combined transport Authority and North Somerset council Mayor Dan Norris Bus service improvement plans and Somerset council bus service improvement plan.

And the operating of the bus 20 21 21a as a through service

From Weston Super Mare bus and coach station to Uphill hospital

Brean Berrow and Burnham-on-Sea Highbridge Town Highbridge and Burnham-on-Sea station Bridgwater bus and coach station and Taunton.

We would also like to see a Zebra Electrification or hydrogen bus bid for The rural area of the Cheddar Valley Chew Valley and Blagdon and Burnham-on-Sea Highbridge and Bridgwater area

Between North Somerset council West of England mayoral combined transport Authority and Somerset council as part of a Rural Zebra 2 bid.

In Bath Spa bus and coach station and interchanges Somerset bus partnership And Somerset Catch the Bus campaign

are asking for action on the Railway station booking office and book hall repairs the station stairs plaster on the London platform and the emergency lift from the bus and coach station.

From Glazzers Restaurant and repair to the clock Tower and station canopy re-glazed Travel centre reopened in the bus and coach station for Bus Coach railway information Tourists information and disabled assistant and need seat in Dorchester Street and need disabled toilets and changing places and cleaning of the bus and coach station.

## Statement 4

### **Cllr Fabian Breckels (Bristol City Council)**

I am sorry I cannot attend to speak in person, and this is a statement written in a personal capacity..

Following the leak of a report on mass rapid transit, I do support Marvin Rees' assertion that "We now have a paper that says this (an underground) is fundable and deliverable and necessary, and we as political leaders need to be in the business of the art of the possible. If we want a system that is 100 per cent segregated – which it needs to be if it's going to bring about that modal shift, genuinely getting people out of their cars – then we need elements of underground, (my emphasis) otherwise it cannot be delivered in a city as

dense as Bristol and the greater Bristol region.”

The point being elements of underground are exactly that. Nobody was ever planning a 100% underground system, all that was proposed was to use tunnelling, or if feasible, cut and cover, where the space for an above ground route simply does not exist or cannot be achieved without mass demolition. Please can we reach some compromise where we might seek to keep underground elements to a minimum, but we keep the option open.

To completely rule any underground element out now risks creating a rod for our own back should it turn out that a purely overground route cannot be made to work in parts of Bristol or the region.

We should also not rule trams out, as some news reports are suggesting. They might be the best option for one or more routes, while trolleybuses or other trackless options might be better for other parts of the system. We need to be pragmatic and keep an open mind. We also need to consider what options will limit the disruption experienced by people while a system or route is built. Disruption at two ends of a tunnel may well be less than the disruption of a major route into the city being dug up and out of action for months if not years.

My concern comes from witnessing the collapse of the last tram scheme for the greater Bristol area because the then South Gloucestershire administration decided to demand a change of route from Almondsbury to Cribbs Causeway. Because it was too late to agree a new route with the then Labour government, the scheme collapsed and the money went to Nottingham, which now enjoys two decent tram lines. I understand there was also a planned privately financed metro scheme proposed in the 1980s, but that didn't happen either.

Bristol people are understandably cynical about rapid transport for the city and the wider area. For decades we have seen and heard too much talk but no delivery. No doubt some are simply expecting this scheme to fall at some hurdle and never happen. We did get MetroBus, but it is just that, a bus, and while parts are segregated from other traffic, much of the routes are not, so they get stuck in traffic jams like everything else.

What we need to see is something tangible. A first rapid transit route that can be delivered fairly quickly, at reasonable cost and which people can see and use. Talk about then extending an existing system will be more credible than endless talk about something that is still to be built.

Allow me to make one suggestion for a possible quick win. Although it deviates a bit from routes SWC03, SWC05 and SWC11, the M2 MetroBus route already has segregated guided bus infrastructure and could be extended in time to the Lime Kiln Roundabout and onto Bristol Airport. I am suggesting this route simply because so much of the infrastructure is already there and can be simply re-used. Rather than replacing the guided bus infrastructure, we could use it with modern trolleybuses. Many single deck models are designed to look and operate just like trams. As long as the whole route is

completely segregated it will work.

The challenge would be total segregation of the circular route around the city centre and on to the Create Centre, but part of this could be diverted to the widest streets available to allow that segregation. Unlike regular bus lanes, we would have to exclude cycles, scooters, motorbikes and taxis, not just cars and lorries. We simply will not have a rapid transit system if it has to share space with modes of transport that can slow it down.

That said, it makes sense for rapid transit, cycling and walking routes to be designed together, ideally by the same team, so they compliment rather than compete with each other.

Ultimately what makes sense to me is a blended system, re-using existing infrastructure where possible, with good interchanges. The bus/Metro interchanges on the Newcastle Metro system make switching from metro to bus easy and we should replicate the idea here to connect bus routes to the rapid transit system. It's worth referencing the Newcastle system as I first used it in the 1980s when it was still relatively new. Local people were proud of it and told me so. If we are to get the modal shift in travel that we all want to see, then Bristol and the surrounding area needs a system that local people are proud of and are happy to use.

In conclusion, please don't rule anything out. Please be open to elements of an underground if that is ultimately the best option, and please be open to what will work best on each route, whether trams, trolleybuses or something else. Most importantly, the cynicism about rapid transit in Bristol will only end when it's "a thing", when people can see at least one route that is segregated, rapid, reliable, and really rather good. So please, can we look for a quick win, and get on with a route – any route to be frank – that can be delivered sooner rather than later?

## Statement 5

**Adam Cattle**

To the chair. With regards to the item

REPORT TITLE: TRANSPORT INFRASTRUCTURE PROJECTS

Appendix 2 – Table of CRSTS Scope Amendments

A4 Portway corridor:

The Portway initial project concept included segregated walking and cycling infrastructure on the corridor.

This is now proposed to be descoped due to space and cost restrictions forcing a choice between bus priority measures and cycle segregation.

Improvements to walking and cycling remain in scope through provision of shared facilities along the corridor.

This would still be LTN 1/20 compliant.

**Usage data (both pedestrian and cycle) support amended scope.**

As a cyclist along the Portway, both using the carriageway and the shared use cycle/footway, I think it is obvious why current usage data for the route low. Despite the fact that the route is nearly flat, and travels through some spectacular scenery, it is an incredibly hostile environment for people using active travel. This is due to a number of factors:

1. Access to the path is not straightforward. Joining the route is convoluted for active travel usage, with motor vehicles prioritised. Junction points are wide and have fast moving traffic, visibility is poor, particularly at the Bristol harbour end.
2. The route is extremely noisy with dust or spray produced by the fast moving heavy vehicles on the road. When the traffic is slow moving, at rush hour, the pollution levels are evident.
3. The path surface is extremely poor in places. Potholes, bumps and loose grit make cycling unpleasant and dangerous.

So despite the obvious utility of the route (particularly for active travel) usage has been actively suppressed.

A well designed scheme, which managed the Portway for both vehicles and active travel usage, paying particularly attention to the access points could be a real benefit to the region and enhance the quality of life for residents at both ends of the route as well as its users.

I ask you to reconsider the descoping, to include active travel, particularly as the climate emergency continues to escalate.

## Statement 6

### **From Robbie Bentley**

The biggest issue in Greater Bristol and into North Somerset South Gloucestershire county council area and Bath and North East Somerset.

Is the lack of public transport services to our community with disabilities and older people.

This preventing people getting to school College work hospital food shopping and leisure facilities.

We have had request from local residents working with local communities and councillor Marley Bennett Has written to Transpora

To extend service 25 From Bristol city centre st Paul st werburges Eastville park Stapleton, Broomhill, Fishponds Oldbury court,Bromley Heath and Downend.

As service 25 a

Councillor Mark Bradshaw have ask in Ashton vale

For service 505 Southmead hospital bus station Horfield Downs Clifton Hotwells Ashton vale Long Ashton park and ride to be extended to Ashton vale.

In the Bristlington area  
Councillor Tim Rippington has ask  
For Bristol city centre Broadmead shopping centre, old market, Barton hill st Anne's park Extention  
to Brislington  
Hungerford road knowle,Hengrove hospital, imperial park Hartcliffe.  
Service 36 .

Service 1 Cribbs causeway bus station Henbury westbury Clifton Down station park street Bristol city  
centre Bristol Temple meads station Arnos vale Bristlington sandy park road ,st Anne's park Guilford  
Road Broomhill Brislington Trading estate Hungerford road Bristlington village School Road  
Bristlington, st Anne's park sandy park Road as a 1 a

In the North of Bristol we are looking for service 10 ,11 Avonmouth and shirehampton Lawrence  
weston and westbury on Trym Southmead hospital bus station to extend to uwe bus station Bristol  
Parkway station Bradley stoke Aztec west Hortham Alverston Thornbury.  
622 cribbs causeway bus station to Olverton,Alverston, Thornbury Tytherington and yate bus and  
coach station

In south Bristol  
We need the restoration of services  
672 Chew valley to South Bristol and Bristol city centre  
Service 52 Bishopsworth South Bristol hospital Bedminster Redcliffe Bristol city centre  
Both these service have just been cut  
So need a review and a new route these communities are left without a bus service  
Local councillors have raised this issue.

Disability and older people are cut off .

Service 522 Bristol bus and coach station Bristol Temple meads station Arnos vale Bristlington  
keynsham marksbury Timsbury, Paulton, midsomer, Norton Tesco Tunley Bath spa bus and coach  
station  
the service should operate via Chandag Road in keynsham Somerset.

Service 82 Radstock Westfield midsomer Norton paulton local services.  
We would welcome Councillor Liz Harman trying to Extended the service  
424 414 from Frome Cork Street coach station to Radstock Westfield midsomer Norton extension  
round the estates in Radstock Westfield midsomer Norton paulton.

126 Wells bus and coach station  
Westbury sub Mendip Draycott Cheddar Axbridge Winscombe Banwell and Locking Hutton and  
weston super mare  
For the Hospital and weston super mare Town centre shops and college.

