

West of England Combined Authority Committee meeting on 18 January 2023

Statements received from the public

1. Cllr Claire Young, South Gloucestershire Council
2. David Redgewell, South West Transport Network
3. Cllr Rippington, Brislington East
4. Robbie Bentley
5. Jackie Head, Chew Valley Area Forum Climate & Nature Emergency working group
6. Brendon Taylor, Bristol Disabled Equalities Forum and Ian Beckey Gloucestershire Catch the Bus Campaign
7. Councillors Andrew Brown, Sarah Classick and Tim Kent
8. Linda and John Glanfield
9. Jason Webb
10. Chris Davis
11. Tiffany Barmby
12. Lynn Burgess
13. Margaret Brown
14. Mark Tiley
15. Mick O'Neill-Duff
16. Lin Cummings
17. Julia Mason
18. Linda Tasker
19. Julie Knight
20. Judy and Denz Edwards
21. Ann Armstrong
22. Tony Alton
23. Wendy Carr
24. Teresa Morgan
25. Lisa Beacham
26. Gloria Young
27. Anthony and Diane Bodman
28. Ms Sue Luffman
29. Barbara Kirby
30. Mr R Jacobs
31. Malcolm and Cheryl Blackmore
32. Wendy and Roberto Valuto
33. Pamela Gould
34. Marian Middlecote
35. Margaret Hurley
36. Ken Pitchers
37. Susan Gunter
38. Carole Lumber
39. Mr KR and Ms SA Davies
40. Tracey Payne
41. Adrian Wyatt
42. Michael Britton
43. Issy Saunders
44. Myra Farmer

45. Christina Magwaza
46. Val Rowles
47. Andrew Rowles
48. Valerie Lawrence
49. Mr D R Moss
50. John and Christine Button
51. Avril Parker
52. Jennifer James
53. Derek Young
54. Denise Banwell
55. Denis and Angela Stuckey
56. Cllr Hal MacFie
57. Cllr Ed Plowden

1. Councillor Claire Young, South Gloucestershire Council

South Gloucestershire Liberal Democrat statement on Supported Bus Services

While we appreciate that the proposed decision is specifically about the supported bus services, it is being taken in a wider context, which is not set out clearly and fully in the papers. Residents care about getting from A to B, not about which funding stream is helping them to do that. With huge numbers of bus services no longer being supported, residents in many of our communities will feel abandoned.

We strongly support the concept of DRT as a supplement to main routes, not as a replacement for them. Comparing Appendices A and B, we are losing some key routes, including the important 84/85 Yate to Wotton-under-Edge, which gives access to KLB school, important employers like Renishaw at Wotton-under-Edge, and employment and services in Yate, and the vital 17 service, which gives people from Kingswood, Staple Hill and other communities access to Southmead and Cossham Hospitals. These are the types of route that DRT should be feeding into, not replacing. We understand the 47 service that only just started will be going but the papers talk about negotiating a new commercial Y2 service. Without the full information about the BSIP-funded enhancements, it is not possible to know whether they will in any way counteract the losses.

We are also seeing communities on routes like the 622 Chipping Sodbury – Cribbs Causeway route being left to rely entirely on DRT. It is going to take a significant communications campaign that goes beyond a Press Release and website article for people to understand the change and have the confidence to rely on the service to get them to important destinations like work and medical appointments on time.

A particular concern is the loss of buses to schools and colleges, which could limit our young people's access to education. These are extremely predictable, regular journeys, taking broadly the same number of people each day at the same times. It's not enough for students to know they can get a service within an hour, they have to be on time. This is a poor fit for a DRT service. There is also the issue of capacity - if the DRT providers rely on using minibuses then however much school students are prioritised there simply won't be the capacity for everyone. To take one example, the 10 is currently a double decker service serving Marlwood and Castle Schools. You cannot cover that with a couple of minibuses or even a single decker bus. The suggestion from Mayor Norris at Monday's informal Scrutiny meeting that schools and colleges should look at how they can fund transport to their schools shows a lack of awareness of the pressure on school finances.

Overall, the impression local people get is that these are badly disguised cuts.

They also feel that they are not being listened to. Over the summer, community leaders such as my colleagues and I held events and provided detailed feedback to Mayor Norris's "Big Choices on Buses" consultation. Local people turned out in large numbers to have their say. In the autumn, Town and Parish Councils responded to the consultation targeted at them, in many cases in addition to the responses they had already made to the summer consultation.

In the statement I submitted for the December meeting, I highlighted our concerns that the feedback from these consultations were not being taken into account. I will not repeat

all the points I made in my previous submission, but in these revised papers, the section headed "Consultation" is still all about talking to the Unitary Authority officers, not local people. Like I said at the start, people don't care which funding stream is supporting their bus service, and they certainly weren't thinking when making their comments that they would only be considered when planning BSIP-funded services. This lack of co-ordination between WECA and the Unitary Authorities is deeply worrying.

Some Parishes indicated a willingness to contribute to funding services but have heard nothing back. Section 5.5 on the Sustainable Transport Community Innovation Fund sets out an incredibly tight timetable for submissions at a time when Parish Councils may have already set their budgets. WECA should be working in partnership with its Town and Parish Councils, following up on the proposals they received in the consultation, not asking them to jump through a new set of hoops.

These cuts appear to leave large parts of South Gloucestershire without any regular bus services. People are already struggling to get to work, school, college and to medical appointments and we fear the end result will be more cars on the road. The Mayor said on Monday that he would be looking to councillors to feed back to him. Rest assured we will do so.

2. David Redgewell, South West Transport Network

We are very concerned about the level of cuts to support bus services in the west of England mayoral combined transport Authority and North Somerset council. We understand that our mayor Dan Norris does not support so many support bus service being withdrawn. But at present he no precepting powers. Like the west Midlands mayoral combined Authority and mayor Andrew street And Greater Manchester mayoral combined transport Authority Mayor Andy Burnham. Or Steve Rothman mayor of Liverpool City region and Merseytravel . But is reliant of The transport levy from the city and county of Bristol. Banes council or South Gloucestershire council. And part money from North Somerset council. The council transport levy is to low For public transport services

Whist we welcome the few service that have proposed to be saved

Service 10/11 section only

From shirehampton or Avonmouth to Southmead hospital bus station and uwe bus station and Bristol Parkway.

But the section from Bristol Parkway to Bradley stoke Aztect west Hortham and Thornbury is not funded.

This is a Double Decker bus service to operate to Marwood and castle school

In Thornbury.

13 shirehampton to Bristol city centre.

Is retained

Service 17 keynsham town centre keynsham railway station to Southmead hospital bus and coach only now runs to To kingswood.

Leaving no link to corsham Hospital and Southmead hospital bus station.

For patients or staff

This Double Decker bus service can not be replaced by Demand responsive bus services 18 seats

The 17 service needs full funding.

Welcome saving .

Service 35 Bristol bus and coach station to Kingswood, Warmley, Wick and Marshfield.

620 Bath bus and coach station to Puckchurch, Westerleigh, Yate bus station and Chipping Sodbury, Tetbury and Stroud bus station. 69 .

