

Public Forum

Statements Received

Statement	Name, organisation
1.	David Redgewell, South West Transport Network <i>West of England Transport Links</i>
2.	Christina Biggs, FOSBR <i>FOSBR Rail Plan 2018 Proposals</i>
3.	Martyn Hall (Christina Biggs to speak on behalf of) <i>Thornbury Railway</i>
4.	Stephen Shield on behalf of Stoke Gifford Parish Council – Apologies received <i>Number 10 Bus Service Termination (Wessex Bus Company)</i>
5.	Cllr Michael Bell <i>No. 10 Bus Service Withdrawal (Wessex Bus Company)</i>

Statement 1
David Redgewell SWTN/Bus Users UK
West of England Transport Links

1. The Chocolate Path Bristol

We support plans to reinstate the path and make it fit for purpose for walking and cycling.

2. MetroWest

We welcome the DfT and Metro Mayor study into the suburban rail network for Greater Bristol and the investment in Severn Beach – Westbury and the proposed Portishead – Westbury lines. We also welcome studies into Bristol – Gloucester and Bristol – Henbury Loop, noting that the Henbury loop will need a higher level of service if indeed the Arena is sited at Filton North Station.

We feel it is very important to make progress for the City Region and we must ensure that all stations are fully accessible eg Lawrence Hill and Stapleton Road.

3. Congestion Task Group

We welcome the work undertaken especially on bus priority and bus infrastructure and the potential Quick Wins on the A38 corridor. The Group worked on getting progress on Temple Meads station works which are now receiving funding. We believe that through Partnership working with First Bus division, First Rail division and Network Rail we are getting funding released and are making real progress.

4. MetroBus

We support the extension of Metro Bus from The UWE to Bristol Parkway – Patchway Station and Cribbs Causeway including Gypsy Patch Lane bridge and Station.

5. Transport Board

We welcome setting up a Transport Board and associated working parties. It must fit in with the Metro Mayors proposals for the sub region and also must align with any Regional; transport body being set up by the government.

The preferred model would be to have one Regional Transport Board covering Cheltenham – Penzance – Bournemouth. This is borne out by the new Cross Country Franchise which is being consulted on by the DfT on this Regional basis.

We urge the Mayor to meet other Council leaders to make the case for a Regional Board, given the power of the Northern Transport Authority (TfN) and Midlands Connect we must not be left behind.

6. Cross Country Rail Franchise – Consultation

We wish to urge the Authority to make a full and detailed response to the current DfT consultation on the future of the Cross Country Rail Franchise. In particular we urge the response to clearly show the requirement for through services to continue linking northern cities and Scotland with the South West as per the current services and not allow services to be reduced or cut short. We also strongly support enhanced security on trains through

measures such as CCTV. We must ensure that catering services on the long distance trains are retained as they are very important to customers making those journeys. There also needs to be a priority given to all aspects of Disability Access both on trains and at the stations.

7. Support for Partnership Working in Transport.

We wish to see the Local Authorities taking advantage of Partnership working with First and other operators in enhancing and developing the public transport offer in Bristol City plus South Gloucestershire, BANES and North Somerset. The bus companies are willing to commit to investment in return for infrastructure commitments from the local authorities. I urge the local authorities to work together through WECA and linking in with North Somerset to take advantage of the offers to invest which will lead to a speedy delivery for the benefit of local residents. Bristol must work closely with WECA and the WECA Board to develop coordinated plans for fast delivery.

8. Rail Projects

We fully support the Metro West Phase 1 and Phase 2 projects and urge the Authorities to progress these schemes. These schemes need to be developed and fully integrate with the bus network to provide seamless integrated public transport. We note that for Phase 2 of Metro West there is no support in the rail industry for trains to turnback short at Bathampton or Yate and we wish to see trains serving the full journeys to Gloucester/ Cheltenham and Westbury.

9. Bristol Congestion Task Group

We welcome the work undertaken especially on bus priority and bus infrastructure and the potential Quick Wins on the A38 corridor. The Group worked on getting progress on Temple Meads station works which are now receiving funding. We believe that through Partnership working with First Bus division, First Rail division and Network Rail we are getting funding released and are making real progress.

10. Wessex Bus

Following the demise of Wessex Bus – Part of Rotala , we wish to see urgent action from WECA as the responsible transport authority, to work with the relevant local authorities to ensure that services continue for the travelling public. We understand that several services and the staff have been transferred to Stagecoach and First , however we are concerned that Service 10 has not been mentioned and it is vital that this service is covered with continued public subsidy as it provides crucial links for the public within the Region. We also want to see the Service 12 in Bath covered and want to ensure that the areas covered by the current service 51 still have a bus service.