These are vital network bus service that have cut some of poorest and excluded communities  
in Greater Bristol and Bath city region  
And we make progress using the Bus service improvement plans money as  
Suggest by Richard Holden mp  
The buses minister and Mark Harper MP secretary of state for Transport.  
To replace support bus services.  
And money through the Transport levy from Bristol city council South Gloucestershire county  
council,Banes and North Somerset council.

Plus money from North Somerset council and Somerset council to replace the Bus service 126 From Weston super mare bus and coach station to locking Hutton, Banwell ,winscombe Axbridge cheddar,Westbury sub Mendip Draycott Easton and Wells bus and coach station.

We under that the bus service improvement plan money can be extended to cover 2025 2026

So bus service are extended in the supported services

Are x10 cribbs causeway bus station and coach station to Portishead and clevedon.

525 Yate North Yate bus and coach station to westerleigh puckchurch Emerson green service.

This service could be adjusted it now runs via shortwood and managotfield

But could extend to Downend Bromley Heath, oibury court, Fishponds Broomhill Stapleton village and Eastville Tesco.

We have a number of service operating around North Yate now with the x2 North Yate to Bristol city centre via Winterbourne.

Service 522 Bristol bus and coach station to Bristol Temple meads station Arnos vale, Bristlington, keynsham marksbury Timsbury Paulton midsomer Norton Westfield Radstock Peasdown st john Bath spa bus and coach station Transport interchange.

But this can be rerouted via via chandag road and Paulton, midsomer Norton and Timsbury and Tunley.

Service 126 Wells bus and coach station, Easton,westbury sub Mendip Draycott Cheddar , Axbridge ,winscombe Banwell and locking,Hutton, Weston super mare Hospital and Weston super mare bus and coach station.

Plus westlink Demand responsive bus services.

Which if continued beyond March 2026 with require considerable amount of local Taxpayer money to maintain through the transport levy .

Of upto £ 30 millions pounds which maybe not acceptable in terms price per passenger.

But with the the zones being reduced to 20 minutes zones only passengers will now be take to interchange points with main line bus network or local railway stations or to meet the Facon coach service megabus Scottish City link coaches on the A38 at Bristol Airport interchange or other stops for transfer on the A38 .

Or to Bristol parkway station

Patchway station, Filton Abbey wood station uwe bus and coach station.

Cribbs causeway bus station or Southmead hospital bus station

Downend Town centre

Oidbury court, Fishponds,Broomhill Stapleton Tesco at Eastville.

In the south Bristlington park and ride and long Ashton park and ride.

We also need to see a clear interchange need for an interchange policy.

For the very welcomed bus interchange

But the Terminal building need replacing with a waiting room, accessible toilets changing Terminal building changing places and Kiosks.

We also need investment in Bath spa bus and coach station and railway station.

Booking office emergency disabled lifts

Booking office restoration and stair well canopy and clock Tower seating and cleaning of the bus and coach station

Improvement to the Public toilets and reopening of Travel centre with information point provide by the different bus operators and visit west.

This needs a discussion with the west of England mayoral combined transport Authority and North Somerset council

Banes and the west of England bus operators association

Mr Alan Peters of Abus.

On the Bath spa bus and coach station to weston Newbridge Newton st loe saltford keynsham ,Bristol village Arnos vale ,Bristol Temple meads station Bristol city centre.

We support the use of the route as a Bus Corridor Between Bristol and Bath

With bus lanes cycle facilities

New bus interchange at Bristol Temple meads Arnos vale ,Bristol keynsham,saltford, Newbridge Weston Bath spa bus and coach station interchange .

New bus rail Interchange in keynsham.

On the bypass and interchange in Brislington village and at saltford railway station proposed .

We do not support the proposed Bristlington bypass along the North Somerset railway corridor Which is not funded by the Department for Transport as a road scheme and would require a further bid to the Department for Transport In 2027 for funding

And a Development consent order

and planning permission.

But the to be used as a mas transit bus and cycling corridor. Future light rail system

We support the work on light rail system for the Greater Bristol city Region.

And a fully accessible ferry service

In Bristol Harbour.

The need to progress full access station and planning permission for the Henbury loop line from Henbury to Filton North, Filton Abbey wood, Ashley Down station, Bristol Stapleton road Bristol Lawrence hill Bristol Temple meads station.

Route to Progress

South Gloucestershire county council

Needs to grant planning permission for Henbury railway station. Urgently

So the scheme can progress in time for opening of the YTL area .

And Bristol Temple meads station Bedminster ,Parson street ,Ashton vale Pill and Portishead .

With all station being fully accessible

And the retaining of Booking office at Bristol parkway yate Gloucester central Cheltenham spa Bristol Temple meads station keynsham ,Oidfiled park accessible footbridge Bath spa Bradford on Avon Trowbridge, Westbury, warminster Salisbury, Frome

Nalisea and Backwell new disability accessYatton for clevedon worle parkway weston super mare lifts and Bridgwater.

We welcome brand of public transport services but not a £4 million pounds

When stickers can go forward like Manchester Beeline Buses trams and trains network.

We need bus services and cheaper fares for disability people

Youth fares carers scheme.

And the carers scheme.

Are all welcomed

And new the restoration of the local bus network as a top priority for the communities of the Greater Bristol and Bath city region South Gloucestershire county council Banes and North Somerset council .

We must restore a bus network in the west of England mayoral combined transport Authority and North Somerset council bus service improvement plan area as a top priority

The west of England mayoral combined transport Authority and North Somerset council which need to be a full member of the Authority.

Need fund a fully integrated transport Network and set up an equilities Department.

With Municipalation or Franchising taking 4 to 5 years the need to improve bus and coach services is now .

## Statement 7

### From David Redgewell

Public statement.

Over the last few months the secretary of state for Transport mark Harper and Buses minster Richard Holden has written to the west of England mayoral combined transport Authority mayor Dan Norris and councillor Mike Bell and Hannah young transport executive North Somerset council about the need

To redirect money from the bus service improvement into important local support bus services by run by the west of England mayoral combined transport Authority and North Somerset council.

Some of the deepest bus cuts has happened in Greater Bristol and Bath city region and into the counties of Gloucestershire , Somerset and Wiltshire and Swindon.

With over 40 communities in the west of England mayoral combined transport Authority and North Somerset council

Having no public bus services or public Transport service.

When buses are required to get people to work school, College, university heath hospital, shopping and leisure and Tourism facilities.

Many communities are unable to make even the basic food shopping trips or to school and colleges or heath care.

Passengers have attend meetings the bus conversion meetings with mayor Dan Norris on line meeting of Somerset bus partnership had 70 people from across Somerset but a lot of communities in Banes council North Somerset council and South Bristol attended.

Including councillors Parish and ward councillors Passenger and users groups.

Their been youth protest and march with passengers group to the west of England mayoral combined transport Authority offices

With councillors and user groups in including Ashton vale estate and oibury court ,Downend ,Stapleton and Broomhill , Brislington Southmead

Olverton ,Tytherington Easton Eastville the Dings parts of South Bristol  
Paulton midsomer Norton Westfield and Radstock.

Westbury on Trym Hortham Alverston Thornbury Tunley Timsbury Chew valley and Blagdon ,Cheddar Axbridge winscombe Banwell and locking all these communities have lost their bus service

under the west of England mayoral combined transport Authority and North Somerset council bus service improvement plan area .

Theses communities who vote pay taxes have lost their their vital bus services some area do not even have a westlink Demand responsive bus service or local metro west railway Network train service or local ferry service.

Many local residents groups and Tenants association youth groups Bristol older people forum Bristol disability equities forum have asked

Via mps Kerry McCarthy mp and Luke Hall if the west of England mayoral combined transport Authority and North Somerset council bus service improvement plan money could be reallocated to supported Bus services and to reconnect these communities to bus services and the public transport Network.

Many community groups and residents have been unable to attend big conversation meetings due to no public transport in area like the somer Valley

Or South Bristol Ashton vale or Oldbury court estate, Stapleton, Broomhill

Or Hortham parts of Bristlington.

But no daytime meeting or zoom or hybrid meeting are arranged.

By the west of England mayoral combined transport Authority or North Somerset council.

This has been requested by Bristol older people forum and Bristol disability equities forum.

With mayor Dan Norris.

Also that the west of England mayoral combined Authority meeting are hybrid

And can be watched live on U Tube

Like Bristol city council, South Gloucestershire council North Somerset council and Banes .

We must make progress on the restoration of bus services in the Greater Bristol and Bath city region

Support bus services.

We also did not receive Bus service improvement plan plus funding in the west of England mayoral combined transport Authority and North Somerset council.

Like Somerset council. £737079

Gloucestershire county council £884.079

Wiltshire Council £2115269

And Swindon Borough Council. £415 830

For 2024 ,2025

The National bus fare scheme has been extended at £ 2 till December 2024 .

By the UK government.

The Department for transport has now allowed bus service improvement plan funding to be extended to 2026

For the west of England mayoral combined transport Authority and North Somerset council.

For the westlink Demand responsive bus services.

Which whilst funded by the Department for transport is manageable but not when it has to funded by local Taxpayers at about £ 40 per passenger to the local Taxpayer carrying 1 or 2 passengers on trips of 32 miles

This is now being restricted to 20 minute zones .

To connect with main line bus services and local metro west railway Network services and the Falcon coaches part of megabus Scottish City link on the A38  
And at Bristol Airport from the Chew valley.

In the Northern fringe

Westlink Demand responsive bus services need to operate to Filton Abbey station Patchway station, uwe bus station Southmead bus station Bristol Parkway railway station Aztec west roundabout.

Download Bromley Heath, Oldbury court estate Fishponds Broomhill Stapleton Tesco Eastville. Easton Eastville Dings and Bristol Temple meads station.

and in the south zone to extend the bus service to long Ashton park and ride Bristlington park and ride and Hungerford road Bristlington.

