

West of England Combined Authority Committee meeting on 27 January 2023

Statements received from the public

1. Cllr Tim Wye, Bristol City Council (Ashley Ward)
2. Robert Dixon, Friends of Suburban Bristol Railways (FoSBR)
3. Brian Blestowe
4. Yvonne Soen
5. David Redgewell, South West Transport Network and Railfuture Severnside
6. Robbie Bentley, Bristol Disability Equalities Forum
7. Peter Travis and Jevon Smith, Somerset Bus Partnership and Somerset Catch the Bus Campaign
8. Ian Beckey, Gloucestershire Catch the Bus Service Campaign

1. Cllr Tim Wye, Bristol City Council (Ashley Ward)

Statement regarding no5/y47 route through Ashley ward Bristol

As the elected representative for Ashley Ward (Montpelier, St Werbughs, St Paul's I wanted this opportunity to pass on my residents deep concern about the running down of this crucial route through our ward. The number 5 route was deleted, to be replaced by the Y47 that now, because of the length of the route, is now less predictable. This already downgraded service is now threatened again with complete deletion.

This is a vital service in the area and many residents without access to cars or other transport have contacted me to stress how this will isolate them still further. I implore the Metro Mayor to work with individual authorities to look at creative ways to save this important route.

2. Robert Dixon, Friends of Suburban Bristol Railways (FoSBR)

FoSBR welcomes WECA's recent review of bus interchange opportunities at rail stations. As FoSBR has previously identified, it found that infrastructure is currently often inadequate and so only a few stations can function as effective interchanges. The report shows, and we agree, that there are some stations where improvements could be made quite easily - and these should be prioritised. This requires a commitment and political will to do so.

We believe all stations with bus routes within 500 metres should have signage to direct passengers between the two; in addition, real time information about buses should be at the station and about trains at the bus stops. This should be combined with maps, both of the immediate locality and of the wider network, showing interchange opportunities. Like with other transport authorities, there should be a standard style of signage.

We would like our transport authority to publicise what journey opportunities exist by public transport. For instance, many people – whether on a bus, at a bus stop, or in the locality - do not know that they can catch a train to Clifton, Filton or Cardiff from Lawrence Hill or Stapleton Road. We salute GWR's train announcements telling passengers the destination of buses at the next station. However such things should not be left solely to operators.

In our region there are different types of interchange. Some stations like Bristol Parkway have a collection of bus stops immediately outside (like a semi-bus station) where passengers can change between train and bus relatively easily. Others like Lawrence Hill or Nailsea and Backwell are next to a road where buses stop and help them continue their journey, while stations such as Clifton Down and Severn Beach are close to bus stops. At some stations, for example Stapleton Road, the nearby bus stops could easily be made more convenient by being re-sited closer. At these stations, current infrastructure prevents them from being effective interchanges but we consider that simple improvements could markedly improve their potential.

There are other stations, such as at Filton Abbey Wood or Patchway, where interchange involves a significant, often lengthy, walk that most people are not likely to be prepared to make. Bus stops could be moved closer. At Abbey Wood they could be placed near to Nutfield Grove on Filton Avenue to reduce the distance. Better still the wide path at the end of Nutfield Grove could be made into a short bus gate to allow buses to go between Filton Avenue, the station car park and Station

Road. This has repeatedly been suggested to South Gloucestershire Council who, in the past, have shown a complete lack of interest.

Other stations have bus stops nearby that are unused (Abbey Wood again!) or even an interchange facility where no buses call - like at Worle where there are unused stops on both sides of the station. Additionally at Worle there is no information on the ground to say that the bus stops are unused, while National Rail's website states that buses should be caught from there.

We would like to see a firm commitment from WECA (and our local authorities) to the general principle of interchanges. WECA should build on their review by considering what would be required at each station in order to connect with buses, and then identify whether this is desirable and realistic, setting priorities for future improvements.

3. Brian Blestowe

With regard to the Strategic Objectives item 2.1. of the Combined Authority Budget 2023/24 and Medium Term Financial Strategy. In particular Priority Regional Outcomes

“ Decarbonising the transport system, reduced car dependency ”

“ Business and local people to benefit from growth in the green economy “

There are now only seven years left for the Bristol area to meet its carbon zero commitment by the organisations governed by the local authorities and nationally funded activities such as the NHS etc.

From what I have seen from the various Green Plans produced, virtually all of these identify the various carbon sources in the area, but there is very little progress on the compilation of meaningful detailed Carbon Footprints, without which it will not be possible to produce proof, that the net zero ambition has been achieved.

A very large element of the footprint is derived by the use of internal combustion engine powered vehicles and I believe that as far as local urban transportation is concerned, there is an engineering solution, provided enough money and effort is put into the task.