19 Bath spa bus and coach station to Weston, Kelston, Bitton, Cherry Garden, Oldland Common, Cadbury Heath, Warmley, Kingswood, Soundwell, Staple Hill, Downend, Uwe bus station and Bristol Parkway.

Sunday service.

86 Yate bus and coach station via Emerson Green to Kingswood.

12 Bristol Parkway, Patchway, Cribbs Causeway, Pilning and Seven Beach. Weekday and Sunday service

Cribbs Causeway bus station, Wild Place, Thornbury. Sunday s

Bath city services

11 Bath spa bus and coach station to Bathampton.

Service 12 Bath spa bus and coach station to Haycombe cemetery.

Service 20 Bath spa bus and coach station to the Royal United Hospital and Twerton.

6A Bath city centre to Larkhall.

8 Bath city centre to Kingsway.

4 /4 a Odd Down park and ride

Foxhill to Bath city centre bus and coach station to Royal United Hospital and Weston.

716 Bath spa bus and coach station to Newbridge.

734 Bath spa bus and coach station to

Bathwick .

700 Bath spa bus and coach station to Sion Hill .

May be Demand responsive with fixed timing at Bath bus station.

18 to 20 seats .

515 Stockwood, Whitchurch, Hengrove Hospital, Imperial Park, Hartcliffe

Portway Parkway, Shirehampton station

Sea Mills, Hotwells Road, Bristol city centre and Bristol Temple Meads station and Broadmead.

Bristolington park and ride via Bristol Temple and Bristol bus and coach station.

Is being funded by the west of England mayoral combined transport Authority.

But does not stop in Bristolington or Arnos vale provide no value for money for

Local residents.

This service should be provided by operating services 349 via the park and ride site.

Bristol bus and coach station city centre Temple meads station Arnos vale Bristolington keynsham via Bristolington park and ride.

Main bus service not funded

But of very great concern is the other

Main line single and Double Decker

Bus service that serves communities

Where 18 seater Demand responsive buses will not work .

Service 178 Bristolington park and ride keynsham, marksbury, Timbury paulton, Midsomer Norton .

Service 179 Bath spa bus and coach station to Farnborough, Timsbury ,paulton midsomer Norton.

These bus services take children to school via transferring children at midsomer Norton tesco for 172 to Norton hill school.

Service 22 Twerton to Bath university.

82 paulton midsomer Norton Radstock town service.

672 Bristol city centre Bedminster to the Chew valley and Blagdon

622 Cribbs causeway bus station to wild place Olverston ,Alverston, Thornbury ,Tytherington yate bus station and chipping sodbury.

This service carries children to Malwood and castle school.

The route is not acceptable for a Demand response buses .

84,85 Yate bus station chipping sodbury. to wootton under edge.

These journeys carry commuters journeys and children to K I B school

18 seater demand responsive transport would fail

52 Bishopsworth to Bristol city centre and Broadmead.

Not a Demand response buses route

Single Decker carry more than 18 passengers.

516 whitchurch estate, Hengrove South Bristol hospital Knowle.

This could be withdrawn if west of England mayoral combined transport Authority pay First group plc a Deminus

Payment to extend to service 92 .

To via Whitchurch estate and Hengrove hospital.

636 keynsham stockwood whitchurch.

96 st Anne's Bristlington knowle Hartcliffe Hengrove hospital.

This operators via Bristlington school and st Brendon school

Carry 60 children

5 /47 Yate bus station westerleight puckchurch Emerson green Downend oidbury court Fishponds road Eastville park st werburges st Paul's Bristol bus station outside .

Double Decker service peak times full and standing.

Need operators via Stapleton and Broomhill.

505 Bristol city centre Easton Eastville Horfield Southmead hospital bus station.

Not funded.

Not replaceable by a Demand response buses service 18 seats

A main line bus service is required

On y3 y4 Bristol bus and coach station

St Paul's st werburges, Eastville park Stapleton ,Frenchay ,winterbourne Frampton cotterel iron Acton Coalpit heath and yate bus station.

This a main bus service and needs replacement.

With regard to DRT service

Some of Tender have been for 8 seats .

In all Demand responsive bus Network run by stagecoach group in Oxfordshire it 18 to 20 seats .

Arriva click part of the German state railway are 17 to 20 seats .

All have wheelchair accessible spaces

And places for mothers and Fathers with buggies.

All staff are pcv certified and are unite the union members.

In Wiltshire council.

Which would recommend councillors scrutiny commission council leaders and the city mayor city mayor visit with the chief executive and Transport managers of the west of England mayoral combined transport Authority and North Somerset council.

To look at the Wiltshire Demand responsive bus services.

101 ,102 Devize to Pewsey service

Which has fixed timing points at Pewsey and Devize but you book your seat by the App all the phone.

The service is operated by Salisbury red

Part of the go ahead group.

With RMT pcV licenses. Bus drivers

The flexibility of the single Decker vehicle is that can be DRT but also be able to run school and colleges service.

We need to look this very carefully as we can make some Rural bus Networks.

Demand responsive in the west of England mayoral combined transport Authority and North Somerset council area .

But this needs work by the west of England mayoral combined transport Authority public transport team

We are very concerned use of consultants on demand responsive bus services.

We to move public transport officer from Bristol city council Banes and South Gloucestershire to have a in house

Run public transport in Division.

Demand responsive bus services in the rural areas with fixed timing points.

Would work very well.

But we must work with unite the union and RMT over these proposals and contracts.

All stagecoach group Demand responsive buses are full wheelchair accessible and mothers with buggies

the same with go ahead group and Arriva German state railway.

What training are Demand responsive bus services drivers given.

Both Gloucestershire county council Robin service in the forest of Dean have qualified drivers.

The service in the all link into stagecoach west and Newport transport main line buses. At Lydney bus station or trains at Lydney railway station.

This service is open to everyone and is you are able to phone and use app to order the bus .

Gloucestershire county council has to

Stop running it support bus Network and route in to south Gloucestershire or

Change it Network to Demand response buses.

It budgets for bus service in council budget .

Wiltshire council also set a high budget for public in the county

Bus service cuts are not on Wiltshire council or Gloucestershire council agenda.

Remember neither Authorities received bus improvements plan money.

Only fund bus services from council tax.

In as we. Mark HARPER mp for the Forest of Dean and secretary of state for transport has is very supportive of bus services

Somerset county council run slinky bus service Demand responsive bus services

16 bus in Somerset soon to 21

With a new service out somerton .

But there are restrictions on the people who can use the service at present .

We had a successful DRT service of a service from Gloucester Road in Bristol to Henleaze, Southmead, Redland

Keynsham first group DRT service on 349 in Evening on Keynsham estate.

But passenger growth found the need to restore big bus services.

The big failure was the government funding for slide which failed to carry enough passenger and cost the Paris government transport company RAPT.

A lot of money and Paris Transport Board withdraw the service.

Demand responsive bus services in England have mixed success and some services have been withdrawn.

Aberdeen school home of first group plc.

Is withdrawing its Demand responsive bus services and providing single Decker buses on tender services.

We support Demand responsive bus services.

Linking around the town of Yate

Link to Yate bus station and railway station and links y1 service Yate bus and coach station to Bristol bus station.