With regard to Service 10 Mike Garland will be attending the meeting to make the point of how important this service is to local residents.

We want to ensure that the authorities make integrated ticketing a priority too as different companies may be picking up the services and their replacements.

Statement 2
Christina Biggs, FOSBR
FOSBR Rail Plan 2018 Proposals

Statement to WECA Scrutiny Weds 25 July, WECA Committee and WoE Joint Committee Friday 27 July 2018, on FOSBR Rail Plan 2018 proposals for the Joint Local Transport Plan consultation draft:

1. MetroWest Phase 1 - FOSBR suggests that N Somerset Council considers seeking third party private and corporate investment for the £48 million shortfall for the Portishead Line, and urges that the MetroWest Phase 1A signalling works at Avonmouth and some turnback strategy for Bath (such as turning back at Chippenham or Westbury) be completed soon so as to expedite the delivery of the long-awaited half-hour service from Avonmouth to Bath, hourly to Severn Beach.
2. Severn Beach Line – FOSBR has been engaging with GWR and Network Rail on the continuing delays and cancellations on the Severn Beach Line, and urges that WECA contribute financially to provide sustainable solutions – such as extra rolling stock, 40-minute buses between Avonmouth and Severn Beach, and that WECA engages with Network Rail on the outstanding issues with the BASRE resignalling, namely the 10 mph limit still in force at Temple Meads, and the long waiting times for Severn Beach Line trains at Narrowways Junction due to the Automatic Route Setting software.
3. Infrastructure – FOSBR welcomes the WECA funding of £2m for the Temple Meads Masterplan and urges that Station Street and a bus exchange on the Friary should be delivered soon as a first stage. FOSBR welcomes the ongoing Filton Bank works and urges that WECA continue to lobby government to fund Bristol East Junction. We would also ask WECA to consider working proposals for selective double-tracking of the Severn Beach Line as the single-track sections are highly sensitive to any delays. We also note Parish Council support for a station at Coalpit Heath.
4. Henbury Loop – In the light of the recent announcement of the proposed Brabazon Hanger location for the Arena, we urge that WECA reconsider the proposals for the Henbury Loop, especially those not in the original 2015 plans, such as running from North Filton through the Filton Rail Diamond to Bristol Parkway (as the nearest station on the electrified Paddington line), decoupling the St Andrew's Gate, West Town Rd and Avonmouth Station level crossings to reduce barrier down time, and improving the road access to Holesmouth Bridge. Please also consider Chittening Station.
5. Bristol Airport – FOSBR notes the Airport's wish to expand, and would ask for comprehensive public transport provision, including restoring a rail-bus link to Nailsea and Backwell station, perhaps with an electric minibus that could run through residential streets in Backwell to bypass the crossroads. This station already has a half-hour train service and regional GWR connectivity to Cardiff, Gloucester and Taunton as well as a mere 11-minute road transit time to Bristol Airport. We urge that WECA work with GWR to complete the ramp access to Nailsea and Backwell and consider creating space for a minibus stop in the car park. This would obviously be a supplement to the existing Bristol and Weston Flyers but would suit executive short-stay business travellers due to the much reduced journey time to the airport. An exploratory postcode study should be initiated soon.
6. Pilning - FOSBR would wish to point out that if a temporary Pilning footbridge is delivered (for £2 million) in 2018, a commuter service could be delivered in the May 2019 timetable as one of WECA's contributions to the current Clean Air proposals and illustrative of the potential for rail as the only long-term solution to both the regional congestion and regional

air quality concerns. We have already attended a DfT CrossCountry Franchise consultation event and urge WECA to join us in requesting a trial daily commuter stop at 07:30 at Pilning on the 07:00 Cardiff to Manchester stopping service as this is the optimum time of day for commuters both to and from Pilning, Severnside and Thornbury.

7. Thornbury – FOSBR urges that WECA investigates imaginative uses of the existing Tytherington Line, such as a bolt-on powered carriage for a MetroWest Phase 2 Gloucester train, and using the Westerleigh Freight Line to provide better cross-over connectivity at Westerleigh Junction.

Christina Biggs (FOSBR Secretary)

Employment density for Severnside Local Area

Author: Andrew. G. Short 27/2/17, for Friends of Suburban Bristol Railways.

Business area: Central park, Western Approach and West Gate.

HMG document 'Employment Density Guide (3rd edition Nov 2015)' issued by the Homes & Communities Agency suggest that a typical density of employees in 'regional Distribution Centres is 77 square metres (M²) per person average.