Serendipitously over the last two centuries the Bristol area has made a significant contribution to the task of the transportation of people. initially by the development of the railway and steam ship by Brunel and subsequently by the public transport systems devised and developed by Sir George White. The latter's activities evolved into the very significant Bristol aircraft industry in the 20 th century, with its pinnacle. as far as transport technology is concerned, Concorde.

The high density and unaccommodating motor car concepts of the development of the old BAC airfield and majority of the new residential building in the North Bristol area, presents a great opportunity, to once again enable the WECA area to be in the forefront in the evolution of short range urban transportation vehicles with minimal carbon footprints. This will require a high level of innovation, something not very evident in the majority of activity in the UK these days.

In 1949 shortly after the second world war when the threat from the USSR was considered significant, a small group of engineers were gathered together under the guidance of David Farrar,

someone who had developed his innovative and dynamic abilities, in the heat of the industry under the stress of an all out conflict. The task they were given was to design,develop and put into production a device that was capable of flying itself automatically at twice the speed of sound, finding an enemy bomber with a nuclear weapon on board and destroying it. This they achieved in 10 years and along the way produced the first solid state i.e. transistors electronic devices and the first UK process control digital computer. The products they produced were also sold to overseas customers which brought in significant income to the UK and provided a large amount of employment for the many people who were involved with Bloodhound and the products that followed it.

The same could be done today to produce the short range Autonomus Urban Transport Vehicle, the area has the skills in M.B.D.A, Airbus and GKN. As design engineer once myself, I am sure that there are lots of young engineers would like to be seconded initially to such a project. WECA could provide (if it was innovative enough) the initial co ordination and some of the funding for the task. It needs to be done in an industrial environment not university based. Elon Musk and Bill Gates in the USA show how to do it, as did those in 1949.

Or do we just wait until Chinese have done it and end up an even poorer country than we are rapidly becoming now.

4. Yvonne Soen

Loss of 516 buses - I'm absolutely appalled with the loss of the 516 bus. I am an 85 yr old who rely on the bus to hospital, Drs Health centre along Oaklands Road. Post Offices and Banks I'm the only resident in this Longacre Road for 62 yrs. we the older people seem to be penalised in not driving, also we live on our own, need to organised our selves in meeting people for our Well being trying to get about as much as we are able. If there is no bus service how on earth do we travel. PAY FOR TAXIS EVERYTIME. what with the finances at the moment is terrible for everybody and us.

The Meeting a few days ago was held NOT in Whitchurch Area but KEYNSHAM w hich is in BANES. How do expect people to attend — TAXIS or walk. Pathetic!!! Thankfully I use the Community bus for my shopping which is a brilliant service, from door to door. But we certainly need this Yellow bus 516 still working although it's every hour (, please keep the buses working.) Marvin Reece and Dan Morris don't use buses but drive their cars!!!

5. David Redgewell South West Transport Network and Railfuture Severnside

We are concerned about the delays in Metro west phase 2 project.

We welcome the capital investment in Ashley Down station and construction plans in 2023 .

It also with Great concern that all bus services have been withdrawn from Ashley Down station to Gloucester Road in this years west of England mayoral combined transport Authority bus service cuts due to freezing of Transport levy by Bristol city council and south Gloucestershire council and Banes .

Resulting in the withdraw of bus service

17 keynsham kingswood staple hill Fishponds, Eastville park ,Horfield Southmead hospital bus station.

505 Bristol city centre to Easton Eastville,Horfield, Southmead hospital bus station

Both service would have concerned the Hospital

Leaving just the 24 service from Ashton Gate Southville Bedminster Redcliffe City centre,Lawrence hill,Stapleton road Eastville ,lockleaze Horfield Southmead hospital bus station

But are very concerned about the delays in design work at Filton North station

Brabazan Arena and Exhibition centre .

Station is this station being delayed

By safety issue for passenger for Arena

By the British transport police and Transect .

The station will have with metro bus interchange for cribs causeway bus and coach stations

And Henbury for cribs causeway.

Their appear to be flooding delays in design of the station with 2 platforms and passive provision for extending the service to Avonmouth Dock .

Bus interchanges for cribs causeway

and park and ride.

We still have planning permission granted for Filton North station but not Henbury station both station are Transport hubs with bus interchanges.

With the £ 54 million pound and metro west railway.

YTL Arena will need a mass transit system with metro west railway to get visitors to the area we need the hourly service to Bristol Temple meads station

With stop at the following stations

Filton Abbey wood, Ashley Down Stapleton road, Lawrence hill

We are pleased that Filton North station has now been granted planning permission and will require a diversity impact assessments by Network rail western route.