Or the 376 Bristol bus and coach station Bristol Temple Meads station to Knowle Hengrove, Whitchurch, Pensford, Clutton Farrington Gurney Wells bus station Glastonbury and street.

Meeting a single Decker bus Demand responsive bus services around the Chew Valley and Blagdon to A38 to meet the Falcon coach service at Bristol Airport for Bristol.

Or Axbridge

For a Wells bus and coach station to Draycott, Cheddar, Axbridge, Winscombe Banwell Locking Weston bus and coach.

126 .

Their are a number of bus service improvement plan bus service

Being look at but not in the report

May be commission via bus service improvement plans.

517 wells bus and coach station to chew magna.

518 midsomer Norton link

519 Keynsham town service.

From the chocolate quarter.

High street Charlton Road ,

Queen Road High street wellsway

Minsmere Road High street chocolate quarter. Railway station somerdale .

520 Southmead hospital bus station to longwell green.

521 Hengrove Park to Bristlington.

522 Bristlington park and ride to Paulton and peasdown st john to Odd park and ride.

523 Bristlington Town service

524 long Ashton park and ride.

To Hartcliffe and Hengrove.

M2 Bristol Temple meads,city centre long Ashton park and ride,Hartcliffe and Hengrove hospital bus station.

525 Emerson green to yate bus station.

526 chew valley link .

527 Anchor road to chew valley.

5 Bristol city centre st Paul's st werburgess Eastville park Stapleton Broomhill Fishponds oidbury court Downend.

North Somerset council.

Congesbury yatton station clevedon.

Axbridge winscombe Banwell weston super mare/ yatton.

We are very concerned at a time when both first group plc and stagecoach group and the smaller operators.

Are taking on staff to be cutting so.Many bus services. Especially after the mayor Dan Norris spent so many hours listening to communities and restoring bus service

After first group plc bus service cuts and the collapse on Hct group.

With Bristol city councillorsDon Alexander Sarah Warren at Banes.

And Steve reade in South Gloucestershire and Steve Hogg at North Somerset council

With hours of work by peter mann and his team .

The present support bus Network is not operating without of cancelled service .

The consultant should not be recommending none union and not properly trained bus drivers to drive Demand responsive bus services.

This not happening in other South west councils

Taxis drivers are qualified and licensed

The mayor Dan Norris and the west of England mayoral combined transport Authority and North Somerset council.

Need to a lot more planning on the Demand responsive bus services and Network especially with a proposed on nearly 50 support bus service being withdrawn.

The city region need a properly funded public transport Network.

Bus service pay a major point of linking communities to work Schools college universities heath care and Hospitals shopping facilities leasure and Tourism

Alot with local railway services Ferries Taxis coaches e bikes car rental.

We need a proper Network map .

On bus and coach service interchanges facilities bus stations

Railway routes on metro west.

Ferry services.

Metro bus services.

Demand responsive bus services.

And light rail system.

With staff to run public transport Network service.

Far less use of consultants on the mayor public transport Network

We hope a way can be found to maintain the support bus service Network along side so Demand responsive buses services.

Especially as we now have more drivers at first group plc and stagecoach group west.

3. Councillor Ripington, Brislington East, Bristol

I represent an area of Bristol which is recognised by WECA as having some of the worst bus service coverage in the city. Brislington village, as it was once known, now has a population of over 22,000 people – a huge catchment area for public transport. However, the services simply are not there for people to use. Car ownership is amongst the highest in the city, a direct result of the lack of alternatives. If we are to address the issues of congestion, clean air and climate change, it is wards

such as mine which must see improved bus services if we are to give people additional choices on how they move around.

We know that the current situation is simply not good enough for a city the size of ours– we have reduced services and multiple cancellations on a daily basis, and confidence in our buses is at an all-time low. In Brislington and St Annes, routes have not only been cut back in terms of frequency, but have also, over a period of several years, been dramatically truncated, leaving more and more people without a service of any kind.

The idea to introduce Demand Responsive Transport to our area is simply not a solution. This may help a few people to get to places which are otherwise inaccessible to them, but it will do nothing to bring about the modal shift we need. Only the provision of frequent, reliable bus services which serve all areas of Brislington and St Annes will do this.

Demand Responsive Transport is largely untried and mainly designed for cut-off rural areas. An area with 22,000 people deserves much, much more. I hope that this is recognised by WECA when it is determining how to spend its BSIP funding for new services. A regular bus between St Annes and Bristol Temple Meads/the City Centre using the Feeder Road would be a good start.

I would like to add my voice to that of others who have submitted statements today calling for far better and wider consultation between WECA and local representatives. In my view there is a huge democratic deficit at the heart of WECA. With the exception of the Mayor, the level of communication between WECA and those local representatives is extremely poor, and I call on the Authority to look at ways to improve this as quickly as possible.

4. Robbie Bentley

Number 5/47

Number Y5 via Staple Hill & Pucklechurch

Y3/Y4 for Stapleton and Frenchay (will it be restored?)

Will the 36 route via Lawrence Hill, Barton Hill and St. Anne's be restored to run to Brislington and if so what will be it's route & Frequency?

Will the 96 service, from St. Anne's to Hengrove & Hartcliffe be restored to an hourly service?

Will the South Bristol Metrobus M2 link extension between Long Ashton, Bishopsworth, Hartcliffe and Hengrove Park be provided as part of that Service from The City Centre.

Having spoken with cllr Steve Hogg about the North Somerset part of the BSIP and enhanced Partnership agreement are what progress is being made on restoring the link between the Town's of Weston Super Mare, Banwell, Winscome, Axbridge and Cheddar to the City of Wells especially given the obvious Impact of local travel on what is a vibrant area for international tourism and hospitality.

What frequency service will be ran from Yatoon Railway Station to Congesbury & Clevedon?

Will the X5 coastal service from Portishead to WSM be operated at weekends?

5. Jackie Head, Chew Valley Area Forum Climate & Nature Emergency working group

As the mayor will be aware I have been working as part of the Chew Valley Area Forum Climate & Nature Emergency working group for the last 2 years lobbying for improved public transport in the Chew Valley and linking the Chew Valley to other areas.

We are delighted to see that a clear plan (Green Link) is on the table to deliver Dynamic Demand Responsive Transport from Summer 2023. As a group we would like to help ensure that there is good uptake for this scheme and that local people know how to access the service and are clear about the positive carbon-reducing benefits of doing so.

From our research into DDRT schemes around the country we are aware that they work best when combined with adequate, reliable and appropriate fixed route services and when members of the public are fully involved in making the service happen.

Can the mayor reassure us that a) he will be working with groups such as ours to direct publicity and comms about DDRT to groups and communities in ways that they will be likely to engage with? Can this conversation begin now to ensure a quick and significant transition? b) fixed routes will be upheld or, in the case of Chew Valley, introduced within these rural areas in order to form the spine of DDRT offerings? c) when considering the viability of supported bus routes he will consider a) and b) above, and also count the high value of decarbonising transport in rural areas given that rural cars drive into and clog up cities and the majority of the rural population are currently car owners and so the greatest transition to low carbon transport is needed and possible in rural areas? When making decisions just on numbers per journey rural areas will always lose out and we are keen that this should not happen on this occasion.

