

West of England Joint Committee meeting on 16 June 2023

Statements received from the public

1	David Redgewell, South West Transport Network Railfuture Severnside
2	Brendon Taylor, South Gloucestershire Disability Network and Bristol disability Equalities Network
3	Gavin Smith and Martin Garrett, Transport for Greater Bristol
4	Christina Biggs, Rob Dixon and David Netherwood, FoSBR Bristol Metro Rail Campaign
5	Robbie Bentley
6	Jevon Smith for Somerset Catch the Bus Service Campaign

Statement 1

David Redgewell, South West Transport Network Railfuture Severnside

We welcome the reset in the west of England mayoral combined Authority and North Somerset council.

We need to work together to create a transport Authority for The Bristol and Bath city region and North Somerset council area.

The first priority is to transfer staff from Bristol city council and Banes council and south Gloucestershire council to be able to operate the services the voters taxpayers and passenger expect from a Regional transport Authority including North Somerset council becoming a member with a Devolution deal.

With buses service cuts being top of stakeholders passenger and community agenda .

With working Class parts of Bristol and Bath rural market towns taking the hit .

I have visited communities without bus services in North east Somerset council

In Tunley, Timsbury ,Paulton, Radstock midsomer Norton, writhlington

Loss of service 82 has hit the community very hard .

With 90 year oid pensioners left without an public bus services in Radstock Westfield midsomer Norton and Paulton.

179 Bath spa bus and coach station.

Tunley Timbury Paulton ,Midsomer Norton.

768 Bath spa bus and coach station Tunley Timbury Paulton Radstock Westfield midsomer Norton Radstock writhlington.

Alan Peters of Abus and citistar proposed a replacement bus services

But with a reduced timetable and buses to Banes and west of England mayoral combined transport Authority but no action was taken .

Bus service 672 being withdrawn.

And the community of the chew valley and Blagdon and South Bristol are worried about the bus service being withdrawn by the west of England mayoral combined transport Authority North Somerset council Bristol city council in July 2023 .

This will effect commuters going to work school college, health appointments and food shopping.

I have visited Ashton vale who are cut off from the shops in Southville and Bedminster and Bristol city centre.

With the loss of Bus service 23.

An alternative here was to include was to include Westlink to service to Ashton vale.

And extended the 505 Southmead hospital bus station Horfield ,Clifton Downs to Ashton gate and long Ashton park and ride to Ashton vale in a loop back to the park and ride and give the estate a bus service to link to service 24 to Bristol city centre, Broadmead shopping centre, Stapleton road station Horfield and Bristol southmead hospital bus station.

96 Corridor from st Anne's park Bristlington knowle Hengrove hospital whitchurch estate Hartcliffe and to long Ashton park and ride.

The service could be a super loop

From Bristol city centre to st Anne's park Bristlington knowle Hengrove hospital whitchurch estate Hengrove Hartcliffe to long Ashton park and ride.

Again we have working class areas without bus services.

Other area cut off from the public transport Network are .

Service 547 yate bus station to westerleight puckchurch Emerson green Downend oidbury court Fishponds Broomhill Stapleton Eastville park st Paul's st werburgs Bristol city centre.

Oidbury court estate and west of England centre for disabled living have no bus service.

There is no replacement service

Other than the under used 525 Yate North yate station and yate bus station to Westerleight puckchurch Emerson green this service should extend to Bromley heath

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

Or at least to Tesco Eastville to meet service 24 and 25 to Bristol city centre.

Or Southmead hospital bus station.

The westlink zone could extend from winterbourne to Downend,oidbury court Fishponds, Broomhill Stapleton Eastville park and Tesco Eastgate centre.

And on the 506 route section to Eastville Easton the Dings st Phillips and Bristol Temple meads station.

I visited North Bristol where the loss of

The service 10, 11 Avonmouth Dock and shirehampton to Lawrence Weston Westbury Southmead hospital bus station to uwe bus and coach station.

And Bristol parkway station and Aztec west Hortham Alverston and Thornbury

Has caused real hardship.

As has service 622 cribbs causeway bus station to Bristol zoo, lower Almondbury Olverton ,Alverston ,Thornbury Tytherington yate bus station and chipping sodbury.