But are still very concerned about Henbury station not being granted the railhead for cribs causeway shopping centre and wild place Bristol zoo.(opening in 2024)

The will also be special service to Bristol Parkway South wales and to Severn Beach line at Avonmouth when big concerts or Event take place .

The bus Network on it's own will not deal with taking large numbers of people visiting concerts and Events.

But a new bus Network is welcomed

We want to see urgent progress on the

Henbury loop line metro west railway.

Service from Bristol Temple meads station to Henbury .

Also with the half hourly service

Between Bristol Temple meads, Filton Abbey wood, Bristol parkway station yate New station at charfield cam and Dursey possible new station at stonehouse and Gloucester central.

What is the progress on the planning application for charfield station and design work including bus interchange.

And planning permissions is also required from South Gloucestershire county council.

And a diversity impact assessments from Network rail western route.

Again at present the bus Network is being withdrawn from charfield station.

With the loss of the 84 85 from Wotton under edge to yate bus station and railway station.

Service 60 from Thornbury to charfield station wotton under edge cam and Dursey may lane.

The bus railway intergration will need to be addressed.

On the city region transport corridor their is major concern about about both the delivery of the construction of bus lanes and prority measures bus stops and shelters and maintenance of bus stops.

Cycleways and Footways .

And having the staff in Bristol city council , North Somerset council , South Gloucestershire council and North Somerset council to construct these projects

On the A367 Bath spa bus and coach station to peasdown st john Radstock Westfield midsomer Norton paulton Farrington Gurney wells bus and coach station.

Please note the west of England mayoral combined transport Authority.

Withdrawn on bus service 172 .

Evening service on this transport corridor.

Bath spa bus and coach station to peasdown st john Radstock, Westfield midsomer Norton, paulton and wells bus and coach station.

With effect people working in Bath night time economy.

A37 Bristol bus and coach station Bristol Temple meads station knowle Hengrove whitchurch pensford Clutton Farrington Gurney Wells Bus station Glastonbury and street.

Stockwood Hengrove knowle Bristol Temple meads city centre Park street Clifton Down station Henleaze Southmead Brenty Henbury cribbs causeway bus station.

Bristol city centre to Bradley stoke and Thornbury. A38

Bristol to yate bus and coach station.

A432 .Y1 bus route

Bristol to East Bristol/ kingswood.

A420.

42 43 44 45 bus roads

Bristol to Weston super mare.x1 bus route

Bristol to clevedon. X6 x7 bus route

Bristol to Nalisea. X8 bus route

Bristol to Portishead. X4 bus route.

West of England mayoral combined transport Authority and North Somerset council need a delivery team and bus shelter and maintenance staff .

Need to under the control of the west of England mayoral combined transport Authority.

Passenger information quality bus shelters interchanges facilities

E Scoter and cycling hubs need addressing.

we need teams to address the transport hubs

We welcome Bristol city council transferring the public transport infrastructure and Transport team to the west of England mayoral combined transport Authority.

And we believe key staff should be transferred to transferred from South Gloucestershire council and Banes and join unit set up for delivery unit .

We are worried about delivery.

With regards to the main bus corridor investment it must be noted that the west of England mayoral combined transport Authority due to lack of increase in the transport levy.

The Evening bus service on the A367 bus corridor Bath bus and coach station to peasdown st john Radstock midsomer Norton paulton and wells bus station is withdrawn. 172 bus route

Bristol bus and coach station to Thornbury bus corridor.

The service 10 Avonmouth Dock to Southmead hospital UWE Bristol bus station Bristol Parkway,Bradley stoke Aztec west Hortham Alverston Thornbury.

Service 10 is withdrawn.

The a lot of planning at the west of England mayoral combined transport Authority.

But we now need to see delivery.

Bus service improvement.

With regards to the bus service improvement plans their need a look at

Proposed new routes not yet let to Bus operators.

Service 517 chew magna wells link

Service 517 midsomer Norton Radstock

Paulton link .

Services 519 keynsham Town service.

520 Southmead hospital to longwell green with extension to keynsham.

521 Hengrove to Brislington.

522 Brislington park and ride to Odd park and ride

Now awarded.

Long Ashton park and ride to Hartcliffe.

523 Brislington Town service.

525 Emerson green to yate

Chew valley link

Chew valley to Anchor road.

These are new service designed to

Be fund by the Bus service improve plan money.

It perfectly accepted by the Department for transport to provide new bus services using bus service improvement plan money or Enhanced existing one as is the case in North Devon and Somerset.

Not all of theses new routes can be funded .

To voters and Taxpayers the passenger so the west of England mayoral combined transport Authority and the metro mayor Dan Norris.

Delivering public transport Network services.

We need to start to delivery improvement in public transport improvements.

No other combined transport Authority is cutting bus and rail services.