5. Brendon Taylor, Bristol Disabled Equalities Forum

The following service need to be retain in Gloucestershire/ South Gloucestershire and Banes South Bristol. alongside DRT .

Yate to wootton under edge 85 84

Yate to kingswood 86 .

622 chipping sodbury to yate bus station Thornbury and cribbs causeway

Bristol parkway to seven Beach. 12

Thornbury to Dursey via charfield 60 .

Thornbury to Dursey via Berkley. 62 .

10 11 Thornbury to Avonmouth/ shirehampton

What provision is made to retain these services alongside Demard responsive services.

Its is possible to run the service with single Deckers Demand responsive bus services.

And fixed timming points.

Between Wootton under edge

And chipping sodbury, Yate bus station and yate railway station.

Or Between chipping sodbury yate bus station ,Tytherington,Thornbury and cribs causeway bus station.

Which serv castle and Marwood school

The loss of service 10 /11 between

Avonmouth Dock/ shirehampton Southmead hospital bus station uwe bus station Bristol Parkway Aztec west Hortham Alverston ,Thonbury

The problem is the movement to castle and Marwood schools.

And South Gloucestershire and Stroud college students use service 10 .

If the Bristol parkway to Thornbury service is removed the access to school and colleges and to from Southmead hospital.

506 of concerned as Bristol city centre Easton Eastville Horfield Southmead hospital.

This is a important to disabled people to access to access hospital.

Bus 17 Keynsham, kingswood,corsham Hospital staple hill Fishponds Eastville park Horfield,Southmead hospital bus station.

We are concerned about the loss of bus service to south Bristol Hengrove.

Being cut service 96 St Anne's park Bristlington, knowle,Hengrove hospital.

and Hartcliffe.

Service 516 Whitchurch estate Hengrove hospital and knowle.

Which is interchange for service along the wells road.

The 92 could be rerouted via South Bristol hospital and whitchurch estate for a deminus payment to first group.

The loss of service Bristol to chew valley service is of Great concern 672 .

How will people get to and from work in Bristol.

As is the 178 From Bristlington park and ride to keynsham, Markbury Timsbury ,paulton and midsomer Norton.

This also provides access to Paulton hospital.

As does the 179 from Bath spa bus and coach station to Timbury paulton,Midsomer Norton .

We are far from shaw how the Demand responsive bus Network will operate

Only from 7 am to 7 pm

Monday's to Friday's.

The service 52 in South Bristol Bishopsworth to Bristol city centre.

The removal of this service gave a Very discriminatory view of the loss of the service with protected characteristics in the equalities impact assessments.

With regard to Demand response buses Will ever bus or Taxis have disabled access.

Disabled people may not have access to Smart phone with apps will the by phone number to book the bus as in Wiltshire

With their Demand responsive bus services. Or go coach at Hemel Hempstead. Demand responsive Network.

At present wheelchair customers can turn up at bus stops in North Bristol and a stagecoach west bus turn up help this disabled passengers on board .

Or on Abus citistar or big lemon buses

in South Bristol or Bath and North east Somerset.

With only 2 buses per zone you could be waiting up to a hour in at isolated bus stop in North east Somerset in a wheelchair if the bus is already booked.

Will bus have CCTV cameras and all staff equities trained on disabled access ramps or lifts be in uniforms CBS checked like bus and coach drivers.

Will the traffic commissioner Kevin Rooney regulate the service.

We are concerned that government guidance is not being followed on bus service improvement plan money.

As per the National bus strategy.

The guidelines say that bus service should service journeys to Employment

Education heath care hospitals shopping facilities railway station interchanges and leisure and Tourism

We are therefore concerns we have a bus Network is now not providing journeys to schools and college and Hospitals

With the loss of 10, 17 ,505 from Bristol Southmead hospital.

South Bristol hospital at Hengrove

With loss of service 516 Whitchurch Hengrove hospital and knowle and the 96 across South Bristol.

We are very concerned as DRT was successful in keynsham Somerset.

With First group on the 349 .

In the Evening now a full size bus .

But failed with the Rapt slide bus service in Bristol cost lots of money and failed to carry passengers.

The paris transport Authority Rapt pull the plug on the prodject

We need improvement in waiting facilities shelters and lighting CCTV bus and interchanges facilities should be transferred to the west of England mayoral combined transport Authority and North Somerset council

47 5 Yate bus station westerleight puckchurch Emerson green Downend oidbury court, Fishponds road st werburges st Paul's Bristol city council.

Could not be replaced by a Demand response buses service it carries

60 to 70 passenger on double Decker buses and like the 17 10 are totally inappropriate for Demand responsive buses services

7. Councillors Andrew Brown, Sarah Classick and Tim Kent, Hengrove and Whitchurch Park

As the local councillors for Hengrove and Whitchurch Park we write to raise grave concerns with regard to the recommendations in Agenda item 9 – Supported Bus Services: Contract Decisions.

The paper seems to be missing vital information to allow an informed decision.

Firstly there is no detail of the evidence used to make the decisions to fund certain services over others – the only details given are for the successful services.

Services that are not to be funded are not listed – this leaves the public without the necessary information to be fully informed.

Section 6 of the report lays out a 5 step approach that has been adopted but no results of that approach have been shared meaning that those reading the report, as well as residents, cannot see how the services being proposed for funding scored against those that were not funded.

Within the paperwork there are occasional references to an EQIA process but no paper for this has been published nor is it listed in the appendix or background papers. It is a lawful requirement to consider an EQIA, and its impacts, to advance equality of opportunity yet the meeting has not been provided with that paper in full so cannot demonstrate due regard. We note that age is a protected characteristic (Section 149 of the Equality Act 2010) .

We understood that some services were under threat but the wholesale loss of so many services undermines any attempt at a public transport network within Bristol.

Even worse, some areas of the city are to be left with absolutely no bus provision.

The 516 service, which the paperwork alludes to no longer being funded in Section

10 (public sector equalities duties), is a new but vital service that links a whole estate to the main bus network. During its short period of operation it has seen one operator go into administration and a brand new operator try to take over a service without a fully functioning operation. We do not know if these factors have been taken into account within the matrix scoring – do you?

For the South Whitchurch community this is the only service they have. This area of Bristol is one of the oldest, demographically, and has limited to no services within walking distance of homes as well as a higher amount of older people without car access than average. There are also a higher than average amount of vehicles that will trigger a charge by the clean air zone. This bus service is the only link for some. The paper says that only 'limited mitigation' and that the journey is possible by interchange in the city centre.

No mitigation is listed for South Whitchurch within the paper. The route listed for the 516 – Whitchurch to Hengrove Park - is incorrect. The 516 route is Knowle to Hengrove Park. It is not possible for residents to access any journey in South Whitchurch within reasonable walking distance as no bus service will exist if the 516 is not recommissioned.

Residents of South Bristol, some of them with limited mobility, will now be expected to walk up to 1km to reach the nearest bus stop - more than three times the maximum distance recommended by the Chartered Institution of Highways and Transportation. How can this ever be acceptable in a major city?