This is per Full Time Equivalent (FTE). This equates to a single shift through the average working week. The occupancy would thus be 2 persons per 77 per M² if everyone in every company worked a two-shift system, 3 persons per 77 M² for 3 shifts.

Brochures for the business areas quote:

Westgate development overall	4,000,000 sq ft.
Tesco (not in above) estimated	500,000 sq ft.
Central park development overall	3,775,000 sq ft.
Western Approach (estimated)*	3,000,000 sq ft

(* Brochure not available 16-1-17).

Red figures below from <http://sites.southglos.gov.uk/insouthglos/enterprise/avonmouth/key-facts/>

Total business building floor area	11,275,000 sq ft.
At 10.7 ft sq per M ² , this equates to	1,105,400 1,323,630 M ²

At 77 M² per person, this equates to some 13,700 **17,190** FTE persons.

It is assumed that 50% of employees are on the businesses are on 2 shift and 15% on three shift. This equates to:

$(13,700 * 0.35) + (13700 * 0.5 * 2) + (13,700 * 0.15 * 3) = 24,660$ **30,941** FTE persons.

Assuming an occupancy of 3/4 (allowing for vacancies, automation, sickness, business premises vacated, etc.) this gives a level of 18,500 FTE persons.

Thus on an average day, there could be 18,500 **23,200 persons commuting to and from the three distribution parks** and to be targeted as possibilities for public transport (e.g. a 1% take-up of public transport equates to 185 **232** return journeys per day.

Bing Maps - Directions, trip planning, traffic cameras & more - Internet Explorer
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Severn Beach Whitehouse Farm Depot Ellinghurst Farm Piling Station Torr's Farm Station Farm Rookery Farm Bellhouse Pilning Junction Rednend Farm Brynleaze Farm Washingpool Farm

Redwick Common Rhine Ellinghurst Rhine Gilslake Marsh Common Swanmoor Bridge

ALMONDSBURY CP Over Brook Bailey's Mead Rhine

Planned new (non-HGV) link road

Existing PROW

Possible public footpath/cyclepath

Piling Station

Western Approach Distribution Park

Avon Works

Dyer's Common

Middle Compton Rhine

New M49 exit opens Dec 2019

200 feet 200m

Image courtesy of Ordnance Survey

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Start

10:30 14/02/2018



Pilning Station Footbridge Cost Benefit Analysis

February 2018

Dr David Williams.

About the Author:

Dr David Williams is a Research Associate at the University of the West of England. Dr Williams has a background in transport planning and assessment for local authorities in the West of England. This work was conducted in Dr Williams' own time for FOSBR and the findings are his own work and do not reflect the views of the University of the West of England.



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Introduction

The Friends of Suburban Bristol Railways (FOSBR) have requested that a cost benefit analysis be completed to support their case for the installation of a new footbridge at Pilning station in South Gloucestershire, to the north west of the city of Bristol. The case is being made to the GWR Franchise consultation that closes on 21 February 2018. The original footbridge was removed in 2016 as part of Network Rail’s electrification programme¹ and it was deemed not cost effective to replace it due to the low number of passengers using the station, with just 230 people using the station in 2016/17². The low number of passengers, up from 46 in 2015/16, is due to the fact that the station is served by just two trains a week, at 0834 and 1534 on a Saturday. Network Rail has estimated that the installation of an equalities compliant bridge at the station will cost £2 million and FOSBR have requested that the installation of this bridge be included within the next stage of the GWR franchise after 2020.

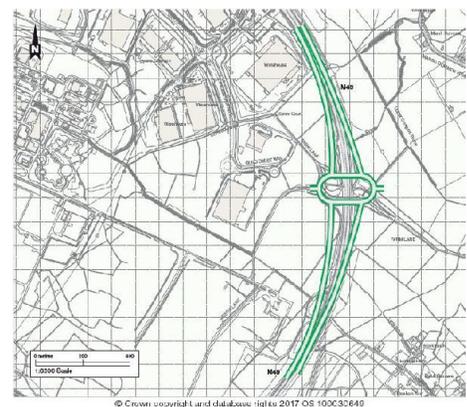
Feasibility

Since Network Rail’s decision not to replace the footbridge in 2016 there have been several changes to transportation within the Greater Bristol area surrounding Pilning Station. Highways England has announced plans to construct a new junction on the M49 motorway that would provide greater access to the station. This new junction provides Bristol City Council with the opportunity to develop a Park and Rail site at the station, reducing trips into Bristol city centre. This is important as Bristol City Council is currently developing options for installing a Clean Air Zone (CAZ) within the city centre to comply air quality standards³. Developing Park and Rail facilities at Pilning station, through the construction of a pedestrian bridge and surface level car parking would provide a relatively low cost option compared to the construction of a new Park and Ride site served by buses. The new junction is expected to cost between £25m and £50m, but as yet no date has been set for its construction.