On the retain bus service improvement plan bus services

X10 Cribbs causeway bus station to to Portishead and clevedon.

522 Bristol bus and coach station Bristol Temple meads station Arnos vale Bristlington keynsham marksbury Timsbury Paulton midsomer Norton Tesco rerouting Paulton,Timsbury Tunley Bath spa bus and coach station railway interchange.

Instead of Westfield, Radstock and peasdown st john  
And around the chandag Estate

Service 525 Yate North, Yate bus station Westerleigh puckchurch Emerson green service should extend to Downend Bromley Heath oldbury court Fishponds,Broomhill,Stapleton Tesco Eastville, Maybe not as many service to Yate North as Yate North Yate bus station

Yate railway station Park and Ride

Winterbourne cabot circus, Bristol city centre Service y2 operates this service

Service 126 Wells bus and coach station. Easton Draycott Cheddar Axbridge winscombe Banwell locking Hutton ,Weston super mare,Hospital Weston super mare railway station bus and coach station.

The important missing links

Are

Services 10, 11 Avonmouth Dock shirehampton Avonmouth to Westbury on Trym Southmead hospital bus station uwe bus station, Bristol parkway station Bradley stoke , Aztec west Horham, Alverston ,Thornbury.

Service 36 Bristol city centre Bristol cabot circus st Anne's park Brislington Hungerford road knowle, Hengrove hospital imperial park Hartcliffe.

Service 1 1a Cribbs causeway bus and coach station Henbury westbury Clifton Down station, park street, Bristol city centre Bristol cabot circus Bristol Temple meads station Arnos vale Bristlington sandy park road shopping centre st Anne's park Brislington Bromhill,Hungerford road Bristlington village School Road St Anne's park Guilford Road Sandy park road Arnos vale.

This route would fill the gap in the network.

Former 5 47 bus route

Service 525

From yate North, Yate bus station, westerleight puckchurch Emerson green service should be extended to Downend Bromley Heath oibury court Fishponds ,Broomhill,Stapleton, Eastville park Tesco St werburges St Paul's Bristol city centre or Tesco Eastville to terminate.

Service 622 Cribbs causeway bus station to Olverton Alverston Thornbury Tytherington and yate bus and coach station and chipping Sodbury

Service 505 Southmead hospital bus station Horfield Downs Clifton Down Hotwell Ashton gate and long Ashton park and ride.

This service should be extended to Ashton vale estate.

Service 126 needs to run from

Wells bus and coach station to Easton

Westbury sub Mendip Draycott Cheddar Axbridge winscombe, Banwell,Hutton locking via weston super mare Hospital, and weston super mare bus and coach station

Service 414 ,424 Frome Cork Street coach station to Radstock Westfield midsomer Norton paulton.

Service 522 Bristol bus and coach station, Bristol Temple meads station Arnos vale Bristlington keynsham marksbury, Timsbury ,Paulton midsomer Norton Tesco rerouting to Timsbury and Tunley, Bath spa bus and coach station Transport interchange.

We must make progress on the bus service improvement plan and support bus services via the Department for transport funding allocation and the

Transport levy from Bristol city council South Gloucestershire county council Banes council and North Somerset council.

Theses communities have had over 6 months with no public transport Network service.

Westlink Demand responsive bus services.

Has been failing to operate in number of service within the area target of one hour .

At present the Westlink bus service do not operate to railway station at Filton Abbey wood station Patchway station Bristol parkway railway station or Aztec west cribbs causeway bus station Southmead hospital bus station uwe bus and coach station.

To make connections with buses metro bus service and main line bus services.

And South zone to Bristlington park and ride site, Bristol Temple meads station Oidbury court estate, Broomhill Stapleton village,Easton and the Dings

Whilst Municipalation or Franchising may be a away forward but will take 5 years to organise buying bus Depots buses in the West of England mayoral combined transport Authority and North Somerset council area .

Buying assets from stagecoach west and First group plc west of England buses part of First Group plc Wales and West.

With North Somerset council joining the combined Authority and Precept powers for the mayor Dan Norris.

Working with Somerset council Wiltshire Council swindon and Gloucestershire County council on cross boundary services.

I the meantime we need to restore the bus Network so all communities have access to the bus network for work school College university heath shopping and leisure and Tourism facilities.

On the Bristol bus and coach station to Arnos vale ,Bristlington ,keynsham saltford, Newbridge, Weston Bath spa bus and coach station Transport interchange .

We welcome the bus lanes cycling provision bus lanes along the A4  
24 hours if First Group plc west of England buses and Rapt Bath bus company operate bus through  
the night from Bristol Airport to Bishopsworth South Bristol Hengrove Bristlington keynsham Saltford  
,Newbridge ,Weston Bath spa Railway station interchange.

Bristol bus and coach station, Bristol Temple meads station, Arnos vale Bristlington ,keynsham,  
saltford Newbridge, Weston, Bath spa bus and coach station railway interchange  
X39 39 349 24 hour service.

Similar to x94 Gloucester Transport hub to Cheltenham spa promenade. 24 hour service.

Whist we do not support the Bristlington bypass we do support the  
North Somerset railway line being used for a mass transit light rail system  
From Bristol city centre Bristol Temple meads station St Philips, causeway Arnos vale,  
Bristlington, keynsham saltford Newbridge Weston Bath spa bus and coach station interchange  
And route via Hengrove and whitchurch estate to Hartcliffe and Bristol Airport.  
The A4 route could cross the river near keynsham and use the Bitton Kelson Weston railway corridor  
to Bath spa bus and coach station Transport interchange

But first a bus route with a cycleway from Tramway Road to Callington road.

With good Bus stops and interchanges along the A4 at Bristol Temple meads station Arnos vale,  
Bristlington village Keynsham Bypass interchange with links to keynsham Town centre and Railway  
station, Broadmead roundabout Saltford Town centre  
Saltford railway station, Corston, Newton st loe, Newbridge and weston and Bath spa bus and coach  
station.  
Railway interchange.

With the UK government now awarding  
£ 100 million to mass transit light rail  
Scheme for studies on the very important project .  
On mass transit light rail system We support progress on the Network study going forward.  
Between Bristol city centre Bristol Temple meads station Arnos vale Bristlington keynsham saltford  
Newbridge Weston Bath spa bus and coach station Railway interchange.  
Bristol Bus and coach station and Bristol Temple meads station Arnos vale Bristlington ,Hengrove  
hospital imperial park, Hartcliffe, Bristol Airport.

Bristol city centre Bristol Temple meads station Lawrence hill Station st George  
Staples Hill ,Mangotsfield ,Warmley Bitton , Kelson,Weston Bath  
Corridor.

Study to use segregated tracks to East and North Bristol.  
Using a future detrunked M32 and the Avon Ring road is a possible.  
With more bus priority to begin with.  
Bristol city centre,montpellier railway station to North Bristol.  
We welcome the proposal to move forward.  
But this Scheme need very careful consideration and route study  
With government and Treasury management of concern and BCR need to be about 2 their a lot of  
work to come up with routes and that serv communities overground or underground sections will  
also cause disruption to the city Region to many roads unless segregated tracks can be developed in

Greater Bristol and Bath city region similar to the Greater Manchester combined Authority transport area or west Midlands combined Transport Authority area with Andy street.

The Welsh government is using the valley lines for conversion to tram train routes as the way to improve public transport in the valleys and city region.

With mass transit busway scheme .

With underground sections the station

Need to be fully accessible to disabled passengers with lifts schemes and fully accessible platforms.

Where possible surface stations interchanges and platform are easily to use .

On metro west Railway Network

We need to progress with the

Bristol Temple meads station Bedminster, Parson street, and new station at Ashton Gate, pill and Portishead line.

Bristol Temple meads station Bristol Lawrence hill Bristol Stapleton Road Ashley Down ,Filton Abbey wood station Filton North and Henbury for cribbs causeway and Bristol zoo  
Including future proofing the Henbury loop line to Avonmouth Dock.

Bring back passengers services on theses routes.

And reopening Charfield and Stonehouse Bristol Road on the Bristol Temple meads station To Filton Abbey wood Bristol Parkway Yate cam and the Dursley, Gloucester central Cheltenham spa, Ashchurch for Tewkesbury ,Worcester Shrub Hill and Worcester, Forgate, Street railway service line .

We need to make progress on accessibility station at Bristol Lawrence hill Bristol Stapleton Road, Parson street, Nalisea and Backwell.

Weston super mare lifts

Bridgwater.

Keynsham Oidfiled park Freshford Trowbridge

Cheltenham spa lifts

But we still have no access lifts working at Bristol parkway.

As a Regional railway interchange.

For First Group Great Western Railway Metro west railway trains First group plc Great Western Railway Cross country train Arriva Germany state Railway inter city trains services and bus services.  
Stagecoach west and First group plc

West of England.

We also need to retain Bookings offices

The metro west railway Network.

at Bristol Temple meads station Filton Abbey wood station, Bristol parkway yate Gloucester central Cheltenham spa.

Bristol Temple meads station Nalisea and Backwell, Yatton for clevedon worle parkway weston super mare Bridgwater and Taunton

Bristol Temple meads station keynsham Oidfiled park, Bath spa Bradford on Avon Trowbridge Westbury warminster Salisbury Frome.

We also have revenue risk without

Ticket machines at shirehampton Avonmouth Dock St Andrews Road seven Beach, Pilning, Patchway and Freshford.

When the west of England mayoral combined transport Authority and North Somerset council is funding the local railway network.

On railway station and interchange designs like Bristol Portway park and ride whilst we welcome the new bus interchange for North Bristol Severnside North Somerset bus network and Westlink Demand responsive bus services.

We would see the portway parkway

Park and ride portacabin being replaced with a new terminal building with waiting room access toilets and changing places Ev chargers and catering Kiosks.