It is clear that the decision presented to you here today is not a lawful one as key information that should be published - such as the results of the decision making matrix, the list of services not to be funded, and the EQIA - have not. Without these you cannot make an informed decision compliant with with public sector equality duties.

The proposal to cut the 516 bus route, with reference to the concerns by the EQIA but with no additional detail or mitigation offered is totally unacceptable.

We note that for the awarded contracts in Bristol Appendix A demonstrates that a close to unbelievable £1.8m subsidy is proposed for the two Park and Ride services (Brislington and Portway). This is about half of the contract cost for awarded services in Bristol – the vast majority of the users of these services are from outside of Bristol.

We are sure the Metro Mayor recalls the passion and interest of local people in their bus service when he held his bus consultation event at St Augustine's Church. Many of those present are reliant on the 516 service. We hope that following the reading of our statement the Mayor will take immediate action to ensure the decision meets both the law and the needs of our community by including the 516 bus service as a contracted service as would be expected to meet the public sector equalities duty.

We call on the Mayor to ensure that the decision that is to be made today is within the law and to uphold the public sector equality duty and commission the 516 bus service so that the south Whitchurch area is not left with no bus service

8. Linda and John Glanfield

We are writing to express our concern about the proposals to, yet again, cut local bus services and in particular in the Whitchurch/Hengrove area. You need to be aware that **not everyone** has the use of a car to get to the doctors, hospital or supermarket or to see family or friends and cutting these services makes older people more housebound and vulnerable. We have a wonderful hospital in Whitchurch for which, if your proposals go ahead, there will be no bus access for people to attend appointments.

As a City we need to be proactive and care for the vulnerable and elderly community and provide a suitable bus service to enable EVERYONE to access their area. Most people are struggling at the moment with the cost of living and cutting these services is just adding to their misery.

9. Jason Webb

I have just heard that there is proposal to remove the 516 bus service. This is extremely concerning as this will effectively isolate a large proportion of Whitchurch from any accessible bus service. There is a large elderly section of this local community that rely on the 516 bus service to connect them to essential shops and services.

My elderly widowed mother is one of these people who finds walking very difficult due to her health but is able to walk to the 516 bus stop to visit Broadwalk Shopping centre, and use the 516 to connect to other bus routes to go to other parts of Bristol. The removal of the 516 service will mean that she is unable to do this and will practically make her house bound relying on either taxis to travel or others to provide for her. My mother is an independent person but the above action will strip her of all this independence.

I appreciate that times are difficult but these are the very times that we should be strengthening our communities and not taking actions that negatively impact them, and which cause further disconnects that ultimately harm us all as a society.

Your role as a Council is to govern for all and by removing bus services for Whitchurch, on the back of an already reduced bus services, you are neglecting a large part of Bristol where it always appears that other parts of Bristol are prioritised with retained or improved services.

10. Chris Davis

I wish to express my anger at the removal of the already disgraceful and pathetic bus service from Tanorth Road. I am registered disabled and cannot walk the half mile to belland drive.

11. Tiffany Barmby

I am very concerned about the proposed bus cuts. These are essential for people to get to work and to also access their community to live a normal life. Expecting people to walk up to 1 km to the nearest bus stop is not acceptable. We need to have regular and consistent buses, not everyone can afford a car especially with the rising living costs. You are cutting off sections of society by cutting any buses.

12. Lynn Burgess

The loss of the 516 will see the South Whitchurch area cut off from bus services. Some people having to walk over 1km to reach a bus stop. An area with a far higher proportion of older residents who rely on the bus to connect to Doctors, shops and family.

Why consistently build houses in this area, flooding the roads with cars and cause problems for the elderly population, trying to reach vital services. Bearing in mind many of the elderly who are council tax payers, may not have access to a computer or not even own one, so are not able to do on line shopping or online banking and have no access to a car. Hence the reason for a bus service and to which you are so strongly adamant about people using across the city.

Shamefully, you are literally throwing our elderly under the bus, as clearly they have no importance to you in our city.

13. Margaret Brown

Re cuts to bus services in Whitchurch South Bristol.

Please do not cut bus services further. There are alot of elderly & disabled people in the area who need to access the doctors, hospital, pharmacy and shops.

It is a long walk to the 92 bus stops now it is no longer servicing the areas on stoneberry Rd, Tanorth and surrounding areas.

Please consider this before taking away yet another bus service.

14. Mark Tiley

Please don't stop the 516 service this is Whitchurch people's only link to other services , it would also help if the M1 Metro bus included an extra link through Windways estate and back down to Bamfield , people are isolated there also Many thanks Mark Tiley

15. Mick O'Neill-Duff

To whom it Concerns re the cut to bus services in the Hengrove and Whitchurch area of Bristol

I wish to object to the proposal for the cuts being put forward on bus routes in and around the Hengrove and Whitchurch area in Bristol.

This will cause a lot of hardship to a lot of residents in the area mentioned above. Bus services have been cut before in this area causing a lot of frustration to our elderly population, residents relying on the buses to get to work, school and main shopping areas.

We say NO to any more bus service cuts to our area. Can you consider not allowing these cuts planned to go ahead.

Many residents rely on the bus services mentioned in the cuts to access hospital and doctor appointments also.

Planned bus service cuts must not go ahead and deprive the community of these services.

16. Lin Cummings

I write in response to the news that the you are due to discuss at the above meeting the proposal to withdraw the 516 Bus which runs from South Bristol Hospital to Broadwalk via Whitchurch.

As a Whitchurch resident with elderly neighbours who rely on this service to reach Broadwalk Shopping Centre for the post office and local shops, Asda for doctor appointments and the only pharmacy in Whitchurch, and South Bristol Hospital. The new NHS referral process allows patients to select their local hospital for appointment and treatment, this bus has been a lifeline for patients, who invariably have no transport and can choose South Bristol Hospital and use their bus pass rather than pay for other transport. This proposal should be scrapped as it will see South Whitchurch cut off from bus services.

I understand other local services are to be cut (52, 96, 636), Why?? With more and more houses being built in Whitchurch and the new CAZ now in place to reduce services can only have a detrimental effect on our city. The only way to clean up our city is to provide good bus services and get people out of their cars.

17. Julia Mason

I am writing to share my concern with the bus changes mainly for the elderly who rely on buses for Drs and Hospital appointments plus shopping and and family plus friends.

The 516 bus service is key for a number of things including:

- visiting the local hospital
- visiting the local leisure centre
- visiting the local shops

Loss of this service will leave people unable to access these locations and services. They will be unable to afford taxis to get to these places and cannot walk there so will be cut off.

Please do not remove this long standing and extremely important bus service as it is so valuable to me and the community.

18. Linda Tasker

Please do not cut the proposed bus services. In particular the 516 Service - cutting this bus would make getting around extremely difficult - in particular for older people who rely on it to connect to local services and healthcare.

19. Julie Knight

I am expressing my concern for this proposal to stop the local bus in my area.

This is a life line for local people to visit the Hengrove Hospital and beyond. It is appalling the way this area is treated especially by Marvin Rees who has no regard for the local people and older residents who are reliant on the bus service and is pumping more and more housing developments with no infrastructure in place.