The second change to transportation in the Greater Bristol area is the proposed expansion of *The Mall* at Cribbs Causeway and the associated additional traffic this will have. Pilning railway station is situated 4.8km away from The Mall site. The Transport Review Group for the development’s travel plan have stated to FOSBR that if more frequent services were reintroduced to Pilning Station they would consider running a shuttle bus to/from the station to serve their customers who wished to travel by train, rather than car.

The final change comes from the businesses to the south of Pilning Station based at Severnside. SevernNet, a consortia of businesses on at Severnside, are interested in running shuttle buses for their staff to/from the station providing the services meet fit with current shift patterns. All three of these changes suggest that the re-installation of a footbridge at Pilning station should be considered as part of the next GWR franchise as they would provide benefits for

PROPOSED M49 AVONMOUTH JUNCTION⁴



¹ Sims, A. (2016) http://www.gazetteseries.co.uk/news/14587196.Rail_platform_and_footbridge_set_for_closure_in_Pilning/
² ORR (2018) <http://orr.gov.uk/statistics/published-stats/station-usage-estimates>
³ BBC (2017) <http://www.bbc.co.uk/news/uk-england-bristol-40865101>
⁴ Highways England (2017) <http://roads/highways.gov.uk>



travel within the Greater Bristol area.

Cost Benefit Analysis (CBA)

The Department for Transport's Web-based Transport Analysis Guidance (WebTAG) provides advice on transport modelling and appraisal for highways and public transport interventions. This is based on HM Treasury's Green Book to explore a wide range of impacts from a transport intervention. Rail interventions are based on the same approach. For the purposes of this analysis three scenarios will be tested to demonstrate the benefits of installing the bridge. This will be based on the Carbon Dioxide (CO₂) and Nitrogen Oxide (NO_x) reductions from people travelling by train compared to driving within the Greater Bristol area. It is not possible to capture the wider economic benefits or social benefits of this scheme due to the lack of available data. The analysis is therefore designed to demonstrate the benefits in one area, emissions, with the request that WECA conduct a full CBA as part of the Joint Local Transport Plan for the implementation of the bridge in line with its inclusion in the next GWR franchise period.

Assumptions

As with any model a set of assumptions will be included. These will be outlined below.

The CBA will be based on the assumption that additional train services will be provided to/from Pilning Station by Great Western Railways as part of their next franchise to meet the demands of Severnside businesses and The Mall's customers. The table below includes the proposed services which would include 10 services a day in each direction. This number of services has been used for the CBA as it would provide services to serve shift patterns at Severnside and the majority of the weekend trips to The Mall.

The second assumption is based on the type of car that will be taken off the road. For this scenario the findings are based on a 1.6ltr Diesel Ford Focus, the most popular car in Britain. The Ford Focus emits 114 grams of CO₂ per kilometre⁵ and between 0.5 and 0.75 grams of NO_x per kilometre⁶. The cost of these emissions to the environment is approximately £0.05/kilometre⁷.

The CBA will test the three scenarios.

⁵ EU (2015) <https://www.energy.eu/car-co2-emissions/ford.php>

⁶ Emissions Analytics (2018) <http://equaindex.com/equa-air-quality-index/>

⁷ MyClimate.org (2016) https://co2.myclimate.org/en/portfolios?calculation_id=1045204&localized_currency=GBP



Scenario 1 – 10 passengers will use Pilning Station/train

Scenario 2 – 20 passengers will use Pilning station/train

Scenario 3 – 40 passengers will use Pilning Station/train

An assumption has been made that each of these passengers would travel 40km by car if they were not travelling by train.

The trains currently running this line run on diesel and therefore emit CO₂ and NO_x. These trains will be running on this line whether they stop at Pilning or not. The level of emissions per service is therefore negligible and has been discounted for the purposes of this analysis. Further research would need to incorporate these figures.