We need the west of England mayoral combined transport Authority and North Somerset council to have an interchange design brief for Bus shelter to bus and coach stations railway stations and interchanges

Which are completely accessible

Including restoration of Bath spa Railway station interchange.

With the station clock canopy booking office access emergency access lifts

To the London platform booking office restoration need replacement in the bus and coach station and Dorchester Street bus and coach station cleaning

Better public toilets fully accessible and reopening the travel centre with First group plc west of England buses

Favesaver buses ,National Express coaches, Rapt Bath bus company.

And Tourism west .

We need a meeting with West of England mayoral combined transport Authority Banes council, and Alan Peters of the west of England bus operators association.

We need to make progress on

Metro west Bristol Temple meads station Bedminster parson Street Ashton Gate ,pill Portishead.

Bristol Temple meads station Bristol Lawrence hill Bristol Stapleton Road Ashley Down station.Filton Abbey wood station. Filton North Henbury for cribbs causeway bus station and Bristol zoo

Planning permission is required for Henbury railway station.

By South Gloucestershire county council.

Lifts urgently need repairing at Bristol parkway railway station.

And progress Charfield station.

We need to make progress on the Devolution deal and North Somerset council joining North Somerset council before the mayoral Elections in 2025 .

And Precepting powers for public transport services.

Whilst Municipalation or Franchising of the bus and coach Network it will take upto 5 years to bring about and communities need bus services restored now .

In 2024 2025 budget we need to update the Transport levy for Public transport from Bristol city council, North Somerset council Banes and South Gloucestershire county council.

Also in South Gloucestershire county council area money raise from car parking charge whilst maintaining car and coach parks can be used to fund local bus coach rail and community transport services.

Similar in Bristol and Radstock and midsomer Norton in Bath and North East Somerset council to help pay for the car parks this can also help pay for bus services.

In Bristol we need to retain the bus services to Broadmead and cabot circus as the stops are a long way from the outer ring road on Bond Street and the Haymarket which is very difficult for passengers with reduced mobility and partly sighted passengers to access the bus network and a full

equities impact assessment is required for this proposal by the west of England mayoral combined transport Authority  
Transport Authority  
and Bristol city council Highway Authority on the proposals for Broadmead and discussion with disabilities organisations.

On Airport access and upgrading on the A38 Bristol city centre to Bristol Airport and Churchill and East Brent .

But must take account of bus lanes and cycle lane better bus and coach stop  
For Falcon coaches Service service From Bristol Bond Street, city centre Bristol Airport Churchill East Brent Bridgwater Taunton Wellington Cullompton Exeter, Newton Abbott Plymouth coach station.

## Statement 8

### **From Dick Daniel**

Please consider trams as the best solution for a mass transit system.

Cities such as Birmingham, Manchester and Edinburgh have now got trams and can see their benefits.

Even Cardiff is now starting to build its own.

These are cities & regions that have a vision, want to get ahead, become more productive and give more opportunities to their citizens.

The benefits of trams once installed is they are cheap to run, have been shown to attract drivers out of cars, can run on carbon free electricity.

When will WECA join these cities and start installing a tram network ?

## Statement 9

### **From John Daglish**

Surface running trams should be considered as the backbone of Bristol's public transport system.

Electric buses but not BRT (Bus Rapid Transit) can service this backbone and lesser used routes along with bicycles, scooters, walking and even bike and car / van hire for the occasional need.

Trams can successfully run in mixed traffic on streets with traffic light /greenwave priority. Trams are proven to shift drivers from cars to public transport, freeing up road space for more critical uses.

Prefabricated rail track systems offer lower cost and quick installation compared with current methods eg TIG-m, Trampower LR55, Coventry VLR trackform

But an integrated transport plan is needed that deals with car parking, traffic management, neighbourhood zones, etc. see TfGB <https://tfgb.org/campaigns/bristol-transport-plan/s>

You should allow local knowledgeable expert public transport groups such as [TfGB](#), [Bath & Bristol Area Trams Association](#), [Bristol Rail Campaign](#) (formerly FosBR), etc., to assist your consultants .

## Statement 10

### **From Ian Butterworth**

Consideration of Mass Transit for West of England.

Unnecessary segregation

I am concerned that there seems to be a view that mass transit and streets need to be segregated. Experience all over the world shows that trams, cars, cycles and pedestrian can all share street space making for a better- integrated transport experience and much lower level of pollution. I see no reason why on street running <https://bathtrams.uk/on-street-running-is-common-in-the-uk/> ie sharing exactly the same road as cars should be excluded as trams attract sufficient number of previous car drivers to not affect the flow of cars as can be seen in many European cities and cars can simply follow the tram which only has a 20 second dwell time at tram stops as can be seen in this video <https://bathtrams.uk/solving-baths-traffic/trams-much-less-affected-traffic-buses/>

#### Metro buses

Can you exclude rubber-tyred solutions? Buses to be excluded because the overwhelming experience is these cannot provide the capacity of a steel wheeled solution and due to the inherent low frequency, unconfirmed rattling Ride, unreliability are unattractive to motorists, and thus do not offer any modal shift whereas again experience overwhelmingly shows that steel wheeled Solutions ie trams do. <https://bathtrams.uk/buses-have-a-much-lower-modal-shift-ie-attracting-car-drivers-capability-than-trams/>

#### When will WECA consider trams

These are cities & regions that have a vision, want to get ahead, become more productive and give more opportunities to their citizens. The benefits of trams once installed is they are cheap to run, have been shown to attract drivers out of cars, can run on carbon free electricity. When will WECA join these cities and start installing a tram network?

## Statement 11

### From Gavin Smith

Mass Transit evaluations for Greater Bristol.

Please note that these are the principles we believe WECA as Combined Authority and Transport and Highways Authority should be following:

1. Transport is an integrated public service. Plans for rail, mass transit, bus, highways and cycling should be pursued in co-ordination - not separately from each other as regrettably seems still to be the case. Integration and interconnection are key.
2. Mass transit options must be pursued in parallel with a regional 'MetroWest' rail upgrade. Plans should be made for the reopening for passengers of the Thornbury-Yate, Yate-Westerleigh-Emerson's Green, Portishead-Ashton Gate, Henbury Loop (Avonmouth-Henbury), Clevedon-Yatton, and Radstock lines. These to be operated either as heavy rail branches, mass transit shuttles, or as part of a tram/tram-train system. Rail is to interconnect with tram and bus services at MetroWest stations.
3. No 'Underground' system for Bristol should be contemplated. It is simply too expensive, and thus subject to cost overruns and delays; has only a few, inaccessible stations; and would serve basically the interests solely of the developers at Filton Airfield, Castle Park and Bristol Airport, rather than the general populace. Note that comparable cities (Nottingham, Sheffield, Coventry, Manchester, Birmingham, Manchester, Croydon, Cardiff, Edinburgh and Dublin) currently are investing in surface tram systems, integrated with rail upgrades; we should follow their precedent. They are receiving DfT mass transit funds that reasonably should in future go equally to the West.

4. A study of options for a surface tram system for the West, embracing Bristol and Bath, should be commissioned from a consultancy experienced in surface tram planning and provision. A range of technical options should be included: overhead wires or not; lightweight track or not; raised platforms or not; etc. A targeted, costed network should be offered for public consultation, together with a costed pilot line or approximate alignment. This network and pilot route should be integrated within the rail and bus network, with interchange hubs identified, and with terminal Park&Ride sites where appropriate. For tentative studies, note: [www.tfgb.org](http://www.tfgb.org) > Campaigns > Bristol Transport Plan > Rapid Transit Plan; and also the Bath & Bristol Trams Association outline plan for a pilot Bristol-Bath tram route utilising part of the Whitchurch rail alignment.

5. WECA should undertake a long overdue review of the regional road hierarchy. Within such a review, detailed plans should be formulated for the de-motorwaying of the M32 to become a main distributor road converted to at-grade, with signalled surface pedestrian crossings, given the current social severance caused and the M32's decaying grade-separated structures. An M4 Park&Ride should be planned, with a connecting M32 bus (later, tram) service and bus-lanes to the city centre, with intermediate stops at the Avon Ring Road, Eastgate and Easton Way there connecting with new orbital bus services. The Avon Ring Toad should be similarly repurposed as a distributor road, embracing a prioritised public transport route (initially bus, later tram) between Keynsham-Cribbs Causeway-Severnside. Traffic management within the main distributor network should be designed to exclude the current highly intrusive, polluting, uncontrolled and largely unsurveyed car-commuter rat-runs. See: tfgb.org > Traffic Management Plan draft.

6. Integrated into this mass transit and traffic managed system and network must be a revised bus network. See tfgb.org Bus Plan. Trunk radial routes, on radial roads not served by trams, should operate mainly to suburban hubs, there connecting to feeder suburban bus services, and likewise orbital bus services. Embryonic bus hubs already exist at Bristol Parkway station, Southmead Hospital, UWE, Old Market, Anchor Rd, Bedminster Parade, Hengrove Park, and require further development at Kingswood, Keynsham, Fishponds, Filton, Westbury, Cribbs Causeway. Orbital bus routes should be instigated for Easton Way and Callington Road, amongst others. A city centre tram circuit (with buses eventually excluded) should be established embracing interchange hubs at Temple Meads, Old Market, Cabot Circus, Haymarket and Centre. Fully integrated WECA public transport ticketing is essential, thus removing the penalty of interchange.

7. Equally essential is a coherent and restrictive parking policy, to be gradually implemented. See tfgb Parking Plan. To embrace the completion of the inner Bristol ring of Residents (and Business) Only Parking Zones. And a Nottingham-style Workplace Parking Levy feeding cash into the public transport system, and if necessary giving permits to particular health and education workers and to small businesses for their basic operational needs.

If all these policies are pursued in an integrated way, the West has a chance not to remain the car-dependent, congested, polluted place we know today, and begin to receive its fair share of DfT transport capital grants.