20. Judy and Denz Edwards

I understand that the 516 bus from Hengrove leisure centre to Broadwalk shopping centre is to be stopped. Please don't do this as it is the only form of public transport for me to get to the local hospital. If you want people to stop using cars this obviously won't help. South Bristol seems to take the brunt of all the cuts it is unfair.

21. Ann Armstrong

I have just heard that there is a discussion about cancelling some bus services in South Bristol and I wish to express my disapproval at this proposal. The area of Whitchurch is now predominately an elderly one and by cancelling the 516 bus service it would affect many of these people who do not have or are now unable to drive a car. These people would then have problems reaching a bus to access Broadwalk Shops which is our local shopping centre.

Not only that but the 516 bus is the only one which actually serves the South Bristol Hospital from Whitchurch which was built to give south Bristol residents access to a local hospital. So in order to attend this LOCAL hospital, without the 516 bus we would have to use 2 buses to reach it ie 92 to Belland Drive then the M1.

Therefore I urge you to reconsider the intention of ending the 516 bus service.

22. Tony Alton

As to the proposed cuts to any of the few remaining bus services that Whitchurch has is a travesty as many people like myself are relying on these services to access hospitals etc on a regular basis as over the last few years I have had a double heart bypass and an emergency tripleA operation using buses for vista so I urge you all to consider the implications in a growing area .

23. Wendy Carr

I wish to raise my deep concern about the proposal to withdraw the 516 bus service. This service is used by elderly people and workers to access the South Bristol Community Hospital and local shops. Access to these vital local services will be lost for these people.

Please keep the 516 service so local people are not cut off.

24. Teresa Morgan

I do not agree to cutting bus services, there is a great need for buses, more people are using them especially now when petrol/diesel is so expensive, plus the cost of parking.

Perhaps reducing the times when not many people travel, maybe but not removing them altogether. There are, you see, busy times every day on the buses especially when the Schools are back in from Holiday.

25. Lisa Beacham

I write with huge concerns regarding the bus service cuts My dad uses these buses to connect with his friends of the same age and ability. No longer happy to drive in the dark this service allows for him To continue his social life and remain active.

I strongly urge you to reconsider your decision, consider how you would feel if you were cut off from your friends

26. Gloria Young

I am extremely against the cutting of the various Bus Services as older people who do not have transport rely on the buses getting them to the shops doctors etc. Also in these current days cannot afford a taxi.

Please re-consider your decision to making such cuts, no doubt a single decker bus would suffice when not many people are travelling, instead of a couple of passengers on a double decker.

Thanking you in advance for your attention to this matter.

27. Anthony and Diane Bodman

Re the 516 bus service. This is the only link from Whitchurch to South Bristol Hospital, GP surgeries and to Broad Walk, Knowle for banks, dentists and onward bus transport to Bristol city centre for hospitals, banks, chemists and shops.

Doing away with this service, which is very efficient, would mean many elderly people having to walk long distances to reach other bus services, if they are able to. Please reconsider keeping this service.

28. Ms Sue Luffman

Loss of 516 Bus Service Since they stopped the 92 bus coming up through Bridge farm estate the 516 has been a life saver even though you still have to change at Broad walk to get into Bristol! To get the 92 now is a long walk from many parts of Whitchurch especially walking home as it's uphill and many older people cannot walk that distance! Please save the 516

29. Barbara Kirby

I am appalled, that when there is a Clean Air Zone that prevents residents from Whitchurch and Hengrove getting past the Welsh Back, or the Cumberland basin without having to pay a substantial amount of money, to access anything in the northern side of the river, including hospitals, you are now cutting out bus services in the Whitchurch area, thus preventing people from accessing health care in the form of GP surgeries and Health Centre services, the walk-in centre, other clinics, x-ray department and visiting patients at South Bristol Hospital, and the Sports Centre which also provides GP referral services for injured or physically challenged people, as well as everyone else who wish to maintain a healthy lifestyle, which we are being encouraged by the NHS and Government, to do, unless they drive!

Are you putting the cost of public transport, which we have been encouraged to use, above health care, or do you just want to separate and cause problems for the poverty-stricken people of South Bristol? It certainly seems that way.

Please reconsider the bus routes, especially as there is a high number of elderly people who have no other way to access these places.

30. Mr R Jacobs

As a Whitchurch resident, I am very concerned about the constant threat of cuts to our local bus services, which, as we all know, provide a vital community service. In particular, the withdrawal of the 516 service, which was only recently introduced, would effectively cut off many customers living in South Whitchurch.

I welcomed the recent initiative to reduce fares, but this assumes that customers have a reasonable service available to them.

I urge you to retain this route for the foreseeable future, and give assurances to this effect.

31. Malcolm and Cheryl Blackmore

We are absolutely disgusted with the removal of these bus routes , we are both in our seventies and rely heavily on public transport ,what with mayor Marvin telling us to use public transport and then placing restrictions on the use of private vehicle use in city centre what a hypocrite! It seems the more we pay in rates the poorer the services we receive

32. Wendy and Roberto Valuto

SAVE OUR BUSES NOW!!! South Bristol is already badly served with buses and people need access to our hospital and all our local services.

These buses are vital particularly for our elderly and young families.

33. Pamela Gould

The 516 bus is vital for the Whitchurch area which has many elderly people living here, many do not have the ability to walk to Belland Drive to catch the 92 Bus, for you to consider leaving a large area without public transport is shameful, at a previous meeting people said a reliable service would be acceptable rather than a unreliable service which we had , to the credit of the people running 516 it is regular which people appreciate.

The Bristol Mayor is expecting people to stop driving. What is the alternative if we have no public transport? Please advise all involved in this latest drive to cease running a bus service that is NOT ACCEPTABLE by residents

34. Marian Middleton

I cannot believe the 516 bus is being withdrawn. How on earth are Whitchurch residents going to get to Bristol south hospital. Taxis are very expensive and it's rather a long walk! I understood the 516 was run by a Brighton company. Have I got this wrong? Whenever I travel on it it seems very well supported. Please please have a rethink 😞 😞 🙏

35. Margaret Hurley

Would you please have second thoughts about further cutting of local bus services.

A lot of people will be isolated and unable to get to the shops and other services. Please think of all the elderly people who depend on these bus services

36. Ken Pitchers

Regarding cuts to bus services, I am appalled to learn that, once again, the 516 service from Broad Walk to Hengrove in Whitchurch, Bristol, is being axed.

This serves a large number of streets with many elderly and frail residents who cannot walk the 1 kilometre to the nearest available service. Service 516 connects to South Bristol community hospital and Broad Walk shopping centre both of which are essential destinations for many residents.

If the decision is made to axe the 516, some form of area transport MUST be provided, e.g., on demand subsidised feeder minibuses. Taxis are far too expensive to be an option.

Please do not axe the 516. Such a decision surely conflicts with equality and disability discrimination legislation?

37. Susan Gunter

I read with horror and disbelief that you are considering cutting the 516 bus which runs from the South Bristol Hospital through quite a populated area around Whitchurch, to Knowle where it is possible to connect with other buses going to Temple Meads, Broadmead, Childrens Hospital, BRI, Eye and Dental Hospitals,Whiteladies Road etc.

