

WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE

3 DECEMBER 2021

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

1. Kim Hicks - South Bristol wrong road
2. Stuart Gardner - Green Recovery Fund & green skills
3. Councillor David Orme (Dunkerton & Tunley Parish Council) - Supported bus services consultation
4. David Redgewell - Transport issues
5. Councillor Erica Williams (South Gloucestershire Council) - Statement and petition - no. 18 bus service
6. Katrina Billings - Green Recovery Fund
7. Tony Lloyd - Portishead line and Portway park & ride
8. Pete Travis - Bus services

STATEMENT 1

Statement from the SOUTH BRISTOL WRONG ROAD GROUP

The South Bristol Wrong Road Group confirm that they are still keen to engage with WECA and indeed our local councils. This would be, in connection with ANY actions/investigations etc, that WECA/local councils take that relation the 'South East Bristol Orbital Low Carbon Corridor', which would connect the A4 to the A37 and further into South Bristol.

It is appreciated that we have been told that the route is NOT currently an active project, but until it is removed from the transport plan, we remain keen to be involved/included.

STATEMENT 2 – Stuart Gardner

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

Nature is collapsing at an alarming and unprecedented rate. Globally we have lost 68% of wild vertebrates and up to 76% of insects since 1970. And in the West of England, numbers of once common songbirds like swifts and starlings have dropped by 96% since the 1990s - only this week, the Swift was added to the UK's red list of endangered birds.

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

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

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

Working as a partnership has already enabled us to map one of the country's first visions for a Nature Recovery Network; produce an ambitious Tree and Woodland Strategy for the region; and leverage in millions of pounds of public and private investment in the natural environment. Continuing this approach will enable us to source match funding for the proposed Green Recovery Fund and help direct resources towards the areas that will provide the biggest 'bang for our buck', making the Combined Authority's investment go further in addressing the climate and ecological emergencies.

With regards to the upcoming item on Green Skills, I would also like to highlight the importance of jobs for the natural environment - while we are seeing increasing interest in funding for nature, we need the people to both develop projects to a point where there are ready for investment, and then to deliver them.

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

STATEMENT 3

PUBLIC STATEMENT TO THE WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE MEETING 3RD DECEMBER 2021

Submitted by:

Cllr David Orme

Chairman, Dunkerton & Tunley Parish Council
and Programme Manager of the BANES Rural Transport Group
<https://banesruraltransportgroup.org/>

STATEMENT:

Our collective response to the declaration of a climate emergency seeks a modal shift away from car use. Success will depend on residents having alternative travel choices available.

It is never going to be affordable to buy enough land to create hundreds of miles of new pedestrian footpaths and cycle tracks through rural areas across the region. Unlit, winding, muddy, narrow, hilly rural lanes and minor roads will continue to be an unsafe and unattractive alternative to the comfort, flexibility and safety of the car.

In the region's rural areas, availability of bus services will be key to success: we can envisage a mix of commercial services, community transport schemes and supported (otherwise commercially unviable) bus services.

The planning of supported bus services has always been of tenuous credibility. Even the Government has avoided confronting pivotal factors in the matter¹.

Consequently, there has always been a poor articulation of Value for Money (VfM) in the disbursement of subsidies, which has been based largely on a cost metric (important, but little to do with VfM².) This approach disadvantages rural areas to the benefit of city and town dwellers.

¹ Refer to the Government's 2016 publication "Value for Money of Tendered Bus Services" <https://www.gov.uk/government/publications/value-for-money-of-tendered-bus-services>. This analysis excludes key factors in the planning for rural bus services. The Executive Summary says the analysis does not capture the positive distributional impact of tendered bus services; nor [rural] individuals' loss of wellbeing in case tendered services are withdrawn; nor "Further benefits" enabled by tendered services. These are critical considerations in defining VfM, and their conscious omission undermines the credibility of the 2016 publication.

² There needs to be a better understanding about the perceived VfM : the **commercial value** - as seen by bus operators in a return on investment; the **strategic value** - as seen by a local authority (how far the allocation of subsidies enables delivery against the authority's strategic transport objectives); and **customer value** - whether the provision of a bus services meets rural residents' needs. These 3 measures of VfM are very different, and must not be confused or interchanged. Unfortunately, at present they are not even articulated, let alone separated in the planning of rural transport. The Government's 2016 publication cites similar considerations, but calls them "benefits". This mismatch in terminology is not helpful.