84 85 Wotton under edge to charfield

Wickwar, chipping sodbury, yate bus station , Yate Railway station and yate park and ride is reprieved. For 3 months

Following South Gloucestershire council councillors chris Wilmore and councillor matt Palmer working with Gloucestershire county council Philip Robinson Excutive member for public transport and the west of England mayoral combined transport Authority Mayor Dan Norris.

In the North the westlink zone needs to extend from Hortham and winterbourne.

To Bristol parkway station Patchway station Filton Abbey wood station.

Azect west cribbs causeway bus stations and Southmead Hospital bus station.

In Noth Somerset council area we have

Service being restored x10 between Cribbs causeway bus station Portishead and clevedon.

X5 is due to be connected

Between Portishead,Clevedon and worle and Weston super mare bus and coach station.

In September via yatton and congesbury

Service 126 between Weston super mare bus and coach station and locking Road Banwell,winscombe, Axbridge, Cheddar Draycott,Westbury sub mendip and wells bus and coach stations

In September North Somerset council and Somerset council in partnership.

Linked to westlink Demand responsive buses service Network.

In Bristol the Harbour ferry service is looking at Extension to St Anne's.

From Bristol city centre Temple Meads railway station.

National Express coaches are also reviewing their cross country Network from Weston Super Mare bus and coach station interchange Bristol bus and coach stations and Bath Spa bus and coach station to the rest South West

Midlands the North and Scotland.

Western Gateway Transport Board and Peninsula Transport Board.

Have a region bus and coach study .

But we need to see more communities reconnected to the public transport Network

But the Mayor Dan Norris asks for a Network review West Travel.

To reconnect communities but this appears to have turned into a long term plan by consults rather than an urgent review of the Bus, train, coach and Ferry Network in the West of England Mayoral Combined Transport Authority

With both Mark Harper MP Secretary of State for Transport and Gloucestershire MP and local Transport Buses and Coach Minister taking an interest in bus service improvement plan for the West of England Mayoral Combined Transport Authority and North Somerset Council.

And questions in the House of Commons by Kerry McCartney MP and Luke Hall MP on bus service cuts in the City region.

With MPs for the Cotswolds and Stroud on cross border services.

84 85

Into Wotton Under Edge from Yate bus station railway station and park and ride

Thornbury Charfield Wotton Under Edge Cam and Dursey and Dursey May Lane bus station.

60

62 Thornbury to Berkley, Sharpness, Cam and Dursey station, Cam Dursey May Lane bus station .

Whilst the main line city region bus Network is improved between 7 am and 7 pm Monday to Friday's across the city region Banes Council South Gloucestershire Council City and County of Bristol and North Somerset Council.

But there is an urgent need to look at Saturday and Sunday bus services on the main line Network with First Group PLC.

West of England buses.

With the 11 million pounds frequentice deal with North Somerset council

And with stagecoach west Network in North and East Bristol.

Especially around Southmead hospital bus station with the NHS North Bristol Trust .

On Fares we need to work these through with first group plc and stagecoach group west.

But paying for staff costs is important

For Drivers inspectors managers and

Mechanics filters bus presentation staff .

Youth council has been pushing for lower fares across the City region.

Bristol Bath and Weston super mare.

Following Somerset bus service improvement plan bring in youth fares .

Care leavers fares .

We welcome fare proposal including the principal of the Birthday card.

But in view of Bristol youth council and the city region young people including Bath and North east Somerset, South Gloucestershire and North Somerset council area .

We need fare consultation.

But the top priority of passenger is to restore a universal bus coach ferry and railway Network.

We must put bus back back line with the west of England buses strategy.

On publicity and roadside information.

For bus and coach services interchanges facilities.

We need a urgent review of passenger information and putting up passenger information.

It took month to get bus timetable on bus and coach stops across South Gloucestershire council Banes Bristol city council and North Somerset council area .

And passenger information maps are still not changed at Bristol parkway station and Bristol Temple meads station.

We need all bus and coach shelters and interchanges facilities under the west of England mayoral combined transport Authority and North Somerset council jointy under control of one Authority.

The present system does not work for voters Taxpayers and passengers.

Bus stops need to be under one transport Authority control

We still have realtime information displays for railway not working at Bath spa bus and coach station

Bus information displays not working in Kingswood town centre.