There are many older people in this area and this bus is a lifeline for them. To catch the 92 or any other bus, most of them have to walk quite a distance. To go Shopping of any kind entails quite a walk but then to have to carry the shopping home, this is beyond the capabilities of many folk.

The City Council are doing their best to stop cars coming into Bristol by closing Roads or Bridges (Bristol Bridge for example) etc. Many one way systems involve a longer journey (involving using more petrol and causing more pollution) particularly the terrible system of having to drive all the way round the roundabout at St. Mary Redcliffe and back again just in order to drive up the incline to Temple Meads. If you expect people to use public transport instead of their cars, you must have a good, frequent, reliable bus system which Bristol just does not have. If this is not addressed I can see Bristol, particularly the few shopping areas that are left, just going into decline as people are forced to go elsewhere. From: A very concerned local resident.

38. Carole Lumber

Proposal to axe bus service 516 - This is an appalling proposal. The axing of this service would cause untold inconvenience and distress to many Whitchurch residents who rely on it to reach Broad Walk and therefore access doctors, dentists, optician, banks, post office, shops and buses into the city centre. The 92 service is unreliable and in event inaccessible for many Whitchurch residents, many of whom are elderly or do not have access to a car, since the route of this service was truncated.

39.Mr KR and Mrs SA Davies

My wife and I live at Whitchurch Bristol, and we use the 516 bus to visit our doctors surgery and do our weekly shopping at Broadwalk Bristol. If this bus is taken out of service. We don't know how we will be able to continue to get to Broadwalk.

40.Tracey Payne

I am emailing to share my absolute disbelief, that yet again, there are to be cuts to the already poor bus service, we have in Whitchurch and other areas, via what seems to be a rushed, underhand, silent move.

Bus services have consistently been whittled away over the last 10 years or so, leaving Whitchurch with the M1 which only covers a couple of roads in Whitchurch and stops at very few stops, along with the 92, which covers again, a small area of Whitchurch, since the cutbacks last year. Also these

buses that are due to be cut are the ones accessing South Bristol Hospital, how are people supposed to get there. Other areas of Bristol are serviced by more buses that run more regularly.

It really is appalling that buses can be stripped from one area. Why can't services be shared across the city, with everyone having a regular bus service, even if it is a reduced service, a bus is better than no bus!

How is it possible that a popular city of this size has a diabolical bus service? When other cities have bus and trains that run a great, regular service.

Millions of pounds were spent on creating the metro service and for what? A posh bus that stops at fewer bus stops. The money would have been better spent on investing it, in the buse service that already existed. And please please don't let the Mayor or anyone else implement a crazy plan for an underground tube service, when the city cannot even ensure we have a decent bus service.

It's time the council went into partnership with the bus company to provide a decent bus service for the city. It is no longer easy to drive into town or park anywhere, with clean air zones, road closures, no where to park at a reasonable price. We are encouraged to "Leave the car at home" What and wait an hour or more, for a bus, or walk a mile or two to a bus stop? I don't think so.

Please do not strip us of any more bus services in Whitchurch or anywhere else in Bristol. Please just get your priorities right and serve the people of Bristol, which after all, is what you are paid to do.

41. Adrian Wyatt

I write with absolute total despair in reading about yet more proposed cuts to public transport in South Bristol especially the Whitchurch and Hengrove area. I am someone who admittedly has over the years used to car more than I needed but am trying more and more to use other methods to get around. However with a back injury walking is not an option so the public transport system of buses is the only option. Already as things stand they are almost unviable for this part of the city.

The delays are one thing but the irregularity and lack of services just make their use too often untenable. The proposed reduced services would be the nail in the coffin for me and send me back to the car.

Additionally this area of Bristol is already seeing far more growth in house building than the areas services can cope with. Airport Road is already set to get considerably worse as is the surrounding area. If the council want to continually build it has also to build the structures that make an increase in homes viable in other ways. Cutting public transport is the exact opposite.

Additionally poor air quality is being driven out of the city to areas like Bristol with the high increase in cars that come with new homes. We need a massively better public transport system now, not a reduction.

I write in total despair and disbelief that a council that promotes it's credentials in cutting carbon ommissions would even consider this proposal. I look forward to reading the idea has been dropped.

42. Michael Britton

I am very concerned on hearing the news that you are looking at cutting the following bus services from the South side of Bristol. I understand that you will cutting the route 516 that is a lifeline for

many people especially the elderly people who need to get to and from the South Bristol Community hospital. In taking this service away and others locally away like route 52 route 96 route 636 you are effectively cutting off all buses to and from the South side of Whitchurch. What is the point in having a Community hospital if the community cannot get there. A lot of the elderly people in the area are restricted on how far they can walk and removing these buses will affect their mobility. It will also affect the mental health of these people.

Could I also say that by holding your meeting at midday you are restricting a majority of people from attending as they have to work, or carry out other responsibilities such as collecting their children from school at lunchtime.

43. Issy Saunders

I am 75 years of age and am concerned as to why us in Whitchurch have such a poor bus service. To stop this service when there are a lot of us elderly using this bus as some cannot walk down to Beland Drive as they have a stop outside the door, then with shopping having to walk back up East Dundry Road especially if the weather is bad, also if you have a hospital appointment you would need to get a taxi. Please think again of us elderly you could be in this situation one day.

44. Myra Farmer

I wish to register my opposition to the possible cancellation of the 516 Service from Whitchurch. We have a limited service of buses in this area already with the 92 and M1 being quite a long walk and regularly being cancelled. Service 516 is essential

45. Christina Magwaza

We, South Bristol community are very concerned about the proposal to withdraw some bus services, such as 52, 516, 96, 636 as these are really needed by the frail and vulnerable members of the community to take them to hospital and shopping. Their withdrawal is a bitter blow to most people who neither drive nor own cars. Instead of discouraging the use of personal cars and reducing the congestion and carbon emissions in Bristol, withdrawal of these services will only increase congestion on the roads as people will resort to using taxis.

Please have a rethink on this issue.

46. Val Rowles

Re: Loss of Bus service in Whitchurch - I am writing to express my concerns regarding the plan to cut services to and from the south Whitchurch area. It is now increasingly difficult to drive into the city from the South following the closure of Bristol Bridge.

This has been further exacerbated by the CAZ which disproportionately affects the owners of older cars who cannot afford to replace them. Currently we have to catch a bus to Broadwalk then catch another bus into the centre which is obviously not ideal. Further cuts will mean that the elderly and anyone with mobility issues or disability will have to walk up to 1km.

I feel that Bristol is rapidly becoming a city of 2 halves in which the South is being marginalised. The Whitchurch area is particularly poorly served with no facilities and now a proposal for no public transport.

47. Andrew Rowles

I am writing to respond to the proposal to further cut the bus services in Whitchurch.

The South of the city is already poorly served and it feels as though Whitchurch is being discriminated against. It is difficult to see how the elderly and people without cars will be able to visit the city at all. A taxi is around £20 each way and I would venture to suggest that this is beyond most people's budgets. A visit to any of the Bristol hospitals is going to be a financial impossibility for the most vulnerable in our community.