As the launch of the Government's new strategy presents an opportunity to increase efficiency and VfM in the resourcing of supported bus services, it is worrying that the recent WECA consultation to inform the tendering process for services beyond August 2022 was poorly constructed, poorly launched and poorly managed:

- Few knew about the launch on 18th October, fewer knew who sponsored it or what it was for. It just appeared from nowhere. There had been no prior communication. WECA had apparently decided that news about its launch would not be sent via the normal networks of elected officials (town and parish councillors, ward councillors) for dissemination through their networks. It was reportedly planned that hard copies of the consultation would be available on the vehicles. They weren't. There was no media campaign of any sort.
- Some questions³ in the consultation were very poorly constructed, suggesting a cursory analysis and a shallow understanding of residents' needs. The consultation would produce unrepresentative, fuzzy, incomplete or wildly misleading responses.
- Confronted with almost immediate challenges from a number of stakeholders, the sponsor of the consultation (who has never been identified) brushed off proposals to withdraw, pause it for rework or extend the deadline. The process had to drive everything.
- There was a wildly optimistic or disingenuous assessment of the engagement. At the half way point, a total of "over 300 responses" (ie about 300 responses) had reportedly been received. From a potential population of many hundreds of thousands⁴, statistically that was nothing but white noise – yet it was judged that "levels of response to the survey appear to be good."

Some questions were amended half way through the consultation, but that will have resulted in 2 incoherent sets of responses.

There was a late attempt at communication to increase the rate of response⁵ whilst the refusal persisted to extend the 28 November deadline to exploit any increased response rate.

³ On 28 Oct, the West of England Community Transport Network said:

Question 6, we would suggest that assessing forward service demand on the previous 12 months when we know there were periods of lockdown and customers were given very mixed messages about the use of public transport is not a good gauge of future use (see two HMG/NHS graphics in use during the pandemic below). We appreciate that the Bus Back Better strategy is now in place but for these supported bus routes there will have been a modal shift during this period (which will also include increased home working/ flexible working)

Question 8 only allows one choice of times – if you use the route for commuting there is no option to put return and we know this is critical for passenger to reliably use a service for commuting.

Question 12 asks for service rating effectively on a single route, however in question 6 you could have indicated using nearly 70 services, all of which may vary in service

Question 13 only asks for comments on existing services not new ideas or routes for future use

Question 14 does not include an explicit carbon reduction or climate change encouragement

Question 14 has an 'other (please describe)' option but with no free text box to put your suggestion in

⁴ On 5 November, Nicola Phillips claimed, "...we want to get feedback from existing passengers and possible new passengers"

⁵ <https://mailchi.mp/e62003cf6f3d/have-your-say-on-how-to-improve-supported-bus-services?e=0dde04337e> was emailed out by Travelwest dated 18 November

How did this happen? It was claimed that the consultation process had followed some 7 years of BCC precedent. The implication was that the BCC precedent was best, or at least good, practice. It clearly wasn't. It resulted in a case study in how not to carry out a consultation.

If the credibility of the tendering process for supported bus services was not so important to our rural residents, if we could be certain about the amount of money that would be provided to the region to resource supported bus services, and if we were not nationally in competition for that money, these issues would not be so important. But it is, we cannot, and we are.

As part of the tendering process, a session has been scheduled to review the outcome of the consultation during the week commencing 3 January 22. We must hope that the session will not be a demonstration of Groupthink. We must hope that the results are evaluated in the cold light of day:

- That there is an honest recognition that this was not WECA's finest hour.
- That there is a commitment that the mistakes will not be repeated in any future WECA consultation on issues of sustainable transport.
- Extreme caution must be exercised in trying to interpret the 2 sets of results in helping to decide how supported rural bus services should be delivered from Aug 22.

STATEMENT 4 – David Redgewell

With regards to Bus service improvements plan and the Enhanced quality partnership we to work hard to improve bus service frequencies on the key investment corridors.

Bristol bus and coach station to Arnos Vale, Brislington, Keynsham, Saltford Corston, Newbridge, Weston Bath bus and coach station A4 corridor.

Bath bus and coach station, Peasedown St John, Radstock, Midsomer Norton, Paulton, Shepton Mallet and Wells bus and coach station. A367.

A37 corridor from Street, Glastonbury, Wells bus station, Chewton Mendip, Farrington Gurney, Clutton, Pensford, Whitchurch, Hengrove, Knowle ,Bristol Temple Meads station, Bristol bus and coach station.