The West of England Mayoral Combined Transport Authority and North Somerset Council and Mayor Dan Norris.

Needs to build a working relationship with the Department for Transport and the Secretary of State for Transport Mark Harper MP Richard Holden MP Local Transport and Bus and Coach Minister and Hue Merriman MP Railway Minister

Jesse Norman MP and Baroness Vere of Norberton .

In the way Andy Burnham Mayor Greater Manchester Steve Rotherham Mayor of Liverpool City Region and Andy Street West Midlands Mayor .

On our City Region and Western Gateway Transport Board plans bus coach ferry and rail services and future mass transit.

We need proper bus and public transport Network forum as part of the bus service improvement plan.

Railway ferry coach service improvement and mass transit.

The Mayor Dan Norris and Councillor Hannah Young Transport Executive member to hold meet the passenger session at bus and coach stations and interchanges buses in town and town centres village halls .

We must talk to passengers about bus services and the public transport Network

The Department for Transport expects consultation about bus service and the public transport Network .

We need to look at the public consultation for the public transport Network in Greater Manchester Combined Transport Authority West Midlands Combined Transport Authority

Devon Cornwall Somerset Council and Cornwall Council.

On Railway.

Metro West Railway.

We welcome the new railway service by the West of England Mayoral Combined Transport Authority and North Somerset Council and Mayor Dan Norris.

And Western Gateway Transport Board.

The Bristol Temple Meads to Gloucester Central and Worcester Foregate Street.

Via Filton Abbey Wood Bristol Parkway Yate Charfield New Station Cam and Dursley Stonehouse Bristol Road New Station Gloucester Central Ashchurch for Tewkesbury Worcester Shrub Hill and Worcester Foregate Street.

Bristol Temple meads to keynsham oidfiled park Bath spa Freshford Avoncliff Bradford on Avon Trowbridge Westbury Dilton marsh warminster and Salisbury 2 extra service to Southampton central. and Frome .

Taunton Bridgwater Highbridge and Burnham on sea,Weston super mare, Weston millon Worle parkway yatton for clevedon Nalsea and Backwell Bedminster and parson street Bristol Temple meads ,Bristol Lawrence hill Bristol Stapleton road ,Montpellier Redland ,Clifton Down ,sea mills shirehampton Portway parkway new station Avonmouth Dock,st Andrew road and Severn Beach.

And the reopening of the Bristol Temple meads pill and Portishead line

Future station Ashton Gate .

Bristol Temple meads station to Bristol Lawrence hill Bristol Stapleton road,Ashley Down ,Filton Abbey wood Filton North YTL Arena and Exhibition centre .and Henbury for cribbs causeway and Bristol zoo

More work needs to be done on bus rail interchanges especially at Ashley Down station with bus stops shelters and realtime information systems and bus link improvement to evening services

And Sunday services to and from Southmead hospital bus station

On route 25 and 17 and to Eastville.

To towards Fishponds Kingswood and keynsham.

And 25 to st werburges and st Pauls.

At Portway parkway bus services towards Severnside Lawrence weston

And Henbury .

Filton Abbey wood also need bus connection and information looked at .

Clifton Down station.

But all station needs bus coach and onward travel plans.

Henbury loop station at Henbury for cribbs causeway bus station and Bristol zoo urgently need planning permission.

Filton North station need a bus and Taxis interchanges planning as does Filton Abbey wood.

On Disabled access the following stations need to be accessible Bridgwater Weston super mare lifts Nalsea and Backwell lifts. Bedminster and Parson street.

Lawrence hill Stapleton road st Andrew's road Keynsham Bridge oidfiled park Trowbridge.

Cheltenham spa.

We need to make a fully accessible metro west railway Network.

But we need also to control cost on the Network on Bristol Temple meads pill and Portishead.

Bristol Temple meads to Ashley Down Filton Abbey wood Filton North and Henbury loop line. Henbury station

We need to again look at local fare

Integration of first group bus and rail touch cards and a combined Network.

Fares are being raised as big issue by the youth council and commuters on metro west railway Network.

We need a working class affordable railway the west Midlands combined transport Authority and Midland connect are looking at this issue.