DAY	DIRECTION	APPROX TIME	PURPOSE
MON-FRI	Bristol to Pilning	0530	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	0630	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	0730	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	0750	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	0830	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	1330	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	1430	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	1600	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	1930	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	2030	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	0530	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	0630	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	0730	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	0750	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	0830	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	1330	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	1430	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	1600	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	1930	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	2030	Serving Businesses at Severnside
SAT-SUN	Bristol to Pilning	0930	Serving the Mall
SAT-SUN	Bristol to Pilning	1030	Serving the Mall



DAY	DIRECTION	APPROX TIME	PURPOSE
SAT-SUN	Bristol to Pilning	1130	Serving the Mall
SAT-SUN	Bristol to Pilning	1230	Serving the Mall
SAT-SUN	Bristol to Pilning	1330	Serving the Mall
SAT-SUN	Bristol to Pilning	1430	Serving the Mall
SAT-SUN	Bristol to Pilning	1530	Serving the Mall
SAT-SUN	Bristol to Pilning	1630	Serving the Mall
SAT-SUN	Bristol to Pilning	1730	Serving the Mall
SAT-SUN	Bristol to Pilning	1830	Serving the Mall
SAT-SUN	Newport to Pilning	0930	Serving the Mall
SAT-SUN	Newport to Pilning	1030	Serving the Mall
SAT-SUN	Newport to Pilning	1130	Serving the Mall
SAT-SUN	Newport to Pilning	1230	Serving the Mall
SAT-SUN	Newport to Pilning	1330	Serving the Mall
SAT-SUN	Newport to Pilning	1430	Serving the Mall
SAT-SUN	Newport to Pilning	1530	Serving the Mall
SAT-SUN	Newport to Pilning	1630	Serving the Mall
SAT-SUN	Newport to Pilning	1730	Serving the Mall
SAT-SUN	Newport to Pilning	1830	Serving the Mall

Calculation

The calculations are based on the use of the station for 363 days of the year, with each person saving 40km of travel by car. The first table shows the financial benefits per day of the three scenarios. With scenario 1 an average of 10 passengers per train there is a £4,000 financial benefit for the local environment due to the emissions saved, with this increasing to £16,000 if there were 40 passengers alighting per train.

NO. TRAIN SERVICES/ DAY	NO. PASSENGERS/ TRAIN	TOTAL PASSENGER S/ DAY	DISTANCE BY CAR SAVED (40KM/ PASSENGER)	CO ₂ EMISSIONS SAVED/DAY (114G/KM)	NO _x EMISSIONS SAVED/DAY (0.625G/KM)	ENVIRONMENTAL SAVING/DAY (£)
20	10	200	8,000km	912kg CO ₂	5kg	£4,000
20	20	400	16,000km	1,824kg CO ₂	10kg	£8,000
20	40	800	32,000km	3,648kg CO ₂	20kg	£16,000

For the year the figures demonstrate that for Scenario 1, 10 passengers per train the environmental benefits would be £1.4m per year, with this increasing to £5.8m for Scenario 3, with 40 passengers per train.



NO. TRAIN SERVICES/ YEAR	NO. PASSENGERS/ TRAIN	TOTAL PASSENGER S/ YEAR	DISTANCE BY CAR SAVED (40KM/ PASSENGER)	CO ₂ EMISSIONS SAVED/ YEAR (114G/KM)	NO _x EMISSIONS SAVED/ YEAR (0.625G/KM)	ENVIRONMENTAL SAVING/YEAR (£)
7260	10	72,600	2,904,000km	331,056 kg CO ₂	1,815 kg	£1,452,000
7260	20	145,200	5,808,000km	662,112 kg CO ₂	3,630 kg	£2,904,000
7260	40	290,400	11,616,000km	1,324,224 kg CO ₂	7,260 kg	£5,808,000

Summary

The results show that if GWR were to provide 10 services a day to Pilning station and that if each train had 10 passengers either alight or board the service the environmental savings for the West of England area of installing the footbridge at Pilning at the cost of £2m would be paid back in under 18 months. In the most optimistic scenario (Scenario 3) this would be paid back in just under four months, in terms of environmental benefits for the Greater Bristol area.

The findings do not include any calculations of economic or social benefits of implementing this scheme, that would be added to this equation to demonstrate the full benefits.

This report concludes that providing GWR were prepared to run these services and work together with SevernNet and The Mall's transport plan team, it would be possible to provide these services and help reduce emissions CO₂ and NO_x in the Greater Bristol area.

Next Steps

The results of this analysis show that the provision of services and a new footbridge at Pilning station have the potential to provide an environmental benefit to the Greater Bristol area in terms of emissions reduction. Therefore this report recommends that the installation of a bridge and the introduction of services be considered for the next GWR franchise period by the Department for Transport.

The installation of the footbridge, additional trains, new junction for the M49 linking to Pilning station and a Park and Rail site to be delivered at the station should also be included for consideration at Pilning as part of the West of England Combined Authority's Joint Local Transport Plan. Once the scheme is included in both these plans it will be possible to conduct a full cost benefit analysis of the schemes to demonstrate the wider benefits the enhancement of this station can provide to the Greater Bristol area moving forward.