## Statement 12

**From Marc Kemp**

Dear WECA, I understand you will be considering how to now progress solution(s) to solve traffic issues in Bristol and hopefully Bath. I have lived in abroad most of my life including many years in The Netherlands. I can remember Amsterdam before much of the current tram network was

installed and Schipol airport before connecting trains were introduced. Traffic jams were then a daily occurrence as I now experience in the Bristol /Bath area.

When living in The Netherlands first since 1982, I never even owned a car nor did I feel the need to, as the tram system became sufficient to get me where I need to be and connect to mainline rail for anything else.

Buses in the Netherlands are now a useful add on for mainly outlying areas.

I would please implore you to go for a tram network for Both Bristol and Bath. The main advantages are:

Trams can carry up to 5 times as many people as buses.

Trams are faster and do not get held up using the tramwave system.

When a tram stops, all the doors open and passengers just get off and on, no need to lengthy bus queues, the driver drives the tram, and is not up timewise issuing/taking fares. Typically when a tram stops it is for seconds and not minutes.

Tram technology for both track laying and the tram itself has advanced and options now include use of hydrogen fuel cell for power as well as various battery options that can negate the requirement for overhead cables.

Trams are non polluting, not just the power source but steel on steel as opposed to increased synthetic debris pollution from tyres.

Trams can travel on existing streets, you do not necessarily have to have a segregated system. Amsterdam alone has many examples of this.

With Trams you will get people out of cars and free up our streets and pavements from unsightly parked cars.

Think how Great Pulteney Street in Bath would look without parked cars.

Rather than continuously penalising motorists through parking charges and clean air/congestion zones, there needs to be an incentive to get people to not want to have a car as in Holland.

Please please just go for a tram network, more buses alone will not solve our problems

## Statement 13

### **Christine Haywood**

My statement is about the withdrawal of first the 24, then the 24A and now the 23 bus to Ashton Vale. This area of Bristol contains housing that's aimed towards older people and people with disabilities, particularly towards the back of Ashton Vale which is the furthest from Winterstoke Road. The complete withdrawal of all public transport in this area has meant that a lot of people are now housebound or reliant on families to provide lifts. No alternative has been provided to the residents - no WestLink or Sprint bus. Their independence of travel has been taken away completely. The 24 stop is outside The Robins on Winterstoke Road which is at least half a mile and a 12 minute walk from Langley Crescent for a mobile person, but impossible if you have mobility issues. The distance is about the same to the M2 stop at Ashton Rise - but this bus does not serve local shops and services and is on a dark and lonely bit of road.

This lack of transport for some of the most vulnerable people in our community affects their ability to meet friends and family, get to the shops, doctors etc., even just to get out of their house. It's vital to restore a transport option to serve Ashton Vale.

## Statement 14

### **From Gillian Risbridger**

I believe that the only mass transit system suitable for Bristol and Bath is a tram system.

Trams carry more people than buses, they are fast (using the tram-wave system), passengers can get on and off much quicker than bus queues, they go on permanent routes on existing roads, as they used to in Bath and Bristol!

The technology is now there for them to be non-polluting (hydrogen) and tracks can be quickly laid with minimal disruption.

I have visited many cities with trams eg Luxembourg, Lisbon, Rome, Warsaw, Manchester, Brussels and can vouch for their speed and ease of use.

There needs to be an incentive to get people out of cars, and it has been proven that people who refuse to travel by bus, will ditch cars to go by tram.

This could potentially free up streets and pavements from unsightly parked cars.

Please go for a tram network, as more buses alone and expensive Bristol only metro will not solve our problems across the region.

## Statement 15

### **From Tay McLean-Foreman**

I write to support a light rail tram network for the Bath, Bristol & connecting WECA hubs for residents, businesses and visitors. We are in dire need of a modern efficient MASS TRANSIT system.

WECA will be left behind other cities or conurbations in UK that have installed light rail tram networks such as Edinburgh (the other World Heritage City in UK), the Northern cities of England and soon, Cardiff. Bristol is now experiencing relatively high growth in population and economic expansion. We need to maintain a high standard of living for people who have chosen to live and work in this area.

The monetary cost of a modern efficient transport network in a decade's time will diminish owing to inflationary pressures. The sooner we embark on the necessary infrastructures, the more efficient we are and we will thank our forward-looking planners. If we don't look forward, the costs of hesitation will impact negatively on our standard of living, our environment, our health and the general wellbeing of a living city.

Let us be brave and think positively, create opportunities and move forward with the times.

## Statement 16

**From Ian Beckey (Living Easton Heritage and Environmental Group)**

Statement from Living Easton Heritage and Environmental Group concerning mass transit options for Greater Bristol. We are a community based environmental and heritage organisation of around 20 individuals and affiliated societies based predominantly around the suburbs of Easton, Whitehall, Barton Hill and Lawrence Hill of Bristol who take a particular interest in heritage, planning and sustainability issues in East Bristol.

Firstly, we firmly believe that there should be a comprehensive evaluation of Mass Transit options for Greater Bristol which includes full surface running of trams wherever possible.

Secondly, any design studies should ensure that Highways England engage with WECA to de-motorway the M32 and remove the overhead sections of the route from the Eastville to St Pauls junctions and thus create an environment for biodiversity along the river Frome to "Free the Frome" from its situation where it is currently devoid of a worthwhile natural environment. There is also the added benefit of avoiding the waste of £200+ million on repairing the M32 Eastville overpass when the money would be better spent on public transport especially towards a light rail mass transit scheme which could generate a noticeable modal shift from the private car.

Thirdly, any WECA consultancy studies on mass transit should include the former Midland Railway North-East railway corridor through Fishponds, Staple Hill, Mangotsfield to Yate and to Warmley and Bath and not just the A432 Fishponds Road or M32 route options. The A432 is heavily congested with traffic and is also a Showcase bus route. When the new Atlas Place housing development in Fishponds starts, there will be additional problems with traffic in the area. Also, the M32 option will not benefit Fishponds or Staple Hill residents who have very limited bus connections to Bath and Yate.

Fourthly, we fully support the views expressed by TFGB in their statement below:-

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5. WECA should undertake a long overdue review of the regional road hierarchy. Within such a review, detailed plans should be formulated for the de-motorwaying of the M32 to become a main distributor road converted to at-grade, with signalled surface pedestrian crossings, given the current social severance caused and the M32's decaying grade-separated structures. An M4 Park&Ride should be planned, with a connecting M32 bus (later, tram) service and bus-lanes to the city centre, with intermediate stops at the Avon Ring Road, Eastgate and Easton Way there connecting with new orbital bus services. The Avon Ring Toad should be similarly repurposed as a distributor road, embracing a prioritised public transport route (initially bus, later tram) between Keynsham-Cribbs Causeway-Severnside. Traffic management within the main distributor network should be designed to exclude the current highly intrusive, polluting, uncontrolled and largely un-surveyed car-commuter rat-runs. See: [tqab.org](http://tqab.org) > Traffic Management Plan draft.
6. Integrated into this mass transit and traffic managed system and network must be a revised bus network. See [tqgb.org](http://tqgb.org) Bus Plan. Trunk radial routes, on radial roads not served by trams, should operate mainly to suburban hubs, there connecting to feeder suburban bus services, and likewise orbital bus services. Embryonic bus hubs already exist at Bristol Parkway station, Southmead Hospital, UWE, Old Market, Anchor Rd, Bedminster Parade, Hengrove Park, and require further development at Kingswood, Keynsham, Fishponds, Filton, Westbury, Cribbs Causeway. Orbital bus routes should be instigated for Easton Way and Callington Road, amongst others. A city centre tram circuit (with buses eventually excluded) should be established embracing interchange hubs at Temple

*Meads, Old Market, Cabot Circus, Haymarket and Centre. Fully integrated WECA public transport ticketing is essential, thus removing the penalty of interchange.*

*7. Equally essential is a coherent and restrictive parking policy, to be gradually implemented. See TFGB Parking Plan. To embrace the completion of the inner Bristol ring of Residents (and Business) Only Parking Zones. And a Nottingham-style Workplace Parking Levy feeding cash into the public transport system, and if necessary giving permits to particular health and education workers and to small businesses for their basic operational needs.*

*If all these policies are pursued in an integrated way, the West has a chance not to remain the car-dependent, congested, polluted place we know today, and begin to receive its fair share of DfT transport capital grants.*

## Statement 17

**From EM Vincent**

Please will you consider the use of trams in your discussions on transport in this region.

When buses were first privatised and numbers and bus stops changed, I struggled to find a bus to take me from Piccadilly station in Manchester to my parents' home in North Manchester. When I did manage to find a bus going north, it seemed to take forever crossing the city, so many traffic lights and such heavy traffic coming from the M62.

Then the tram line to Bury was opened on the old railway route. Bliss, the journey was so fast and I had the added pleasure of seeing Heaton Park and the Pennines! The trams run every 6 minutes and, when asked, people said they were prepared to walk 15 minutes to a tram stop as the service was so frequent.

Initially in Bath trams could be used on the three Park and Ride routes.

## Statement 18

**From Tim Weeks (Future4West Bristol Rail Campaign (FoSBR))**

Future4West Bristol Rail Campaign (FoSBR) note that the Committee is being asked to choose one of three options for Future4West mass transit. Put simply the choices appear to be:

- A. Continue investigating all options to Outline Business Case assessment;
- B. As A, but exclude options requiring extensive tunnelling,
- C. As A, but pick specific routes to develop further.

We also note that the routes which require extensive tunnelling have been assessed as having a very poor benefit:cost ratio.

We believe that :

- 1. A mass transit system which can be extended incrementally and uses known technology is more likely to be delivered than one which relies on unusual or untested technology.
- 2. The system must serve Bristol Temple Meads Station directly.
- 3. The system should fully integrate with MetroWest services.
- 4. The vehicles should use tried and tested zero-emission propulsion.