We must thank malcolm Parsons for his work in west of England mayoral combined transport Authority and North Somerset council , western gateway transport Board for his teams work on metro west.

Interchanges facilities and bus and coach stations need management plans.

We must make the west of England mayoral combined transport Authority and North Somerset council Transport Authority work for taxpayers voters and passenger.

We need North Somerset council with local Enterprise partnership to be a fully Member with a new Devolution deal.

With the Department for transport and leveling up and precepting powers for public transport for the mayor of the west of England Dan Norris.

We ask that with a new approach all council work together in Banes South Gloucestershire council Bristol and North Somerset council to make Devolution work for passenger and with western gateway transport Board and Peninsula transport Board.

We work closely with The Department for transport secretary of state for transport mark HARPER mp the government minister at the Department for transport.

Michael Gove secretary of state for leveling up and mark Rowley mp .

Local government

Please make the west of England mayoral combined transport Authority and North Somerset council work for passengers stakeholders and communities.

Please play nice and work together. As we want an Authority that works .

Statement 2

Brendon Taylor, South Gloucestershire Disability Network and Bristol disability Equalities Network

As a wheelchair users I am very keen that the metro west railway Network is made fully accessible.

With good interchanges with bus and coach and ferry services.

Whilst Ashley Down Filton Abbey Filton North for Arena Exhibition station and Henbury for cribs causeway .

All these stations including Ashley Down will be fully accessible.

As with Parkway parkway and Pill and Portishead and new station at Ashton Gate.

But Bedminster parson street on the Portishead line and Weston super mare line are not fully accessible.

St Andrew road and Bristol Stapleton road and Bristol Lawrence hill are not fully available to passengers with reduced mobility.

Keynsham, Oldfield park, Freshford Trowbridge and Cheltenham spa

Nalisea and Backwell and Weston super in North Somerset .

All these stations need lifts and ramps

Are not fully accessible and requires diversity impact assessments.

We ask Bristol city council mayor Malvin Rees and councillor Don Alexander transport executive to work with the west of England mayoral combined transport Authority and North Somerset council to make the metro west railway Network fully accessible.

Including interchanges facilities with ferries bus and coaches plus Taxis services

Along with western gateway transport Board .

Statement 3

Martin Garrett and Gavin Smith, Transport for Greater Bristol

It is essential that plans for the new railway station at Ashley Down link it into Bristol's bus network, in order to work towards integrated public transport in the city.

At least two bus routes pass the junction of Muller Road with Station Lane but the stops are some distance away along *different streets*. Two of those separate routes terminate at Southmead Hospital, which is a regional medical centre. The new Ashley Down station will be the nearest railhead approaching from the South, but this opportunity to promote an integrated and legible transport interchange seems to be overlooked. Instead any potential outpatient, visitor, or hospital employee would have to juggle with different bus timetables and different bus stops, when it would be so much easier to bring both routes to one stop closer to the station.

This can be achieved by expending the aims of the bus-lane and bus-stop reorganisation currently occurring along Muller Rd adjacent at Ralph Rd.

This failure to grasp easy opportunities is not unusual in our region. Further up the line, Filton Abbey Wood station, in South Gloucestershire territory, continues to have no bus services at all, even though it has more local train services than Parkway. A bus interchange

could easily be achieved by routing buses through the station carpark, by-passing the congested junction of Filton Avenue with the Avon Ring Road A4174.

Statement 4

Christina Biggs, Rob Dixon and David Netherwood, FoSBR Bristol Metro Rail Campaign

FoSBR has been concerned for some time at a lack of interest in ensuring opportunities for bus - rail interchange at our local stations. This has come to a head with the new Ashley Down station.

Construction of the new Ashley Down station began in March 2023 and is progressing well. However no attempt has been made to integrate the station with local bus services. In fact Bristol City council have stated that the location of existing stops is adequate and no further action is required. We find this both remarkable and concerning.

The current set up is wholly inadequate. There are bus stops in the area, but they are too far away to provide a proper interchange. For example, there is only a northbound bus stop on Muller Road underneath the railway bridge with no apparent plans to install a southbound one. Similarly, on Shaldon Road there is only a northbound bus stop. We understand that Bristol City Council has even considered removing this!