But the difference is the 3 unity councils should Stop micro managing the Transport Authority.

The Transport Authority and mayor Dan Norris need precepting powers and North Somerset council as fully member of the combined transport Authority.

We are also concerned about the fact that Transforming Town fund money is a risk of being returned to the west of England mayoral combined transport Authority.

We need to make more progress on disabled access to public transport Network.

With lack of disabled access to the

Following railway stations.

Lifts of Weston super mare. Nalisea and Backwell,Parson street, Bedminster,Lawrence hill , Stapleton road,st Andrews road .

Keynsham oidfiled park Freshford Avoncliff Trowbridge. Lifts at Cheltenham spa.

With budgets for metro west.

City region transport plan.

Bus service improve plan.

Mobility hubs transport interchanges.

Walking and cycling.

Regeration of Bristol Temple meads station.

We need to see delivery on the ground

For the Travelling public and sustainable transport user .

Ferry services are provided by the Bristol community ferry Boat company.

Boat 7 .

Bristol packet

Bristol city council as Harbour Authority.

Is wishing to levy on passenger a 20 p passenger tax on all ferry service.

Theses services operator as part of the public transport Network.

Appearing on the west of England mayoral combined transport Authority passenger maps .

In fact before Covid 19 both Bristol ferry boat company and boat 7 ran council contracted services for commuters.

Bristol city council was asking Bristol ferry boat company to run a city centre Bristol Temple meads station to Netham lock for Bristlington..

Passenger subsidies now fail with the west of England mayoral combined transport Authority.

Who resently with Banes at the role of the Bath to Bathampton ferry service.

Being expanded .

The ferry operator in Bristol would welcome a meeting with Bristol city council the Harbour Authority Harbourmaster and the west of England mayoral combined transport Authority.

We note that project funded by the west of England mayoral combined transport Authority and mayor Dan Norris.

Are only being badged as deliver by the Bristol city council Banes or South Gloucestershire council when in fact their funded by the West of England mayoral combined transport Authority.

and Dan Norris.

We need the clear delivery at the west of England mayoral combined transport Authority joint with North Somerset council.

All council reports should make it clear when funding is coming from the metro mayor Dan Norris and the west of England mayoral combined transport Authority.

Branding and Badging is important to the passenger we need clear Transport Authority branding for North Somerset council and west of England mayoral combined transport Authority services

Progress on delivery of metro west railway Network is essential for the Greater Bristol and Bath city region.

Westlink Demand responsive bus services.

Need to be design to carry enough passengers 9 seater buses 16 seats will be ok in Deep rural areas But in west Wales Wiltshire council and Hemel Hempstead use 30 seater buses.

Especially on Radstock Westfield midsomer Norton paulton town service routes with fixed timing points.

In this case Paulton Library Paulton hospital Midsomer Norton Westfield Radstock

But people can ring up and app the bus around the Town .

Similarly this would work well in keynsham and saltford

With a few hubs keynsham town centre bus link A4 Bath 349 to Bristlington and Bristol keynsham Railway station,somerdale .chandag estate park estate saltford and whitchurch village and Asda 515 connections South Bristol hospital.

Bristlington town service connections at Broomhill road and sandy park service 1

First group bus .

Bristlington village first group service 3 x39 39 to Bristol and Bath bus stations.

349 to Keynsham and Bristol bus station

Bristlington park and ride. Buses to Bristol and Bath odd Down park and ride.

Outside A4 to Bath via keynsham and Salford Newbridge.

A4 to South Bristol and Bristol Airport.

The important think is timing points and connections.

Westlink will need 30 seater DRT buses.

Timing points.

Through fares.

Demand responsive bus services.

With not be able to replace the 96 bus service from st Anne's park Bristlington knowle Hengrove hospital and Hartcliffe with school movements and college movements and hospital visits.

521 need to be awarded.

Between Hengrove hospital and Bristlington and st Anne's park.

St Anne's park for 36 to Bristol city centre.

Knowle Broadwalk for buses to South Bristol.92 .

Bristol city centre and wells bus and coach station via village on A37 Hengrove whitchurch pensford Clutton Farrington Gurney. 379 to Bath bus and coach station via paulton Midsomer Norton paulton peasdown st john Bath bus and coach station

Yate and cotswolds.

Arrangement need to be made available between yate park and ride Yate rail station, yate bus station chipping sodbury wickwar charfield wootton under edge.

With fixed timming points and phone and app links 30 seater bus are required for KLB school.

For west link 16 seater will not deal with school movements.

9 seat taxis bus service work in deep rural areas.

Service 10 Avonmouth Dock to Southmead hospital bus station uwe bus station Bristol parkway Bradley stoke Hortham Alverston Thornbury.

Need to remain .