A 4018 corridor Bristol cabot circus, Bristol city centre Park Street, Clifton Down station, Downs, Westbury on Trym, Henbury, Cribbs Causeway bus station.

Bristol city centre to Thornbury corridor. A38
Bristol city centre to Yate bus station and Chipping Sodbury. A420

Bristol bus and coach station to Ashton Gate, Long Ashton, Backwell, Yatton, Congresbury, Worle and Weston super Mare.

Bristol bus station, Long Ashton, Nailsea and Backwell and Clevedon.
Bristol city centre to Bristol Airport, Churchill, East Brent, Bridgwater and Taunton corridor.

Whilst corridor investment is welcomed including metro bus service corridor Bristol parkway to Cribbs causeway bus station.

The south Bristol metro bus loop from Whitchurch Hengrove Hartcliffe Withywood, South Bristol link road to Bristol city centre and via the portway parkway and severn Beach cabot park.
Which need metro bus service.

The concerns we have is a lot of bus walking and cycling and new bus Taxis and coach lane but with no bus services on high frequency on these economy necessary services.

Under bus back better and the West of England mayoral combined Authority and North Somerset council bus service improvements plan and the enhanced quality partnership.
With the setting up of Bus Advisory Board and passengers forum.

The problem we have is 32 bus service cuts across the West of England mayoral Combined Authority area of Greater Bristol and Bath city region and North Somerset council.

Where First group plc west of England buses and stagecoach group plc stagecoach west have to run 90 % of services to receive bus service recovery grant from the Department for transport. Which has been reduced from £27.3 million week to £226,5 from September to 1st April 2022. Which leaves the bus operator unable to provide a complete service Network the Network being operated is about 80%

With the support bus service money from the west of England mayor Dan Norris and North Somerset council having been spent and we still do not the number 5 services from Downend to Fishponds Stapleton St Paul's and Bristol city centre.

Or the 18 from UWE bus station to Downend, staple hill, kingswood warmley North common, oldland common, willsbridge, keynsham, saltford, Newbridge weston and Bath spa bus station.

Where services are not restored

We must make sure we set in the budgets for Bath and North east Somerset council, the city and county of Bristol council, and South Gloucestershire council enough money to fund the supported bus service Network and bus stop shelters and bus stations and a interchanges facilities.

The public consultation of which needs extending so copy were not in Bus and coach station libraries tourist information offices and poster on some bus stops until the last few days of the public passengers and stakeholder consultation.

We would like an extension until the 20th December 2021

Bath spa bus and coach station needs a tourist information offices to replace the travel centre and also need visit west offices at Bristol bus and coach station

And the buffet and Newsagents reopened.

The most important issue is the west of England mayoral combined Authority and North Somerset council western gateway transport Board and South west transport Board mps to write to Baroness Vere of Norberton and Grant Shapps secretary of state for transport to uplift and provide better financial support to the bus and coach services up to April 2022.

But with covid 19 very much still in the communities of South west England and mask wear window open buses and to be welcomed deep cleaning programmes the bus coach and train passengers figures stay at about 60 to 70 % and the department for transport also do not want fare increases on local buses.

But we need extra financial support buses in the Greater Bristol, Bath, weston super mare, Somerset, Gloucestershire and Wiltshire are about access to employment, education from schools to colleges and universities, medical care shopping leisure and tourism and night time economy.

We also need to address the bus infrastructure in Thornbury high street and Rock street bus interchanges.

We have a limited metro west railway Network although we welcome the cross city line from Severn Beach to st Andrew Road and Avonmouth Dock and half hourly service to Clifton Down, Bristol Temple meads, Bedminster and station to weston super mare across the city Region.

We need a governance review of west of England mayoral combined Authority and North Somerset council to allow North Somerset council to join.

And to set up an integrated Transport Authority.

With all public transport staff working for the west of England mayoral combined Authority including public transport infrastructure.

A Railway executive including light rail.

And a Director of Transport.

Head of public transport to be in charge of all former local Authority public transport staff.

On railway services and proposed light rail system.

Whilst we welcome the investment in Bristol Temple meads station. Which needs a bus interchanges facilities better shopping facilities waiting room disabled toilets and changing places and buffet restaurants improvements as a region transport hub on the inter city rail network. and gateway to South west England.

Other railway projects.

Following the reopening of the Exeter central, Exeter st Davids, crediton Okehampton.

A partnership between The Department for transport Network rail western route

First group, Great western railway. Devon county council heart of the south west lep

Oke rail, Dartmoor railway. Has open as great South western success story.