These stops serve routes to Southmead Hospital, Lockleaze and Eastville. Southmead Hospital has significant problems with parking and congestion and is an important destination for people around the region. Lockleaze and Eastville are areas of significant deprivation, where car ownership is relatively low. This limits access to employment opportunities. Bus journeys to are often slow as a result of congestion and insufficient regularity whereas train journeys are rapid. Existing rail services already serve many employment areas, such as the City Centre, Severnside and Yate. Interchange at the few places where this is possible can allow journeys to other locations, such as at Bristol Parkway or UWE where MetroWest and local buses can enable journeys to Emerson's Green Science Park and Cribbs Causeway.

We have argued that better interchange between bus and train at Ashley Down station would enable easier and quicker journeys to Southmead Hospital from further afield, and better access to employment from local areas. It would also allow people to make a variety of journeys by public transport that are currently difficult or unrealistic. At present the absence of a stop in one direction means there is a long gap between stops and a considerable walk is required up steep hills. This does not encourage people to travel by public transport.

Frustrated by a lack of response to our campaigns, we plan to submit a pre-application planning request to Bristol City Council planning department. Our intention is to show that interchange is possible and, we hope, to finally push the council into action. In this pre-app we have suggested locations for bus stops, included signage to point the way between trains and buses and suggested types of real-time information for both.

In other core cities such as Manchester, Nottingham or Leeds, we believe that bus-rail interchange would have been included in the design process for the new station. We don't think they would consider removing an existing local bus stop, making interchange harder. Nor do we think they would fail to add a bus adjacent to a station where one exists for travel in the opposite direction.

We urge the West of England Combined Authority to work closely with Bristol City Council to resolve this issue and set the precedent of fully integrating bus and rail services.

Statement 5

Robbie Bentley

I am a resident within the Ashley ward (Bristol, covering the areas of St. Paul's, St. Werburghs, Montpelier and St. Andrews.) I stood as an independent candidate for the ward in the local elections held in Bristol on May 6th, 2021.

It is my perspective that Local authority boundaries are little more than lines on a map in our region and is widely shared among the travelling Public. There are many bus services that cross over these lines, and which are run as commercial services with little or no public finance support outside of the previous relief grant subsidy.

I note the Government's recent announcement that funding secured through BSIP can indeed be used in support of services that are otherwise not viable to be operated on a commercial basis. It is unfortunate that no regulation currently exists to counter this and I am deeply concerned over how much power this absence gives Private operators to directly impact the personal lives of literally 10s of 000s of people. We must as transport planners and campaigners come together to decide how we can address this unjust and inequitable situation as it is leaving many vulnerable people isolated from essential services and further exacerbates already serious problems poor Public Transport creates. I also welcome the recent intervention by Luke Hall, MP for Thornbury & Yate, in the house earlier this week. It is clear that we must now take concrete action and I hope my Proposal for Solutions to a Greater Bristol Tram network focussing on the Northern Fringe running from Lyde Green to UWE Frenchay, Bristol Parkway & Henbury will be a useful contribution. While I am in the earliest stages of this, my preliminary assessment of the viability from a technical point of view is complete and positive.

I wish to make clear that we have a clear opportunity to make a strategically sound and long-term decision to create a world-class transport network but if we are to do this, we have to think on a much bigger scale than is currently the case. Too often in the past we have seen individual councils make decisions that are solely in their interests and do not have the realism or strategic insight that 'thinking big' offers to you and our region. I wish to make it clear that we might have missed out on getting even more substantial funding through Westminster because of this. Without that support we have untapped potential going to waste as it is estimated we are losing 100s of Millions in regional economy revenue to Congestion and insufficient Public Transport. Too many major employers are complaining of people arriving to work late and all of this could be alleviated by having a network fit for the needs of our region.

We all know that our region has some fantastic assets. I wish to add to these by giving us a world-class Public Transport that connects them to our homes, our workplaces and to each other. I welcome any questions in respect of my strategic vision for our region.

Statement 6

Jevon Smith for Somerset Catch the Bus Service Campaign

We are very concerned about the bus services being withdrawn by the west of England mayoral combined transport Authority and Banes council and mayor Dan Norris.

Due to a funding issue that has left community's without bus services.