No rubber-wheeled system is capable of meeting all of these requirements. MetroBus has shown that rubber-wheeled vehicles, guided or otherwise, do not constitute a transformative transit offering.

We believe that battery-electric tram-train technology, such as is currently being delivered in South Wales, would meet all four requirements. Tram-trains are capable of running on the MetroWest network, mixing with passenger and freight trains, and can also switch to street running. They draw power from overhead wires when possible, and from their batteries when that is impractical.

Bristol Temple Meads Station is very difficult to serve using road-based transport. Vehicles either stop on Temple Gate, a minimum 250m walk from the platforms, or potentially take a 300m detour into Friary – still leaving passengers 200m from the platforms.

Tram-trains could connect to the existing rail network at Avonmeads and at Bristol Temple Meads Station adjacent to Platform 1, giving direct interchange with other train services. Tram-trains could be implemented ahead of any extensions to the MetroWest network, replacing the current elderly diesel trains used on local services. Their introduction could help justify electrification of these lines.

Route Option BBC-C using the alignment of the disused railway, would provide an ideal proving ground for extending MetroWest using this technology, as the rail system could be installed without disrupting traffic and without the need to re-route utilities. The first legs of Route Option SWC05 and EC08 could also be routed along the existing rail lines.

Experience elsewhere suggests that once a tram system is built and seen to work, it becomes easier to make a case for extending it.

We urge the Committee to reject rubber-tyred ('bus') options, and adopt an incremental approach based on extending MetroWest using proven tram-train technology.

## Statement 19

### **From Jackie Head (Chew Valley Sustainable Transport Group)**

As you will know I am a member of the Chew Valley Sustainable Transport Group whose key focus is to work collaboratively with B&NES & WECA and with local people in the Chew Valley to identify areas of public transport need and lobby for improvements to public transport systems in order to effect a transition from cars to public transport.

No-one can deny that the service has had a difficult start, with about 80% of the complaints that we are aware of relating to the difficulty in getting a WESTlink when the ride is needed. Our Early Adopters group: over 40 people who agreed to 'stress test' the system, showed that of their first 100 journey attempts only 62% were successful. It is still the case that people cannot rely on the service, especially when there are last minute cancellations, which have happened too often.

However, I wanted to thank the team managing the WESTlink contract under Avril England, for their clear attempt to raise the standard and willingness to make use of the evidence based feedback we have given them to inform the 3 month review and hopefully the imminent 6 month review.

So I am partly here to say thank you.

First of all I am delighted to hear that the WESTlink service will now be funded for a further year until 2026. I feel this gives it a realistic chance to bed in and gives the combined authority an opportunity to find various ways to nudge behaviour towards using the service.

Secondly, I am delighted to hear that the number of drivers has risen, (still a way to go) and that the driver recruitment programme is continuing with vigour.

Thirdly the latest upgrade to the app is a significant improvement on the initial version, with many of the common irritations we reported on being ironed out.

I am delighted to say, for the first time, that I am travelling to and from this meeting (and indeed to any democratic meeting), from my village in the Chew Valley via WESTlink. This is the 4th day this week that I have taken a WESTlink bus and each time in terms of booking, notification and delivery it has done pretty-much exactly what it said on the tin.

So far, so brilliant.

I do however have 4 concerns to flag:

1. We gather from the scrutiny committee this week that discussions are happening about potentially reducing the zone sizes and journey times to 20 minutes to connect people to spinal routes. I can see the logic in this but would caution WECA to not go about this without consulting with local people. For instance, today's journey here for me is scheduled as about 45 minutes, cross country. From my village the only option of a link to spinal routes would take me into Bristol and out again, a 2 hour 15 minute journey: that's 1 hour 40 minutes on x 2 fixed route buses plus the 30 minutes I would have to allow for the WESTlink connection and the 20 minute window variation. And triple the cost. Most people who could would get in the car.

Can you please ensure when drawing up zones with 20 minute drives, that you consider the normal travel habits of present bus users? The WESTlink system can give you this data and it wouldn't be hard to then identify what the alternative public transport routes would be.

Can you also consider the idea of *exceptional* trips outside of a zone if the price or the time of public transport alternative triples?

This could perhaps be considered for key journeys such as commuting, medical appointments and democratic meetings.

2. Secondly, our group wrote to you and WECA officers on 25th August proposing that you consider again the idea of a spinal fixed route within the Chew Valley which could provide regular timetabled journeys for commuters, those attending hospital, school and University in Bristol. We have not received any acknowledgement of its receipt let alone a response. Please can you state publicly in this meeting, as you promised you would at your recent bus meeting in Bishops Sutton, that you are seriously considering funding a fixed route such as this, so enable more efficient public transport to Bristol and achieve the necessary modal shift from cars to buses?

Don't go back to the fixed routes we had...give us a better one.

I am attaching our report about this route here for reference.

3. Thirdly, can you reassure us that you have now come up with a metric which allows you to quantify the social benefit and the carbon benefit of **any** route put out to tender, so that the true cost/benefit analysis of rural buses can be understood, rather than just being assessed on a cost of delivery benefit basis, under which metric rural areas will always lose out.
  
4. Fourthly during the recent Big Choices consultation in the Chew valley, despite there being 4 officers in the room, no official and transparent note taking process was in place despite this being specifically asked for. Please can future consultations like this have this baseline in place so that local people can be reassured that their voices have been heard and their points reflected on. Can I also suggest that such events in the future are also always co-planned with local communities to avoid the situation this time of not being able to access the building, tables not being set up, not having brought sufficient cards for the card sorting process and not having basic refreshments in place. All of which were in place when we co-ran the event the year before.

As always we stand as critical friends, sharing your vision of transforming public transport to enable more people to make the transition from car to bus. This is not a luxury but a necessity if we are to meet our climate change commitments.

## Statement 20

### **From Paul Bloomfield**

I understand you are meeting to discuss transport solutions to the various problems faced by Bath and Bristol, and connecting the two cities.

A tram system seems the most efficient, reliable, safe, cost-effective and climate-friendly option. It offers the possibility of transporting large numbers of people at low cost, in comfort, at a reasonable speed, and without the need to hugely disrupt road transport.

It would quickly remove many other vehicles from roads, reducing the need for so many parking spaces in the cities. I understand that it would also be possible to attract outside investment for construction, minimising the cost to local authorities.

Please consider a tram system as a viable alternative to the current road mayhem in Bath.

## Statement 21

### **From Cllr. Lisa Stone (Bristol City Council)**

Re: Item 12. Climate and Ecological Strategy and Action Plan Update

In the risk management assessment, you have clearly stated that there is an inadequate supply chain that is impacting the delivery of the retrofit programmes. Yet, there is very little funding made available for upskilling out tradespeople to be able to deliver the needs of the community. I was at the West of England Mayoral Combined Authority's Retrofit West Advice service that was

successfully launched on 7th July, with 100 people attending the launch. Part of that day we engaged in workshops, and the overwhelming theme that was being debated and that hinders the carbon reduction programme, is the lack of skilled up people who will be able to deliver the target of carbon zero by 2030 here in Bristol. We do not have the resources or enough people with the skills to do the work.

We need a commitment from WECA to support a retrofitting academy with our partners, City of Bristol College, Centre for Sustainable Energy, Bristol Energy network and Retrofit West CIC. Only if funding is made available to train up the required amount of skilled people will we be able to deliver the required carbon reduction from our existing housing stock. As well as that, all the homes that are built today will need to be retrofitted in the future which is a sad state of play. Therefore the need for continuing to support training in the installation and maintenance of retrofitted homes is imperative

## Statement 22

**From Cllr. Christine Townsend (Bristol City Council)**

Re: Item 13. Adult Education and Skills

Bristol City Council's People Scrutiny Commission are about to embark on a deep dive in relation to transition from children to adult services, which will include the availability of opportunities, support, and into work pathways for those with additional needs. Currently 6% of the adult population in Bristol with learning difficulties are in paid employment, a woefully low number that restricts life chances, ability to live independently, places additional strain on the immediate and extended carer networks and bakes in future public service costs. Those with EHC plans are a small element of known and identified need within our child/young person population and the importance of planning for and enabling the whole of the identified SEND population to have access to pathways in preparation for adulthood is essential.

WECA holds the responsibility for adult skills, and I ask the Task and Finish group to ensure their work involves scrutinising how this regional governance framework caters for the needs of those entering or about to enter their later teenage and early adulthood years. It is important to assess if these programmes ensure effective pathways from the SEN registers in schools and/or colleges are cohesively managed and understood such that all the identified students have progressive and fulfilling pathways of continued study and/or workplace training.

As the recently appointed Chair of Bristol's People's Scrutiny (but previously vice-Chair) I have been asking the question "Where is WECA?" as, despite wanting to understand and be across the impact the regional arrangements are making in this area, I am yet to get a firm handle around the capacity of programmes such as We Work or how these are being planned and structured to ensure future demand is understood and planned for. We need to see continued improvements in the numbers of those with LD in paid employment in Bristol but also, I'm sure, in the other LA areas.

We are told that Bristol works within a "One City framework" so it is important to understand how private businesses are or are not reconfiguring their workplaces and training schemes to cater for those with LD and what support and incentives exist, or need to exist, to ensure more employment representation from residents with LD can be seen across the local economic environment.

## Statement 23

**From Councillor Tessa Fitzjohn (Bristol City Council)**

Re: Item 15 BSIP

I am pleased to hear that the WestLink service will be undergoing a rapid review, and strongly urge the West of England Combined Authority to consider this as an opportunity to extend the boundary to Ashton Vale. This would allow for a combined route for WestLink taking in Knowle, Windmill Hill and Totterdown, Ashton Vale and Ashton Park School. This would be of real benefit to the students, and the three communities, and restore transport to the Ashton Vale Community.

We believe that WESTLink would be the perfect solution to the restrictions of Ashton Vale's geographic boundaries, specifically the railway bridge across Ashton Road, which stops double decker buses completing the journey off Winterstoke Road and into Ashton Vale.