We need to make progress on Portway park and ride which has had Grant aid from the Department for transport with Funding from the west of England combined Authority and Bristol city council.

We need Network rail western route to start work on this scheme.

On the Bristol Temple meads to Pill and Portishead line Development order progress.

And the objection from Barry cash local Environmental campaigner and liberal Democrat withdrawn.

We know this not liberal Democrat party policy in the west of England mayoral combined Authority and North Somerset council who support railway reopening and public transport Network improvements.

This may need to be made clear to the secretary of state for transport. Grant shapps.

We also need to see progress on the Bristol Temple meads Lawrence hill Stapleton road, Ashley Down, Filton Abbey wood, Filton North and Henbury loop line.

Would the metro mayor take action to push the city and county of Bristol and South Gloucestershire county council to grant planning permission.

To Deliver the Bristol Temple meads, keynsham, oldfield park ,Bath spa Freshford, Avoncliff, Bradford on Avon Trowbridge and Westbury service some services extend to Frome and warminster.

Bristol Temple meads, Lawrence hill Stapleton road, Ashley Down ,Filton Abbey wood, Bristol parkway, yate charfield, cam and Dursley and stonehouse Bristol road, Gloucester central and Cheltenham spa
We need a 30 minute service on this metro west route which is show as possible in Birmingham New street to Bristol Temple meads route study by Network rail western route.

We support the reopening of charfield station and stonehouse Bristol road.

We also need progress on st Anne's Park station, saltford, Ashton Gate, Corsham station.

We must make progress on the delivery of metro west railway Network which are along with buses services metro bus coach services and ferry are the back bone of The Somerset Greater Bristol Bath weston super mare Wiltshire and Gloucestershire public transport Network.

On light rail their a need to look at the Bristol city centre Bristol Temple meads Arnos vale Brislington keynsham Saltford Newbridge Weston and Bath spa.

And the Bristol city centre Bristol Temple meads Arnos vale North Somerset railway line to callington road Hengrove whitchurch Hartcliffe withywood South Bristol link to Bristol Airport and return to the city centre need studying. It is also we make progress on Disabled access to station at Weston super mare Nailsea and Backwell Parson street Lawrence hill Stapleton road Avonmouth st Andrew road Freshford and Cheltenham spa lifts .

And a equalities manager employed at the west of England mayoral combined Authority.

We need a Railway executive on officers based under Peter mann team at the west of England combined Authority with North Somerset council and the western Gateway transport Board.

To hold The Department for transport and Network rail western route and the future Great Britain Railway Region.

We should be looking for an office in Bristol.

We must open up customers services and passengers engagement at the west of England mayoral combined transport Authority.

The Transport Authority needs to been to be delivering Public transport for the community.

We are so pleased the mayor Dan Norris is changing the west of England mayoral combined Authority away from being a ATM for the city and county of Bristol Bath and North east Somerset and South Gloucestershire council.

We look forward to a stronger west of England mayoral combined Authority and North Somerset council as full member.

As Grant shapps secretary of state for transport has made it clear Transport Grant will only be paid to city region

With metro mayors.

That why grant was not paid to the North East England combined Authority.

David Redgewell South west transport Network and Railfuture Severnside.

STATEMENT 5

Written submission to WECA Committee meeting – Friday, December 3 2021

Cllr Erica Williams

South Gloucestershire Council – Bitton and Oldland Common Ward

My name is Councillor Erica Williams and I am a local member in South Gloucestershire, representing the Bitton and Oldland Common Ward.

I am here today to present a petition of more than 1,000 signatures, calling for this Combined Authority to reverse its position on the withdrawal of subsidies for the First Bus operated number 18 service, which was pulled without warning earlier this year.

The cross-border bus, which ran between Kingswood and Bath, served a number of communities, both in my ward and in neighbouring wards and was well used by some of the more rural and suburban communities for getting around.

WECA's decision to withdraw the subsidy and effectively allowing the service to end has resulted in the loss of a vital means of transport to the likes of Bitton, Oldland Common, Longwell Green and Warmley. This was done with absolutely no public consultation, with none of the users of the service, many people like myself who do not drive, and many who are making a conscious choice use more sustainable forms of transport such as buses. At no point were these residents of South Gloucestershire given an opportunity to have their say on how important the service was to them.