Tuesday 2 July 2018

Summary: FOSBR recommends that the Bristol Arena should be located at Temple Meads rather than the Brabazon Hanger due to the vastly superior rail connections at Temple Meads. For either location there needs to be investment in transport connections, and both locations urgently those transport connections even if they are not the chosen location of the Arena.

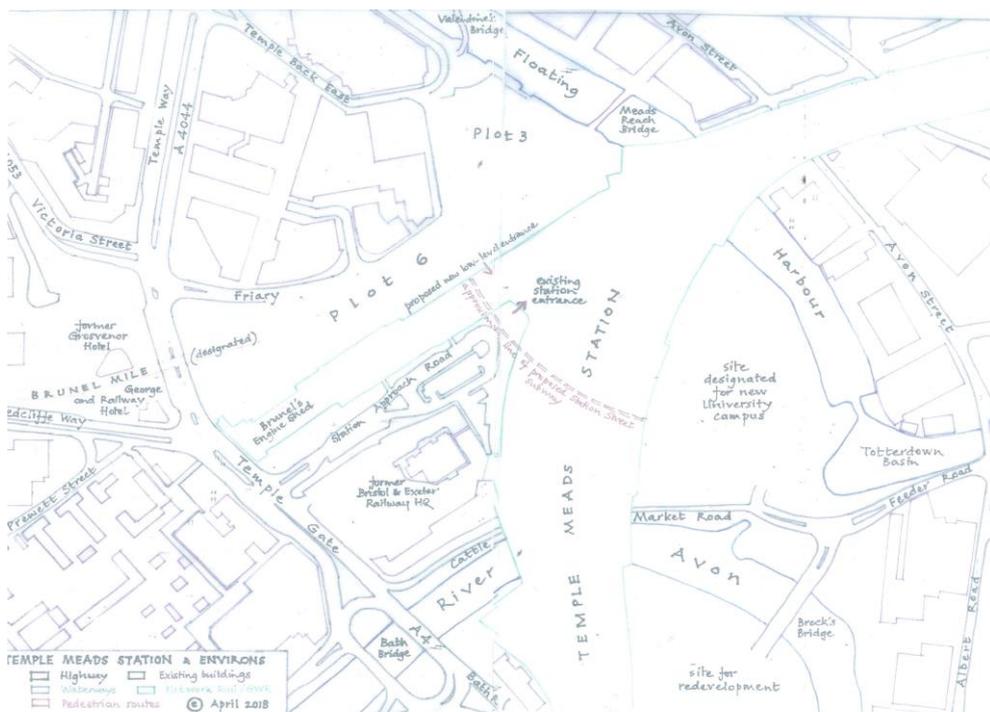
1. The case for locating the Arena at Temple Meads

Temple Meads enjoys direct rail connections both locally, across the region and across the whole of the UK. It is also close to the city centre via ferry and bus connections and is in easy walking distance from Temple Quarter, St Mary Redcliffe and the Floating Harbour. There is also ample parking, though the rail connections are such that drivers could use Park and Ride facilities at Portway P&R, Bristol Parkway P&R and potentially Pilning for drivers from Wales. There is also a direct bus from Bristol Airport.

FOSBR believes that the public would overwhelmingly use public transport to access the Arena if it were at Temple Meads as many members of the public routinely pass through this station on a daily basis.

2. Infrastructure needed at Temple Meads.

Some infrastructure needs to be put in place at the Arena to enable public transport links – as a minimum, Station Street needs to be put in to link pedestrians from the Friary (Plot 6) under Temple Meads to the Arena. BCC also needs to negotiate with Homes for England to allow bus stops on the Friary. This should be put in place in any case to allow access to the University of Bristol site.



3. Rail infrastructure needed at Brabazon Hanger

The challenge of connecting the Brabazon Hanger to the rail network is much more significant. As well as planning for N Filton Station to have longer platforms, provision needs to be made for a Park and Ride nearby as there is only the minimum parking planned in the Filton Airfield, and the Brabazon site is only accessible by road from the south, near BAWA. FOSBR suggest that one option to explore for P&R could be by using the SW quadrant of the Filton Rail diamond with a rail shuttle to Filton (see aerial view below). The Henbury Spur is currently only envisaged to connect to Bristol Temple Meads via Filton Abbey Wood station. Connecting N Filton to the more obvious choice of Bristol Parkway involves upgrading the single track through the Filton Diamond and addressing the capacity problems at Parkway even with its fourth platform.