The No 24 bus stopped running in April this year. The only bus that came into Ashton Vale. First Bus sited that it wasn't commercially viable, but it was a life line for this community, many of whom are older and disabled people, on benefits and some living in post war prefabricated housing. I have rarely come across a community with such ill health.

The possibility of this group walking the 0.6 of a mile to catch the M1 metro bus, or the No 24 at the Robins pub is ridiculous and unfair. This group are poorly served and deserve better.

The lack of transport is contributing to their ill health and effecting their mental wellbeing. Its restricting social interaction, access to health facilities and food shopping. Ashton Vale has one rundown local shop, and Sainsburys the nearest supermarket is over a mile away.

Dagmar Steffens Head of Strategic Innovation for the West of England Combined Authority at a recent public meeting with Dan Norris, suggested to Ashton Vale residents 'Jane Caines and Shelagh Roberts', who had made the journey to the evening meeting by taxi costing £18 either way as both need walking support 'that they might use online shopping'.

Online shopping is not an option at present, the majority do not own smart phones or have access to computers and Wi-Fi, which is why we have so far not managed to raise a petition. Shopping is also an important social activity for many people, which gets them out of the house.

But with the potential of using WESTlink they are keen to learn and feel this could be a positive choice and a good will story for the West of England Combined Authority.

Please consider this choice, it would give this community back a quality of life that has left them in desperate circumstances even though they have relentlessly lobbied both WECA and BCC, by press and radio so far, so they have received no support and little communication from those in power.

## Statement 24

**From Cllr Emma Edwards (Bristol City Council)**

Re: Item 14 – Transport Infrastructure Projects

The Bristol Green group welcome this report into mass transit for the city. We hope the evaluation of the different options for mass transit finally put to bed the notion of an underground system, whether in full or in part. The Future4West report shows the astronomical cost of putting in underground sections, and for what? To avoid repurposing road space.

We share the belief that a mass transit system should be transformational and create modal shift. Other mass transit systems around the country have been so. But the only reason to spend excessive time and money on digging an underground is to avoid taking space away from motorised vehicles. That is not ambitious or transformative. To be truly transformational, any system designed should not only provide rapid transit, but discourage car use. Dramatically reducing car use should be seen as feature of any mass transit system, not a bug. Improving above ground mass transit, combined with pedestrianisation of streets, controlled parking and investment in active travel have shown, for example, a 48% reduction in car use in Paris. If we are not trying to reduce car journeys, then we are not taking our commitment to reaching net zero by 2030 seriously.

Real ambition is not just be about the scale and complexity of a project, but about making difficult decisions in order to do the right thing.

That being said, this report does not go far enough in evaluating the environmental impact of the different options. We want to see the next phase of feasibility studies dropping the notion of an underground altogether, and instead focusing on which of the above ground options is truly the best in achieving net zero in the quickest time possible. We need to look not only at the carbon expenditure of the up-and-running final product, but the carbon expenditure of building it. We need to look at whether rubber or steel wheeled options achieve this better. We need to see how many people the system will serve and to ensure those in areas of deprivation are not neglected. And we need to make sure that any system is integrated with active travel options.

There is also a lack of detail about the timelines of these projects. We can make an educated guess at how much longer an underground mass transit would take; especially given the lengthy delays any road project has in Bristol where digging is featured. For example the Muller Road phase 1 project in Bristol, improvements to less than 1km of road, has gone six months over deadline due to issues with underground utility cables and supply chain issues. So we need to see how quickly can we implement an above ground mass transit system. Should we prioritise rubber or steel wheels to get Bristol moving faster?

The current Bristol administration has ‘big ambitions’ when it comes to mass transit, and use this as a reason to cling to the fantasy of an underground. They have had eight years of empty ambition while achieving very little. Ambition alone does not move people across the city! We need practical solutions that can be implemented now! Bristol has waited long enough! The report shows the vast discrepancy in budget, and presumably time constraints, between above ground projects and projects with underground elements. Please can we see some real timescales, and put this frustrating debate to bed and get on with the task at hand.

What do we want? An above ground, on road, low-carbon mass transit system!

When do we want it? Now!

## Statement 25

**From Martin Garrett (Chair of TfGB)**

A tram route towards Keynsham from Bristol using the Callington Road rail alignment with scope for routes serving South Bristol too.

Whilst largely segregated routes are not always essential, especially when using car reduced streets and imaginative routing that does not always follow existing favoured routes. (See Nottingham for examples) the start of the Bristol Bath route needs to be largely segregated because of the lack of temporary diversions on the A4 from Hicks Gate whilst being built. On-street would be particularly disruptive there.

The other significant reasons are that it would be relatively easy to build as a first tram route and have the most political credibility in BANES and Bristol.

The Callington Road link would be much better used as part of a mass transit tram route, and certainly not a road either. There may be scope for cycles alongside but mass transit must be the priority. The mass transit route benefiting all travellers and not just cyclists is the most equitable. Trams encourage motorists out of their cars too. Using this route would link up Central Bristol through (under ) Temple Meads (as at Manchester Piccadilly) using some street running on relatively quiet Feeder Road, the old rail line and verges out towards the proposed Park & Ride at Hicks Gate. Installing this route would be less disruptive than using the present A4 roadway as we transition from car dependency to reliable and attractive low carbon public transport along with active travel.

TfGB would support the rejection of a bike only or road route on the former rail line towards Callington Road **preferring instead that this route is the best way to get mass transit in the form of a tram out towards the A4 and Hicks Gate towards Bath through Keynsham with furter scope for South Bristol tram routes.**

- This would not exclude a cycle way if possible, but mass transit must be the priority.
- **Mass transit trams would open up public transport access for all to, St Philips, Avon Meads retail, Brislington Tesco and Callington Road Hospital, all poorly served by any public transport, amongst others.**
- Tram stops would also be at each point the old rail alignment goes under a significant road; as can be found in Manchester trams on old rail alignments.
- Some street running, as well as verges, would be probably required to get the route along Callington Road and West Town Lane.
- Then, a route could go across repurposed retail car parks, verges and land adjacent to the A4 out to the proposed Hicks Gate P&R

There are alternatives to using it as a cycle way or relief road. It is in fact the most straightforward alignment for a mass transit (tram) route out towards the proposed Park & Ride at Hicks Gate and onwards towards Bath. It would also provide scope for separate spurs for tram routes towards South Bristol. Please see indicative tram map. Concerns about the weight bearing capacity of Bristol Bridge into Victoria Street from Baldwin Street can be overcome by laying a Tram bridge over the existing bridge from each bank Nottingham laid two such bridges overnight. One over Nottingham station and the other between Queen's Medical Centre and the University over the ring road. The Avon can be traversed that way too if it was decided not to use the southern end of St Philips causeway. In fact the separate tram bridge would be easier.

The whole route is a relatively easy and opportunistic first route as can be found in much Manchester and Nottingham tram routing. Nottingham is not required to have a Clean Air Zone

## Statement 26

**From John Adler (Freshford Parish Council)**

### **Re: 94 Bus Service**

Freshford Parish Council notes that there has been no resolution to the question of the future funding of the number 94 bus service.

It is deeply concerning that there is a distinct lack of clarity of the decision process on how this current situation came about.

It is also deeply concerning that there has been a distinct lack of proper communications on the issues.

Should the 94 bus be lost, then the impact of the loss of this really small amount of funding (c.£57k) will have a devastating impact on the lives of some of our residents, especially where there are no alternative options available due to the need for cross border travel.

## Statement 27

**From Mrs Bobby Oliver**

On behalf of the Reclaim Our Buses campaign and Hubs Mobility Advice Service (West of England) I urge Dan Norris to commission a report into bus franchising for WECA as soon as possible and this report serves as a basis for the mayor to bring the issue of franchising to a vote at the next committee meeting. This would allow notice of intent to be released formally beginning the process of investigating bus franchising and building a business case. Only then is bus franchising truly on the table.

I would like to remind you that the bus system as it is does not provide any sort of transport equity, contribute to wellbeing or a carbon neutral future. There are still areas of WECA without any form of bus service, including inner city, and services that have been hastily provided to plug the gaps (not by FirstBus) are not well publicised. They do not operate in the evenings or at weekends. Many people are forced to have and use their own cars even if they don't want to, thus continuing the reliance on fossil fuels. A usable public transport system would really contribute to the aim of net zero carbon emissions.

I realise that WECA does not have the precepting powers of other combined authorities, but a new board set up in the West of England, similar to Transport for London with the powers and resources to run an efficient and effective regional public transport service, is a great idea, as long as it integrates community transport and demand responsive services so that the region is 'joined up'. The Board should also include representation from all disability campaign groups to ensure that our needs and wishes are prioritised over profit for shareholders.

## Statement 28

### From Gary Charman

I would firstly appeal to you to drop the proposed Bristol Underground scheme, particularly as the cost to coverage will be astronomical & tunnelling as with any works underground is fraught with so many unknowns which will shred any budget & tangible delivery programme. viz HS2.

Instead I would request WECA to investigate further the delivery of a sustainable steel wheeled tram system for Bath & Bristol. As you are aware Bath had studies done some years ago by the Council & the Consultants WSP could find no show stoppers that would preclude implementation of a steel wheel tram system.

This has been born out by many cities across the globe & in numerous European cities, where old tram systems are being replaced / upgraded / retrofitted & extensions added. Whist the UK was troubled with delivery & cost control with tram re-introduction in the late 20th century i.e. Edinburgh, the design changes using modern modular systems & shallow dig techniques have vastly improved cost predictions & delivery certainty.

Those benefits combined with modern green wave signalling, narrow / shallow radius running trams, catenary & non-catenary powered tram cars, provide the ultimate solution to every issue encountered in retro fitting modern trams into historic established cities such as Bath & Bristol

In that vein can WECA include Bath and Bristol area trams association (BaBATA) in discussions with your consultants, as BaBATA have detailed knowledge and expertise across the spectrum of tram networks, design, manufacture & delivery.