What was even more concerning was the fact that after the service was scrapped, little to no effort went into communicating this to the public. I have lost count of the number of people who I have spoken to or have seen comment on social media that they were left waiting at bus stops for buses that never came. Is this the kind of transport authority WECA is? Which makes ill-informed, snap decisions without consulting or informing the people such decisions will heavily impact?

As you will be aware Mr Mayor, I, alongside my ward colleague Cllr Paul Hughes and the MP for Kingswood Chris Skidmore, launched a petition calling for funding to be reinstated which I am presenting today.

While the campaign should not have been needed, as due process and proper public engagement should have been carried out in the first place, it was fantastic to see such a swell of support for the return of this service, including on social media and in local publications such as The Week In, which supported our campaign by collecting signatures.

I am aware that the decision was taken to cancel the service based on usage statistics from the pandemic. This is clearly a flawed practice as there were periods where residents were being advised to work from home but even after that we are still experiencing an overt level of caution from residents towards public transport and it concerning that this is this authority's response is to take such statistics at face value.

We should be finding ways to support the services that connect our communities and prevent them from becoming more isolated. We need to be using every opportunity at our disposal to tackle the climate emergency by making public transport more appealing to use.

Mr Mayor, my local communities need WECA to back the reintroduction of the Number 18 and to push for First Bus to restart it. You have said repeatedly in public that you are here to serve the people you represent but the number of signatures on this petition demonstrate that the people aren't being listened to, simply because they are not being given a chance to have their say.

You have also said in response to bus cuts you have agreed to that it is down to Government funding, yet despite WECA and the member authorities being collectively successful in securing millions in transport improvement funding from the Government, no proposals emerged in your bus plan to restore this vital service. We have thus far been told "no can do, the MPs need to campaign for better Government funding" but the funding is there now and it should be put to good use that supports the services that benefit our smaller communities as much as the bigger ones. Even if you look past this this, there are extra resources within WECA budgets which could, and should, be priorities to support local services like the Number 18.

With the submission of this petition I would call on the Mayor and his officers to listen to the people he represents, to dispel with passing the buck and to reverse their position on the Number 18 so that the communities I represent are not being disconnected by this Combined Authority.

STATEMENT 6 – Katrina Billings

**Statement to West of England Combined Authority Committee, 3
December 2021**

From Katrina Billings, on behalf of Climate Action West of England

PROPOSED GREEN RECOVERY FUND

We warmly welcome the proposed fund, but we would prefer to see greater clarity and a stronger sense of direction as to how it is to be most fairly spent.

Take retrofitting: the scale of the challenge is huge. 250,000 homes within the West of England must be treated to ensure all homes are properly insulated by 2030. So a £3 million fund means £12 per house, equating to about 3 rolls of draught proofing strip each!

Clearly the contribution that this fund can make is of itself very small, so it is important that WECA's investment is wisely targeted to have a catalysing effect and fill gaps that other funding sources wouldn't.

We urge that it must therefore be targeted at those at risk of being left behind – those who will find it hardest to get into education, skills training and jobs, and those in the coldest and hardest to treat properties especially if they are renters not owners.

Funds should also be targeted to make the most of the co-benefits such as improving health and tackling the deep-rooted inequalities in our region.

These principles should also be applied to funding for transport. We have misgivings that additional funding for electric vehicle charging infrastructure gives the best value for benefitting our communities, young people and workforce. Electric Vehicles will not bring the additional benefits of health and economic equity on the same scale that reducing car dependency, and enabling walking and cycling would. These are where investment should be made first and foremost

We applaud recent WECA initiatives [backing calls for a community wealth fund](#) and [supporting young people into green jobs](#). With a pot the size of the proposed Green Recovery Fund, these are the kind of interventions that WECA needs to focus on, building “social infrastructure” and capacity of communities and organisations to lead a just transition to zero carbon.

Friends of Suburban Bristol Railways (FoSBR)

Statement to WECA Committee

Friday 3rd December 2021 at 12.00 noon



STATEMENT 7

FoSBR welcomes the start of the new half hour service on the Severn Beach line, from Avonmouth to Temple Meads, coupled with an increase in the number of cross-city direct services between Avonmouth and Weston super Mare. This is the start of achieving the aims of the MetroWest project. However there appears to be some dark clouds approaching other parts of MetroWest.

1. The Portishead passenger line re-opening:

The delay to April 2022, of a decision on the Development Consent Order for this scheme, is regrettable. This will not only cause further delay but will also probably increase the cost of the scheme. We have concerns whether the revenue funding and capital top-up is still secure.