But service 622 Cribbs causeway bus station to wild place Olverton Alverston Thornbury Thyerington yate bus station and chipping sodbury.

Can be Demand responsive bus services.

With timming points.

30 seater bus service so castle and Marwood school can be catered for .

School movement may require Double Decker buses.

South Gloucestershire county council and the school may need to contract bus services .

South Gloucestershire council school bus budget will need to increase .

Chew valley area

Service 527 Bristol Anchor road need contracting to the chew valley and Blagdon via Bridgwater road.

The chew valley needs a Demand response buses service with fixed timming points and connections with 376 at Pensford and Bristol Airport for the Falcon service to Bristol bond street.

A4 to South Bristol Bristlington keynsham Salford and Bath.

Chew valley link can be 16 and 30 seater buses.

But North Somerset council and the mayor west of England mayoral combined Authority should run evening service.

And weekend service so young people and adults can visit Bristol city centre.

and link to midsomer Norton Tesco to allow bus links to Bath

Service 172 .

Bath spa bus and coach station to peasdown st john, Radstock ,midsomer Norton paulton wells bus station

Service need to remain.

Support for Evening bus services.

173 Bath spa bus and coach station to peasdown st john Radstock Westfield midsomer Norton chilcompton and wells bus and coach station.

Needs to remain

Service D2 Bath spa bus and coach station to Midford Norton st Phillips Rode Beckington and Frome.

Evening and Sunday services.

Service 17 keynsham kingswood staple hill Fishponds, Eastville park st werburges st Paul's Bristol bus and coach station.

Service 47 5 Yate bus and coach station westerleight puckchurch Emerson green Downend oidbury court Fishponds road st werburges st Paul's Bristol city centre.

Should operate via Broomhill and Stapleton.

52 Bishopsworth to Bristol city centre.

Service 516 Whitchurch estate Hengrove knowle.

Can be incorporated in to service 92 .

With a deminus payment to First group plc. West of England buses.

Service 92 Hengrove hospital whitchurch estate to Bristol city centre

All need to remain as main line bus services.

East of Bath and Demand responsive bus services is required to marshfield

Fixed timming point Bath bus and coach station London road swainswick and Marshfield other villages by app and phone Demand responsive.

Chew valley service can hub and spoke at Axbridge with 126 bus service every 2 hours from wells bus and coach station Draycott cheddar Axbridge winscombe Banwell locking Weston bus and coach station.

Every 2 hours this route need key funding from Somerset county council and North Somerset council.

A38 connections with a key Falcon coach stop for churchill Bristol Airport and Bristol Bond street.

South to Bridgwater Taunton Wellington cullompton Exeter Newton Abbott and Plymouth.

Axbridge hub and meet Drt service for village toward yatton by 30 seater buses are required.

The clevedon and Portishead Demand responsive bus Network need to feed into main line bus services x5 to Weston super,clevedon ,Portishead.

In future via yatton station and congesbury.

X4 Portishead and pill to Bristol city centre bus station.

X6 x7 to Bristol bus and coach station.

X7 Nalisea and Backwell station.

In all case of west link buses interchanges with bus coach and railway service are important.

With through ticketing and concessionary passes.

Bristol rider .

Bath rider

Weston super mare rider .

Avon Rider .

Plus bus and freedom rail passes.

Westlink is an intergrated bus service on Demand responsive bus services

It is not a replacement for the west of England mayoral combined transport Authority and North Somerset council.

Main line support bus Network service's

Which still be funded by the Transport levy from the city and county of Bristol Banes South Gloucestershire county council and North Somerset council working with the west of England mayoral combined transport Authority.

Wiltshire council Demand responsive bus services has been very successful.

The Bus service improvement plan money runs out in 2 years time

so all these bus service's will need subsidies from Bristol city council Banes and South Gloucestershire council and North Somerset council.

In 18 months time budgets.

Discussion need to take place with Education and Health providers about

the demand responsive bus services.

and Wiltshire Gloucestershire and Somerset councils on cross border services.

We would also like to see progress on Bus service improvement plan.

Enhanced quality partnership.

The bus service improvement plan.

Governance need to be set up with the Bus service Advisory Board.

And the passenger forum .

With open Transport Board meeting with West of England mayoral combined transport Authority and North Somerset council. Councillors Steve Hogg North Somerset Sarah Warren Banes City and county of Bristol Don Alexander.

Steve Reade, South Gloucestershire county council. Steve Pearce mayor representative on western Gateway transport Board.

Which is based in the west of England mayoral combined Authority offices .

Chaired by Mayor Dan Norris and councillor Steve Hogg.

Equities impacts assessment for public transport Network service are very important.