Please just focus on creating an extensive tram network, as the primary mass transit system, as more buses alone will not solve our problems.

## Statement 29

### From Jay Wilkinson (Bristol Disability Equality Forum)

My name is Jay and I work for Bristol Disability Equality Forum to push for transport that is both accessible for disabled people and sustainable for the environment. I've been in the role since May, and during the last months I've observed a fundamental disconnect between the innumerable stories I've heard from disabled people in Bristol recounting their poor experience of Bristol's public transport, and the perspectives of those who have decision-making or managerial roles, who are adamant that disabled people aren't sidelined in transport decisions and that everything possible is already being done to take disabled people into account in planning and policy.

I want to make it clear that disabled are indeed still being sidelined, and that there is a lot more still to be done. Whatever the way forward for the dire state of Bristol's public transport, accessibility for disabled people needs to be at the heart of it. This doesn't just mean consultations that are then largely ignored or Equality Impact Assessments that don't go far enough. It means really taking into account for every decision that needs to be made how disabled people will be impacted and how accessibility will be built in. It means really listening to the experiences of disabled people, because if you do listen, you'll realise that every disabled person has a story of how Bristol's transport is severely limiting their lives. One person told me he 'never feels more disabled than when using public transport.' A 2021 study into public transport access for wheelchair users in the South West

came to the striking conclusion that “the barriers to using public transport highly outweigh the opportunities stemming from the use of public transport.”

Trams would be great for disabled people, but right now, buses are what disabled people are mostly reliant on and bus services are what need sorting out. Many disabled people, particularly those living in the poorer areas of Bristol, have had their local bus service cut and have no other form of transport. If a service still exists it may be unreliable or infrequent, and is likely not to connect well with other buses. People can't use their disabled bus pass before 9.30 in the morning, as if disabled people don't need to live life before that time. If the bus actually turns up, a common experience of a wheelchair user is that they may not be given priority, in contravention of the Equality Act, which allows for disabled people to be treated more favourably than non-disabled people. A frequent experience is to need to wait until 2 or 3 buses later before they can get onto a bus. If they do manage to get on the bus, it's impossible to know if the driver will be helpful or hostile, or if they will face harassment or even physical abuse from other public transport users. One disabled bus user told me that she's found her experience of the bus so traumatic that she leaves the house less and less because she can't face taking the bus. These are just a small selection of the public transport issues disabled people face.

A 2021 study on the impacts of bus privatization by the Center for Human Rights and Global Justice makes clear that, “These failures are not just an inconvenience—they have resulted in serious human rights impacts for those who rely on the bus, including to access work, education, healthcare, and food, and to move out of poverty. This has been especially severe for people with disabilities... Because bus services are operated by effectively unaccountable private companies, those impacted often have little meaningful recourse.”

Disabled people make up around 20% of the population, which is a sizeable minority, and what non-disabled people fail to take on board by ‘othering’ disabled people is that anyone can become disabled at any time - the non-disabled are actually more likely ‘not yet disabled.’ It therefore doesn't make remote sense to sideline accessibility - after all, you may be planning for your own future use of accessible public transport. Visions for the future are what we all need to be looking to - such as Reclaim Our Buses' vision for bus franchising, which would mean huge gains for disabled people by providing decent overarching standards and a connected, inexpensive service. It's not enough to bemoan that budgets have been cut by central government or that the right fundraising powers aren't in place. We need to be collectively strategising on how we get from where we are now to a transport system that is fit for purpose for all public transport users, disabled and non-disabled alike. As we enter into escalating climate crisis, mass transit systems which are accessible for all are unavoidably the future, and these adaptations need to be made if we are to have any chance of the future being liveable.

## Statement 30

**From Matt Griffith**

Transport has long been one of the highest priority issues for businesses in our region. In successive surveys we have conducted of our members, transport is always identified as one of our key regional weaknesses and the issue that businesses want to see properly addressed and delivered on, with high ambition.

Transport matters on a range of critical ingredients for our economic prosperity and the future plans of our businesses. We currently have some of the worst congestion in the country, meaning too many people are stuck in traffic rather than contributing to make our region stronger. Business also needs certainty about the long term plans for our region – if we are attract the future jobs and investment that our region needs.

The members of Business West repeatedly point to the lack of a cohesive transport and access plan as the prime blockage to effective growth and a willingness for private investment. It is a major strategic weakness for our region that requires addressing in a serious, credible and long term plan.

Our weakness in transport is not only a drag on current and future economic prosperity. It is also a large obstacle to delivering for our worse off citizens and on our region's economic inequalities. A failure to build a full transport system in our city region has been felt hardest in our areas of deprivation for whom lack of transport infrastructure and provision cuts away the ability to access opportunities to work or grow a business.

A failure to deliver our full ambitions on transport would also hurt our ambitions to deliver major carbon reductions, critical in the fight against climate change. Our performance on car use, compared to more sustainable modes, is considerably worse than other better performing English cities. This is particularly pronounced in journeys where walking or cycling are less viable - journeys of over a couple of miles both into and around our town and city centres.

We need comprehensive solutions to travel by public transport on key route corridors and do so in the greenest, fastest and most convenient way possible.

Our view is that this is best delivered through a mass transit system.

What mass transit looks like at this stage is unclear, but if the region is to hope to meet its major challenges on improving transport, tackling congestion and reducing carbon emissions, it needs to do the work in planning for an ambitious integrated transport system.

Areas of our city region also have very significant obstacles to creating mass transit through just relying on overground options. Constrained road space alongside important clusters of local businesses make these particularly pronounced in areas of north and east Bristol in particular.

This means we need to properly understand the balance between different solutions, both from cost of delivery but also implications for economic disruption and the wider functioning of our transport system and the ability of existing businesses and citizens to continue to move around the city.

That is why the business community strongly supports the investment now in transport studies that properly evidence and understand the options for future transport investment and urge our local leaders to continue the important work to progress these.

Although the funding for a mass transit system will inevitably be in part opportunistic, taking advantage of these opportunities can only happen if the evidence and costings for different levels of ambition exist. If we do not have the evidence for these options, we will have impeded our ability to win future funding.

The next government will also be looking for proposals from Metro Combined Authorities for ambitious proposals to unlock growth and deal with the climate crisis. We have to do further work to be ready for these opportunities.

We only have to look at this week's announcement of £2.5 billion into a Mass Transit system for Leeds to see how a committed approach to building the evidence base and bringing forward proposals can create momentum and support.

On behalf of its members, Business West therefore strongly urges commitment from our public authorities to produce a credible integrated transport plan and its supporting evidence base that will describe and address the needs of the sub region for the coming decades.

In order to keep this business case as strong and as justified as possible, we need to keep all the options proposed on the table.

From the options on the Committee paper, Option A is the only one that allows that comprehensive approach to be taken forward.

Success has to be planned for in advance, and we must now do the work that sets out the next stage of our region's transport ambitions. This means carrying on with further studies to look at the business case for an integrated mass transit system.

## Statement 31

### From Sue Mullins

The BISP makes for interesting reading if a little dry and is far reaching in it's aspirations.

However, in respect of the loss of the numerous unprofitable local bus services across outlying suburban and rural areas around Bristol, that seems to be the extent of it, aspirational, and not the reality for many local communities left stranded.

The BISP still contains a list of "Supported Bus Services" , which includes many of the services which no longer exist, meaning the situation is even worse than it appears on paper.

These losses are having a significantly detrimental effect on social inclusion, shopping, employment opportunity and access to health services in some of the most deprived and isolated areas of the region.

According to the BISP, WECA and the LTA have a process by which to assess the "social necessity of bus services deemed not profitable, however there does not appear to be any information available as to what this process looks like, who conducts the process, how it is scored or measured and against what criteria it is decided on. This is a Statutory Duty of LTA s under DfT regulation, and it should be clear, transparent and subject to scrutiny.

I call upon WECA and the LTA to provide information to the wider public as to how this process is carried out and decisions made on social necessity.

The BISP states that it has "a vision to empower passengers" and states that the aim is for a "Passenger Charter" to be in place by October 2022. There does not appear to be such a charter on the WECA website a year later.

Section 4:10:1 states that "rural and hard to reach areas encompass over ¾ of the BISP area..... with an ambition to provide public transport to all who need it.....Supported bus services will continue where required supplemented by DRT and Community Transport.

This is all far removed from the actual reality of the current situation where communities all across the region have been left high and dry with little to no bus service to speak of.

This must be addressed and these crucial bus services reinstated.

## Statement 32

### **From Adam Reynolds**

The Transport Infrastructure Projects Report makes grim reading when it comes to the CRSTS programme of work. It is clear from this report that although budgets for individual schemes has been kept mostly the same, something known as "peanut buttering", there has been a complete evisceration of walking, wheeling, and cycling elements within schemes. It is also clear that some schemes are not going to be delivered within the allocated budget. The M32 STC is already at the legal limit of what can be delivered and when you look into the detail of what it actually is, that is, detrunking the M32, building a new junction and a 2000 space park and ride, on a road that handles 25,000 per hour that is being delivered at the last legal date (June 2027) it is wholly inappropriate and at a minimum should be moved to CRSTS 2, which had the WECA £800m allocation announced on Wednesday. I would argue it also falls foul of the SOLACE Report which specifically requested WECA revisit the Project Evaluation Process. Shifting the M32 STC Scheme to CRSTS2 or just cancelling the ill thought out scheme, would provide the necessary funding to deliver good LTN 1/20 compliant walking, wheeling, and cycling infrastructure in the other schemes. Will the chair require that the M32 STC scheme is removed from CRSTS 1 due to its high risk, impact on other schemes in the CRSTS1 programme, and, in my honest opinion, the failure of WECA to address the project evaluation issues raised through the SOLACE Report? The Emperor's New Clothes come to mind here

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