Additionally for decent local rail connectivity to local stations in north Bristol, the Henbury Loop through to Avonmouth and on to the Severn Beach Line would need to be put in place. This means that the access issue for the Port of Bristol at St Andrew's Gate level crossing would need to be addressed. The options for this are a dive-under for the rail line at St Andrew's Gate or improving road access from Holesmouth Bridge to the north.

Finally, even the Henbury Spur cannot operate until Bristol East Junction (currently still unfunded) is put in place, to allow both MetroWest Phase 1 and 2 local train services to operate alongside the national services.

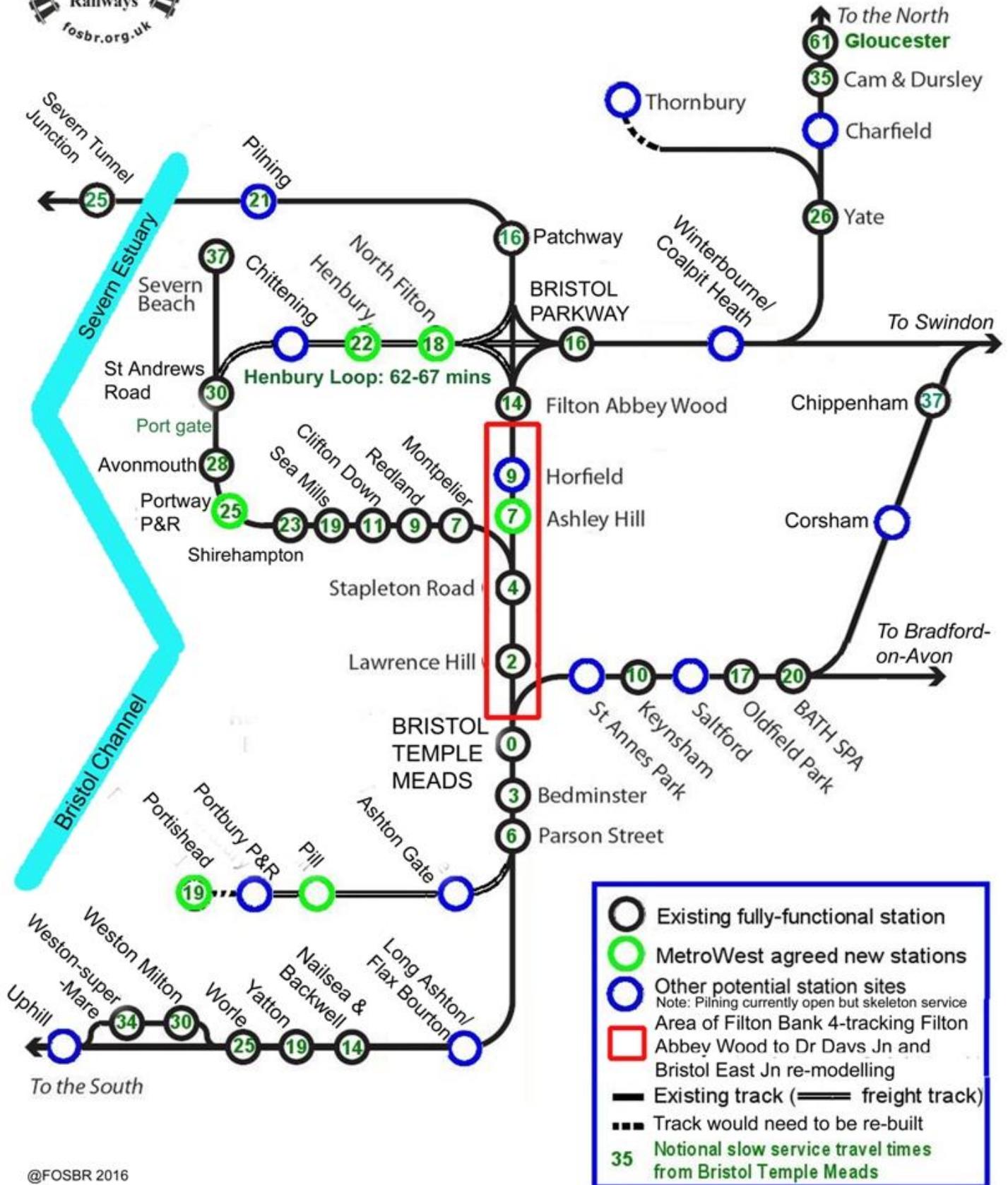
Locating the Arena at Brabazon Hanger therefore involves extensive planning and funding, which is currently not in place.