West Midlands combined transport Authority

Greater Manchester combined transport Authority

Liverpool city region Mersey travel look very carefully at Bus rail coach and tram Networks and carry out full passenger consultation on all fund passenger transport services.

We have not seen this for the west of England mayoral combined transport Authority and North Somerset council bus service changes.

Or Bristol city council ferry services.

When the mayor was faced with service cuts by First Group plc west of England buses and the HCT group collapse.

The west of England mayoral combined transport Authority worked hard with communities North Somerset council and Somerset and Gloucestershire county council.

To restore the bus Network.

A result was many communities saw the west of England mayoral combined transport Authority and Mayor Dan Norris as delivering bus service for them even with driver shortages.

The city and county of Bristol Banes and South Gloucestershire council and North Somerset council should have carried out public/ passenger consultation about the Transport levy for the west of England mayoral combined Authority.

Especially as it was about delivering 85 bus services .

Public transport links communities provide as to jobs, school, colleges university, education, health care, hospital shopping centre facilities leisure and the night time economy and Tourism.

City region community move safely on public transport Networks.

Public transport Network are as important as social services education housing as the Network represents access to life chances and service middle class commuters Tourist but very important work class communities with access to service.

Public transport Network are also freeing up the city region for the private car and improve Air quality.

Passenger groups and equalities group want to see the west of England mayoral combined transport Authority with North Somerset council.

Working for and connecting communities.

28 th January 2023 West of England mayoral combined Authority committee meeting.

28 th January 2023 West of England joint committee.

6. Robbie Bentley, Bristol Disability Equalities Forum

On the budget. We wish to see investment in public toilets in Bristol especially modernisation of park toilets and more investment in changing places at As Bristol city council and the west of England mayoral combined transport Authority. Build public transport hubs we need to see more Cafe kiosks and public toilets provision such as in staple hill in Greater Bristol. South Gloucestershire.

With regards to the state of the built environment within the city Region
We are still very concerned about the need to spend more time removing
With Bristol waste graffiti.

As we are getting bus shelters and many building tagged.

It makes the city look unsafe at night.

and give a very poor impression of our Beautiful west country city to Tourist and residents.

With regarding to cutting of so many bus service by the west of England mayoral combined transport Authority in the city region and North Somerset council area.

We support the view of the metro mayor Dan Norris that the precepting by the Transport Authority may be the only way to improve the bus and rail Network.

But we fill the city council transport levy should be increased along thoses from
South Gloucester council and Banes .

to protect the supported bus Network.

The routes to to south Bristol hospital.

are being cut back as are the routes to Southmead hospital .

506 city centre to Lawrence hill Easton Eastville Horfield Southmead hospital bus station. Withdrawn

Service 10 Avonmouth Westbury on Trym southmead hospital uwe Bristol bus station Bristol

parkway Bradley stoke Aztec west Hortham Alverston Thornbury.

Bristol Parkway to Thornbury is withdrawn.

In South Bristol bus service to south Bristol hospital and across South of city have been withdrawn

96 from Hartcliffe to Hengrove South Bristol hospital knowle and Brislington and st Anne's.

And 516 whitchurch, Hengrove ,hospital knowle.

17 keynsham,kingswood, corsham hospital ,speedwell ,staple hill ,Fishponds Eastville park Horfield Southmead hospital.

636 keynsham to whitchurch.

511 Hengrove to Bedminster.

512 Totterdown to Bristol city centre.

52 Bishopsworth to Bristol.

With all theses service withdrawn disabled people are worried about the quality of Demand responsive bus services.

When buses maybe only 9 or 16 seats .

Will their be wheelchair accessible on buses and people be able to Hospital appointments on time .

The Demand responsive buses only run 7am to 7 pm.

With no evening or weekend service.

All lot of South Bristol one of the poorest part of the city will be without public transport.

As will the yate bus station, westerleight puckchurch ,Emerson green,Downend oidbury court,

Fishponds, Fishponds road ,Eastville park ,St werburgess and st Paul's. Bristol service 47/ 5

We believe the city council Banes South Gloucestershire council freezing the levy to the west of England mayoral combined transport Authority.

More public consultation should have taken place about the future of bus services in city region and the Transport levy.

We are very supportive of the transfer of Transport staff to the west of England mayoral combined transport Authority.

To improve bus service rail services

Mass transit system,metro bus.

Ferry service. Information systems.

public transport Networks.

City region transport plan .

Bus service enhanced quality partnership.

Bus service improvement plan.

Or Franchising.

We would hope the west of England mayoral combined transport Authority and Dan Norris would also employ an in house of equalities officer

But every modern city region needs a good public transport Network.

Including Metro west railway service to pill and Portishead and new station at Ashton Gate.

The Bristol Temple meads to Ashley Down Filton North and Henbury.