The reason for the delay is unclear with the main reason being given as 'to allow further consideration of environmental matters' – which one could hardly call explanatory! Thus there has been a whole raft of theories for the delay, including a suggestion from Liam Fox that it is due to opposition to the scheme from environment groups such as Extinction Rebellion and Insulate Britain. We do know that the Inspector has asked for more information on carbon budgets and this has been supplied by North Somerset Council. Worryingly, there is also a proposal to replace the rail scheme with a bus service which would run along the existing rail route for part of its journey to Bristol. We are opposed to this idea and consider that a rail service is the most efficient and environmentally friendly method of public transport between Portishead and Bristol.

Thus, despite the apparent set-back, we strongly urge both WECA and North Somerset Council to continue with the rail scheme and to ensure that there is sufficient money for its completion.

2. Portway Park and Ride:

There have been many delays to the opening of this station. Recently it had been considered that it would open by the end of this year but then we find out that there have been delays in getting the final design (Grip 5) completed. Because of this, it now appears that the station opening will be delayed until spring 2022. We urge WECA to apply pressure so as to ensure that there are no further delays to this scheme.

Tony Lloyd, Friends of Suburban Bristol Railways (FoSBR) www.fosbr.org.uk/

STATEMENT 8 – Peter Travis

The Somerset bus partnership and Somerset catch the bus campaign are very concerned about the lack of passengers information on buses in Bus and coach stations in Bath and Wells.

And lack of General information in libraries and community centres.

Banes did try and get more information out to the travelling public but along with Banes rural transport group and Bath federation of Residents association would like an extension to the 20th December 2021 .

The paper survey copy were difficult to get hold of except on Keynsham town services and Bath spa bus and coach station to yate bus station, chipping sodbury, Tetbury and Stroud bus station

69. 620.

Operated by stagecoach west.

672 Bristol city centre to the chew valley.

On the west of England mayoral combined Authority and North Somerset council bus service improvements plan working with Somerset county council.

We are pleased with the inclusion of the cross boundary services in to the mendip region being very important for access to employment education schools colleges and universities health care services in the Hospitals of Weston super mare south Bristol, Bristol royal infirmary Bath RUH Southmead Bristol and peasedown st john. Leisure journeys entertainment and Tourism.

And interchanges with Railway services at Bristol Temple meads Bath spa and Weston super mare. and megabus flix and National Express coach services.

The following route are important.

1 Frome to Bath spa bus and coach station via Beckington Rode, Norton st Phillip and Midford. D2

2 street Glastonbury Wells bus station chewton mendip Farrington gurney Clutton pensford whitchurch hengrove knowle Bristol Temple meads and Bristol bus station. 376

Which is also subject to an improvements by the west of England mayoral combined Authority and Banes corridor improvements.

And plans for a 15 minute services in the Somerset and west of England mayoral combined Authority and North Somerset bus service improvements plan.

173 ,174 wells bus station to via chilcompton or shepton mallet midsomer Norton Radstock peasedown st john and Bath spa bus and coach station.

171 172 Paulton ,Midsomer Norton Radstock, peasedown st john , Bath spa bus and coach.

With corridor improvements on A367.

For walking cycling and public transport.

126 wells bus station to cheddar Axbridge winscombe Banwell and locking and Weston super mare railway and bus interchanges is important.

And the 20 from Weston super mare to Brean Barrow Burnham on sea for 21 to Highbridge Bridgwater and Taunton.

As is the falcon coach services from Plymouth coach station to Bristol via Newton Abbott Exeter cullompton Wellington Taunton Brent knoll churchill Bristol Airport and Bristol bond street.

By stagecoach South west.

Weston super mare to Bristol corridor

Clevedon and Nalisea to Bristol corridor and Portishead to Bristol corridor.

But without bus service recovery grant being continued its already been reduced from £27 .3 million a week to £226 ,5 million from October to April 2022 .

And cuts to 32 route in the city region from January 2022 .

And more services could be withdrawn from April 2022 .

Before bus back better money kick in

We ask the metro mayor Dan Norris and the leaders of the council to lobby Grant shapps and Baroness vere of Norberton the buses minister to provide more support for bus services in our Region work with western gateway transport Board and mps and lords South west transport Board to get our case to government.

And to set up The Bus service advisory Board and passengers forum in the west of England mayoral combined Authority area with North Somerset council.

To improve passengers travel centre at Bristol Bath and Weston super mare bus and coach stations with the tourists board

Peter Travis Somerset bus partnership and Somerset bus campaign