FOSBR would of course welcome the Henbury Loop, if possible running to Bristol Parkway, to be put in place even if the Arena is not located at Brabazon Hanger, and there is significant support from North Bristol SusCom for this. But this should not be at the expense of locating the Arena in such an inaccessible location as the Brabazon Hanger, which would only cause more road congestion and make sustainable transport in the area so much more difficult.

Christina Biggs (FOSBR Secretary)



The Future of MetroWest Phase 3



Statement 3
Martyn Hall
Thornbury Railway

Please can you consider Thornbury Railway to the top of Grovesend Road since the railway to Tytherington Quarry has recently been re-vamped with Network Rail clearing the line and sorting the railway crossings out.

Currently the buses take too long to get to Bristol 1 hour and 15 mins and a railway line from the top of Thornbury would mean a drastically reduced time to Bristol, more reliable transport, not to mention being cool smooth and quiet.

A number of neighbours have said they would prefer to use the train if it was reintroduced, not only for Bristol but other places in the country.

You would have to be mad in the current climate not to jump on board now and get a decent service that would enable lots of people to not use their cars to travel further afield.

Considering the line is almost to the top of Grovesend Road it would have to be a sheer act of lunacy to ignore this and get on board ASAP. This would go well with the new developments in Thornbury and reduce your carbon emissions.

So from the voices of Thornbury, please consider this, as there are lots of people who would rather use the train to town (Bristol) than the unreliable buses even the T2 etc have been late already, with people threatened with losing their jobs as a result of not being able to get to work.

Once again please consider this line before the field owned by the Greys is sold to a developer and the hope of a Thornbury line is gone for good!!!!.

Do something great for a change and take Frances view, act now and benefit in the future.

Statement 4

**Stephen Shield on behalf of Stoke Gifford Parish Council
Number 10 Bus Service Termination (Wessex Bus Company)**

At the meeting of the Parish Council's Planning Committee on Tuesday evening, 24 July 2018 concerns were raised by members of the public with reference to the news that the number 10 bus service provided by the Wessex Bus Company would terminate on 2 September 2018 and would not be renewed.

Residents of Little Stoke which forms part of the parish rely on this bus service to link them to both Lyde Green and Frenchay village to the east and westward to Southmead Hospital and onward via the linking 11 service to Westbury on Trym and Avonmouth.

It is also recognised as a link between educational establishments along its length.

With the service currently being funded under a one-year emergency arrangement following First Bus ceasing to run the 18 service last Autumn, the problem arises out of the recent decision by Wessex Bus Company to withdraw from the provision of local services, with the majority being taken over by the Stagecoach Company.

Changes which were notified to Councillors on the afternoon of Tuesday, 24th July 2018 leave Little Stoke and Stoke Gifford residents facing significant uncertainty over bus services and diversions over the next couple of years while Gipsy Patch Lane is subject to extensive closure and improvement.

Residents and Councillors alike ask the Combined Authority to consider supporting this service, at least in the short term, from the 400K transport budget recently made available to WECA.

Please accept my apologies for not being available to attend in person at the meeting on Friday, 27th July 2018.

Statement 5
Cllr Michael Bell
No. 10 Bus Service Withdrawal (Wessex Bus Company)

I want to bring your attention to Wessex Buses' recent announcement of the intention to stop running the #10 bus route from Lyde Green, Mangotsfield and through to Frenchay and Southmead hospitals.

I hope that WECA, with its transport responsibilities, can find some way to intervene to reverse this closure.

Wessex are ceasing their local services and most are being picked up by Stagecoach instead. The #10 is not one of these services. According to Wessex, the #10 is being withdrawn because the local authority has decided it cannot provide the subsidy necessary to make this service viable.

The local authority's advice to Mangotsfield residents who need to get to Southmead Hospital by public transport is "to interchange at Fishponds or Staple Hill with the 17 service, at UWE with the 77 service or at Bristol Parkway with the 77 or 82 service".

I do not know how many of you regularly use buses and have direct experience of their reliability. Very few who do will be confident about relying on two buses to reach hospitals in a timely fashion. This comes at a time when the NHS is complaining about the cost on missed appointments.

Even if the #10 is not very widely used, as is claimed, it provides a lifeline to those living in Mangotsfield who rely on public transport to Hospital whether as a member of staff, out-patient or visitor.

This Authority has public transport responsibilities. I would suggest that a top priority for public transport is connecting residents with local hospitals. I urge you to intervene – working with the local authority or other bus companies – to make sure that this lifeline is not withdrawn in September.