Good bus service and metro bus service

We ask that Bristol city council Banes south Gloucestershire county council and North Somerset council look at the the transport levy to the west of England mayoral combined transport Authority and North Somerset council.

And in future precepting powers and North Somerset council as full member of the west of England mayoral combined transport Authority.

Regarding the bus service cuts

We are concerned about the effects on disabled people on Demand responsive bus services more need to be to explain the new Network many older people do not use apps so clear Phone numbers are required.

And clear stopping places at bus stops

The bus drivers need equalities training

And CAB checks this most not be away of bring poor quality drivers onto the Network

All buses need to be wheelchair accessible and bus stop sites checked for wheelchair access.

With regards to buses services the equalities impact assessments have show that whilst westlink should work in rural areas where it has been successful in wales and Wiltshire with service 101 102 Devize and Pewsey.

We are concerned about the lack of support bus services in South Bristol and East Bristol. Especially the loss of service 96 From Hartcliffe,Hengrove, South Bristol hospital to Knowle Bristlington and st Anne's park .

With no replacement service which effects access to south Bristol hospital. and local community access to shops Hospital community facilities and schools. Service 516 Whitchurch park,Hengrove hospital and knowle is of concern

As is service 52 Bishopsworth to Bristol city centre.

636 Keynsham to whitchurch.

Bristlington Town service to ,knowle has no replacement service 513 514

Unless a fixed timing points

Bristlington knowle local service is

design Network is developed

511 Totterdown to Bristol city centre

512 Hengrove to Bedminster.

Theses routes could be fixed timing

Points and Demand responsive buses.

Similarly in keynsham and Salford.

With bus service 663 664 665 .

We are also concerned about the loss of service 17 Keynsham, kingswood corsham hospital staple hill, Fishponds Eastville park, Horfield ,Southmead hospital bus station.

506 Bristol city centre, Easton ,Eastville Horfield, Southmead hospital bus station.

Service 10 Avonmouth shirehampton Lawrence Weston Southmead hospital bus station, uwe bus station Bristol parkway station Bradley stoke Aztec west Hortham, Alverston,Thornbury.

47 5 Yate bus station westerleight puckchurch Emerson green Downend oidbury court Fishponds road Eastville park st werburges st Paul Bristol city centre

172 Bath spa bus and coach station Peasdown st john Radstock Westfield midsomer Norton paulton and wells bus and coach.

Evening service is withdrawn.

This will effect Passenger accessing Bath city centre night time economy.

And access to the Royal United hospital.

Their are some Bus service improve plan meeting not let

We would like to see let

517 chew magna to wells bus and coach station.

518 midsomer Norton Radstock link

519 keynsham town service.

520 Southmead hospital to longwell green

521 Hengrove park to Bristlington.

523 Bristlington town service

524 long Ashton park and ride to Hengrove hospital via Hartcliffe.

Chew valley link

526

527 chew magna to Anchor Road .

As D 2 bus service Bath spa bus and coach station to Midford Norton st Phillips, Rode ,Beckington and Frome.

All of the support services need equalities impact assessments.

As many people in East Bristol, South Bristol and North Bristol are left without bus services.

We need to maintain these services and Transport levy should be increased

All these bus service are main line buses

Which can easily be replaced by westlink bus services .

But are access to the main hospitals in Southmead hospital and South Bristol.

Its would appear that at present no discussion have taken place with the Hospital trust in North Bristol and university Hospitals trust Bristol and Weston .

Their is a view in the equalities and disabled passengers passenger organisations.

That their was no consultation by the west of England mayoral combined transport Authority or Bristol city council Banes and South Gloucestershire council.

Into the bus service cuts once it became known just before Christmas that the Transport levy was not enough to pay for the support bus service s

The mayor of Greater Manchester travel on the bus rail and tram Network with disabled passengers and groups we would like to Mayor Dan Norris and council steve Hogg travel the bus rail and ferry services to see the difficult for themselves.

Social care Housing are very important but so are quality public transport Network services to jobs school colleges university, Hospitals Heath care shopping leisure and Tourism.

Public transport connects communities and people and need to be properly funded.

Disabled people want to be able to travel are the city region on a good public transport Network.

Safety clean well run and with good governance like liverpool city region

west Midlands combined Authority and Greater Manchester Authority .

The west of England mayoral combined Authority budget which the mayor doe not have a vote .

But we must have a inclusive public transport Network in the west of England mayoral combined transport Authority and North Somerset council area.

Greater Bristol and Bath city region.

7. Peter Travis and Jevon Smith, Somerset Bus Partnership and Somerset Catch the Bus Campaign

We are very concerned about the cuts to bus services in North East Somerset

North Somerset council and south Bristol .

We still very concerned about bus services in Somerset.