48. Valerie Lawrence

It seems we are once again in the position of being threatened with radical bus cuts in this area, cuts which would impinge greatly on the local population. Information about this has come out within hours of the decision being taken, once again, which makes public input almost impossible, as usual. However, here are the reasons why these cuts should not go ahead.

Whitchurch and Hengrove have one of the largest percentage of older people living here, and yet you would prevent any kind of access to our own local hospital with these proposed measures.

Many people living in the rest of the city will still be able to access the hospital (bus numbers 75, 76, M1 etc) but none of the local population will be able to travel there! The only bus that goes anywhere near to us (the M1) is almost as far away to pick up as walking all the way to the hospital would be!

It is completely unacceptable that local people will be denied any way of getting to their hospital, and of course the Fitness centre next door, and it amounts to discrimination once more against an area which is one of the most lacking in facilities in this city already. It also discriminates against the elderly, and the unwell, who are after all the most likely people to need to travel to the hospital. The walk from Whitchurch and Hengrove would be unacceptable for younger, fitter people, but impossible for anyone elderly and unfit.

It is a nonsense to have local facilities out of the reach of the local population. We are already unable to travel to Cineworld, the restaurants on the same complex, Airport road (to connect with other buses) and Imperial Park, due to the last radical cuts made to our services. Axing services further, as you propose, will make everything even more inaccessible than it already is, and will cause severe problems to the local population.

49. Mr D R Moss

Regarding the proposed cancellation of this service which I assume you have found it not profitable to run. But surely if this service ran along to Tesco on its return journey to Hengrove which would only add minutes on to its journey time I believe would considerably add to the footfall for this service. I would also like to point out that we always seem to be the losers in this area when services are being cut this is especially galling when you see UWE buses running around Bristol all day with next to nobody on them. Who pays for these buses?

50. John and Christine Button

We are aware of the proposed massive cuts to local bus services in the Whitchurch area. In particular the the 516 service which runs from South Bristol Hospital to Broadwalk via Whitchurch.

In an area with a higher proportion of older folk this action would cut off South Whitchurch from bus services. The cuts to the 52,96 and 636 will also have an isolating effect on residents.

It is a pity that this urgency was not displayed when the City council lost £50 million on Bristol Energy, that money would have been very useful now!!!

51. Avril Parker

Re: The suspension of the 516 bus service

This will have a devastating effect on many who rely on this service, by cutting this out you are leaving a large part of Hengrove/Whitchurch without a connection to other bus routes. It appears that yet again older people are being discriminated against if this goes ahead.

I hope you will be able to have a rethink on this matter.

52. Jennifer James

I am 82 years old and lived in Whitchurch all my life and never thought we would be without a Bus service. I moved to Bridge Farm Estate 1963 - newly built so no bus service BUT we were all young and mobile. We were pleased when we got a bus service but NOW many of us are elderly- the 516 is better than nothing but still means if we want to go further than Knowle we have to change buses - which is all very time consuming and tiring. I am lucky enough to have a car at the moment but it is very old and I can't afford to replace it + am due to have major surgery in the near future. There is NO WAY either now or then I am able to walk to Belland Drive to get a Bus!! Also if going to the BRI or just Town I do not drive due to traffic and parking.

My situation is similar to many here. Many of us have said we're happy to pay a bit extra on our Council tax to fund a bus service and the original route of the 92 could be reinstated. Please please reconsider - we DO NOT want to be isolated - we have no facilities on these Estates - we have to at least get to the H/C which is impossible without a bus service + many of us also use the Chemist and Library, so that would go -- don't put us back to the 1950's !!!!

53. Derek Young

I would like to voice my objection to the proposed cut to the 516 bus service. I am a pensioner (70 years of age) and I am becoming more reliant on public transport. Cutting the 516 - and any other bus service - severely restricts my access to local amenities especially South Bristol Hospital.

54. Denise Banwell

I have just heard about another cut to bus services in South Bristol. The no 516 Big Lemon service is an essential bus for many people in Whitchurch. I have to go to South Bristol hospital every three weeks for cancer treatment and other appointments in between. I do not drive and since the 92 bus stopped going to the hospital I can only catch the no 516 or the 515. The only option is by taxi but as I am nearly 80 and not very steady on my feet it will be awkward and expensive.

Please think about the older people including me who will be discriminated against by taking away our buses. We have never been well served by buses in Whitchurch, we seem to always be ignored. We are not a backwater of Bristol, we are people who would like to be treated fairly.

I hope that you will rethink this really bad decision.

55. Denis and Angela Stuckey

Firstly could you please make Mr Dan Norris aware that in the past there have been several cancellations on buses in the Whitchurch area. This appears to be a favourite ploy by the mayor/First bus. The proposed cancellation of 516 bus from South Bristol to Broad Walk means that:

a) The residents in the Whitchurch and Hartcliffe areas will be cut off from bank services, schools, dentists, churches and shops in Knowle.

b) Knowle residents will have no public service access to South Bristol Community hospital (together with its excellent Chemotherapy Unit), Hengrove Leisure Centre, Imperial Fields brilliant shopping complex (containing Boots, B&Q, M&S Food Store, The Range, Home Sense, etc), and schools in the area.

It must be acknowledged that the elderly and retired populations in Knowle and Whitchurch, Hengrove and Hartcliffe without transport will be particularly affected if this bus service is withdrawn. Would the committee please bear this in mind when they consider this proposal?

56. Cllr Hal MacFie, Councillor for Keynsham East

The current trio of routes around Keynsham is funded by funds from the Chocolate Quarter development. This funding is set to end in March 2024. We would like to continue with the current system or the proposed 529 for 12 months. Remember that there are 20000 people across the three wards which is too many for DRT to serve.

The Keynsham Dial a ride now finds that 80% of its journeys are to and from medical destinations, primarily to the RUH. It is crucial that this facility continues to be funded.

57. Cllr Ed Plowden, Councillor for Windmill Hill

Several months ago, faced with the prospect of a significant rise in the price of supported bus services, the Unitary Authorities decided to postpone the decision to seek further funding. Months later no additional funding has been identified, and faced with a very significant cut to bus services across the region, with more services being cut than being protected.

We are staring down the barrel of a vicious cycle of decline in the bus market. This will have many multiple effects: on individuals unable to get to their jobs or access the supermarket; on the region's economy; and of all our attempts to decarbonise our transport system.

Officers have made great attempts in the circumstances to pull together a set of proposals to try and mitigate the worst effects of this, but we will now be relying heavily on short term funding and on the unproven approach of Demand Responsive Transport, which has not had a good track record so far in the UK. There is a lot to learn, in a very short time, with very high stakes for our transport system.

Now more than ever is the time to collaborate, and the administrations in each Authority need to set aside their differences and make sure that we can make these proposals, and WECA, work well. This will require complementary Demand Reduction measures, which in themselves will help raise more revenue to support our buses and halt their decline, as well as agile working to make sure passenger, operators, officers and, yes, politicians can learn and respond rapidly.

For too long the WECA committee has been fighting over making decisions, this project really needs everyone to pull together over the next two years to work hard to see this decision through, make it a success and safeguard the future of our buses

End