To work school college hospital appointments basic food shopping and access to leisure facilities.

And very few westlink Demand responsive bus services in operation due to Driver shortages and very limited capacity.

The service in question with no replacements are

179 Bath spa bus and coach to Tunley Timbury Paulton,Midsomer Norton.

768 Bath spa bus and coach to Timbury Paulton,Midsomer Norton Westfield Radstock writhington .

82 Radstock Westfield midsomer Norton paulton town service.

Soon to be withdrawn 672 Bristol city centre to south Bristol and the chew valle and Blagdon.

Bristol city council and North Somerset council.

172 Bath bus and coach station to peasdown st john , Radstock Westfield midsomer Norton Paulton and wells bus and coach station Evening journeys.

94 Bath spa bus and coach to Freshford and Bradford on Avon.

Theses need discussion with Somerset council and Wiltshire council

In South Bristol hardship is also cause to communities.

With the loss of the 96 St Anne's park Bristlington knowle Hengrove hospital Hartcliffe service.

And 23 Ashton vale Southville Bedminster Redcliffe Bristol city centre.

91 Bristol city centre Redcliffe Knowle Hengrove and Hartcliffe.

This has left a lot of communities without public transport.

With Pensioners having to use dial a ride in the somer valley.

Or expensive Taxis fares.

Is adding to the cost of living crisis.

For poor working class people and rural communities.

We would ask that The mayor Dan Norris who is in charge of public transport and can use bus service improvement plan money as we have been told by Richard Holden mp local transport and buses and coaches minister can be used on supported bus services.

That talks take place urgently with Banes council councillor sarha Warren and councilor Hannah young North Somerset council and councillor Don Alexander.

Bristol city council to find solutions to the bus service crisis in Bath and North east Somerset and South Bristol.

Theses concerns have been raised by community meeting in Radstock Westfield midsomer Norton paulton.

South Bristol, Bristlington and the chew valley.

By Ashton vale residents groups

Greater Bedminster forum.

Bristol oider people forum.

Bristol and Somerset youth councils.

We also feel that the west of England mayoral combined transport Authority and North Somerset council competition for communities to bid for bus services will allow middle class area to win bus services.

But poor communities without resources to put bids in disadvantaged.

Under the public equities duty on the west of England mayoral combined transport Authority and North Somerset council.

What the Americans call poverty pimping using consultants to try to design bus service for the poorest communities with passenger and public engagement.

Abus and citistar have made proposals to operator a service on 179 768 a combined service and service 82

Radstock, Westfield, midsomer Norton paulton town service.

We hope the mayor and Banes council are looking at theses proposals.

126 Wells bus and coach station Westbury sub mendip Draycott cheddar Axbridge winscombe Banwell locking Weston bus and coach station

Need a through service.

And the Portishead Clevedon Weston super mare bus and coach stations needs to operate via yatton station and congesbury.

And the mayor Dan Norris and Councillor Hannah young will visit the communities that have or about to loose their bus service to find positive way forward.

On bus stop maintenance and cleaning and passenger information this service has been very poor with no timetable or interchanges information for months and oider people do not carry smart phones to use bus timetables or catch trains .

The bus and coach shelters should be removed from Banes council Bristol city council and South Gloucestershire county council and will North Somerset council put under the control of the combined transport Authority and North Somerset council.

On fare we welcome cheap fares but we need youth fares free travel for care leavers as well as Birthday card schemes but the most important issue to communities is a universal public transport bus coach westlink Demand responsive bus railway and ferry services.

We welcome the Bristol city centre to Temple meads station and st Anne's

New proposed ferry service.

And improvement on metro west at keynsham oidfiled park Bath spa and Freshford stations

We look forward to the mayor Dan Norris working with Banes council South Gloucestershire council and North Somerset council and the secretary of state for transport mark HARPER mp to restore the bus Network under the bus service improvement plan

Looking forward to the west of England mayoral combined transport Authority and North Somerset council

Having a universal public transport Network.

We need to urgently restore bus service cuts to rural and working class communities.

Public transport will be a major issue in local and the General election to passengers

With North Somerset council and local Enterprises partnership becoming a full member of the west of England mayoral combined transport Authority in a Devolution deal with precepting powers.

End