The lost of the 172 Bath spa bus and coach station to peasdown st john Radstock Westfield midsomer Norton paulton and wells bus and coach station.

Is on major concerns to communities in North east for people who work in Bath visit the Royal United hospital Bath Somerset.

Or go out into Bath for the nighttime economy.

This service finishes on the 1st April 2023 .

Service D2 Bath spa bus and coach station to midford Norton st Phillips Beckington and Frome.

again this service covid 19 bus operators recovery grant runs out on this service.

Whist we welcome the new Odd Down park and ride to Brislington bus service.

We are concerned at the Radstock Westfield midsomer Norton paulton.

Town service 82 which need to be relet .

With bus service improvements plan service 518 .

Or a 30 seater DRT service with fixed timming points at paulton town centre paulton Hospital midsomer Norton,Westfield Radstock

With app and phone in .

Keynsham town service.

663 664 665 need to be retained or

Replace by a 30 seater DRT.

And fixed timming points.

Keynsham Cadbury quarter.

Railway station town centre Church Ashton way Salford and whitchurch Asda.

Or bus service 519 bus service improvement plan service let .

672 Bristol city centre to the chew valley.

Need a new bus services improvement plan service 527 Anchor road to the chew valley and Blagdon.

Service 96 St Anne's park Bristlington knowle Hengrove hospital and Hartcliffe.

Need a new bus services improve plan

Bristlington to Hengrove hospital service

521 .

Keynsham town centre railway station to kingswood Hillfield corsham Hospital.

Staple hill Fishponds Eastville park Horfield Southmead hospital bus station.

Needs to be retained as a through bus .

520 bus contract need letting.

Southmead hospital bus station to long well Green and keynsham.

Bristlington town service 514 513 .

Needs 30 seater fixed timming point service or bus service improvements plan service 523 let.

Service 524 long Ashton park and ride to Hengrove hospital hospital service should be let as metro bus connections service.

Chew valley link from the A37 at pensford or Farrington Gurney to chew magna chew stoke and onto Bristol Airport should be a 30 seater DRT vehicles.

With fixed timming points

To meet service 376 379 on the A37

From Street,Glastonbury, wells bus and coach station to Farrington Gurney Clutton, pensford ,whitchurch ,Hengrove knowle Bristol Temple meads station Bristol bus and coach station.

379 to paulton midsomer Norton Westfield Radstock peasdown st john Bath bus and coach station

Falcon coach service at Bristol Airport for Bristol city centre.

Or churchill east Brent Bridgwater Taunton Wellington cullompton Exeter Newton Abbott and Plymouth coach station

Or let 526 chew valley link.

Bus service improvement plan services

Wells to chew valley bus service. 517

Could be let but a Demand response buses may work .

With links to wells bus and coach station and Axbridge sq .

But need a fixed timming points.

Service 126 Wells bus and coach station to Draycott cheddar Axbridge winscombe Banwell locking Weston bus and coach station.

Is a important service and should operator every 2 hours to connect with Demand responsive bus services.

And should continue after the 1st April 2023 with the Weston super mare Axbridge link restored .

X5 welcome the x5 Portishead clevedon Weston super mare bus and coach station proposal to operate via yatton station and congesbury.

Saturday and Sunday services funding buy bus service improvement plans.

506 Bristol city centre to Southmead hospital bus station is very important.

To retain.

We need to see full equalities impact assessments and public consultation on bus service changes and on the west of England mayoral combined transport Authority and North Somerset council.

Transport levy .

Setting up of the west of England mayoral combined transport Authority and North Somerset council bus service Advisory Board and passenger forum

With the Transport Board meeting in public and the enhanced quality partnership.

Passenger must be at heart of public transport Networks.

8. Ian Beckey and Brendon Taylor, Gloucestershire Catch the Bus Service Campaign

This statement is support mayor Marvin Rees and councillor Don Alexander transport executive and metro mayor Dan Norris.

I the transfer of Transport staff from Bristol city council to west of England mayoral combined transport Authority

To under take statutory Transport Duties of the combined transport Authority.

On bus service's.

Main highways.

Bus and public transport interchanges

Bus and stops

Passenger information.

Concessionary fares.

Railway service's and station improvements metro west

Ferry service.

Future light rail service's

And metro bus links .

Policing and anti social behaviour

On the public transport Network.

Making the Network fully accessible.

Travel cards

Bus subsidies.

Bus Franchising.

And bus service improvements plan.

All jointly with North Somerset council.

Local Transport plan.

Works on Bristol Temple meads station and quarter.

All these functions are carried out

In the west Midlands and Greater Manchester by the combined transport Authority and the metro mayors .

Not Manchester or Birmingham city council.

We welcome mayor Rees work on the city Regions and the brown review.

End