

West of England Mayoral Combined Authority Joint Committee meeting on 6 October 2023

Statements received from the public:

1	Rosa Kell
2	Robbie Bentley
3	Dave Redgewell
4	Gavin Smith
5	Ian Beckey
6	Martin Garrett

Statement 1

From Rosa Kell (Somerset bus partnership)

We would like the west of England scrutiny commission to ask North Somerset council and the west of England mayoral combined transport Authority mayor Dan Norris and North Somerset council Councillor Hannah young transport executive.

To restore urgent the 126 Bus service From Wells bus and coach station to Easton Westbury sub Mendip Draycott Cheddar Axbridge winscombe Banwell and locking via Hutton and weston super mare Hospital and weston super mare bus and coach station.

We were promised this service in discussion between North Somerset council and the west of England mayoral combined transport Authority

Bus service improvement plan

To start in October 2023

Their 2 bidder for the bus routes

Abus and big lemon

Plus first group plc Wales and West buses.

Young people older people and people can not travel to weston super mare For college hospital appointment shopping leisure facilities or catch buses and trains to Bristol city centre or university at uwe .

At the Wells bus and coach station end

Connection are made to Shepton mallet interchange Midsomer Norton Westfield Radstock Peasdown st john Bath spa bus and coach station.

173 172 174 buses

Or 376 To Chewton Mendip ,Farrington Gurney Clutton Pensford ,Whitchurch Hengrove ,Bristol Temple meads Bristol Bus and coach station

We would ask he urgently discussion and scrutiny of this bus service by the west of England scrutiny commission.

And discussion between Councillor Hannah young transport executive North Somerset council Mayor Dan Norris and councillor Mike Bell North Somerset council and councillor Mike Rigby Transport executive of Somerset council

What progress is being made with university Hospital Bristol and weston super mare to call for service 126 to call at Weston super mare Hospital not just weston super mare railway station and Bus and coach station.

We are also keen to see bus priority measures include in the Banwell bypass scheme and through the Town of Banwell

On other service we are keen to support joint working between the west of England mayoral combined transport Authority and North Somerset council Mayor Dan Norris Bus service improvement plans and Somerset council bus service improvement plan.

And the operatoring of the bus 20 21 21 a as a through service

From Weston super mare bus and coach station to Uphill hospital

Brean Berrow and Burnham on sea Highbridge Town Highbridge and Burnham on sea station Bridgwater bus and coach station and Taunton.

We would also like to see a Zebra Electrification or hydrogen bus bid for The rural area of the cheddar valley Chew valley and Blagdon and Burnham on sea Highbridge and Bridgwater area

Between North Somerset council West of England mayoral combined transport Authority and Somerset council as part of a Rural Zebra 2 bid .

In Bath spa bus and coach station and interchanges Somerset bus partnership And Somerset catch the bus campaign

are asking for action on the Railway station booking office and book hall repairs the station stairs plaster on the London platform and the emergency lift from the bus and coach station.

From Glazzers Restaurant and repair to the clock Tower and station canopy re glazed Travel centre reopened in the bus and coach station for Bus coach railway information Tourists information and disabled assistant and need seat in Dorchester Street and need disabled toilets and changing places and cleaning of the bus and coach station.

Statement 2

From Robbie Bentley

The biggest issue in Greater Bristol and into North Somerset South Gloucestershire county council area and Bath and North East Somerset.

Is the lack of public transport services to our community with disabilities and oider people.

This preventing people getting to school College work hospital food shopping and leasure facilities.

We have had request from local residents working with local communities and councillor Marley Bennett Has written to Transpora

To extend service 25 From Bristol city centre st Paul st werburges Eastville park Stapleton, Broomhill, Fishponds oidbury court, Bromley Heath and Downend.
As service 25 a

Councillor Mark Bradshaw have ask in Ashton vale
For service 505 Southmead hospital bus station Horfield Downs Clifton Hotwells Ashton vale Long Ashton park and ride to be extended to Ashton vale.

In the Bristlington area
Councillor Tim Rippington has ask
For Bristol city centre Broadmead shopping centre, oid market, Barton hill st Anne's park Extention to Brislington
Hungerford road knowle, Hengrove hospital, imperial park Hartcliffe.
Service 36 .

Service 1 Cribbs causeway bus station Henbury westbury Clifton Down station park street Bristol city centre Bristol Temple meads station Arnos vale Bristlington sandy park road ,st Anne's park Guilford Road Broomhill Brislington Trading estate Hungerford road Bristlington village School Road Bristlington, st Anne's park sandy park Road as a 1 a

In the North of Bristol we are looking for service 10 ,11 Avonmouth and shirehampton Lawrence weston and westbury on Trym Southmead hospital bus station to extend to uwe bus station Bristol Parkway station Bradley stoke Aztec west Hortham Alverston Thornbury.
622 cribbs causeway bus station to Olverton, Alverston, Thornbury Tytherington and yate bus and coach station

In south Bristol
We need the restoration of services
672 Chew valley to South Bristol and Bristol city centre
Service 52 Bishopsworth South Bristol hospital Bedminster Redcliffe Bristol city centre
Both these service have just been cut
So need a review and a new route these communities are left without a bus service
Local councillors have raised this issue.

Disability and oider people are cut off .

Service 522 Bristol bus and coach station Bristol Temple meads station Arnos vale Bristlington keynsham marksbury Timsbury, Paulton, midsomer, Norton Tesco Tunley Bath spa bus and coach station
the service should operate via chandag Road in keynsham Somerset.

Service 82 Radstock Westfield midsomer Norton paulton local services.
We would welcome Councillor liz Harman trying to Extended the service
424 414 from Frome Cork Street coach station to Radstock Westfield midsomer Norton extension round the estates in Radstock Westfield midsomer Norton paulton.

126 Wells bus and coach station
Westbury sub Mendip Draycott Cheddar Axbridge winscombe Banwell and locking Hutton and weston super mare
For the Hospital and weston super mare Town centre shops and college.

These are vital network bus services that have cut some of the poorest and excluded communities in Greater Bristol and Bath city region

And we make progress using the Bus service improvement plan money as

Suggested by Richard Holden MP

The Transport Minister and Mark Harper MP Secretary of State for Transport.

To replace support bus services.

And money through the Transport Levy from Bristol City Council, South Gloucestershire County Council, Bath and North Somerset Council.

Plus money from North Somerset Council and Somerset Council to replace the Bus service 126 From Weston Super Mare bus and coach station to Locking Hutton, Banwell, Winscombe Axbridge Cheddar, Westbury sub Mendip Draycott Easton and Wells bus and coach station.

We understand that the bus service improvement plan money can be extended to cover 2025-2026

So bus services are extended in the supported services

Are x10 Cribbs Causeway bus station and coach station to Portishead and Clevedon.

525 Yate North Yate bus and coach station to Westerleigh Puckchurch Emerson Green service.

This service could be adjusted it now runs via Shortwood and Managotfield

But could extend to Downend Bromley Heath, Oldbury Court, Fishponds Broomhill Stapleton village and Eastville Tesco.

We have a number of services operating around North Yate now with the x2 North Yate to Bristol City Centre via Winterbourne.

Service 522 Bristol bus and coach station to Bristol Temple Meads station Arncliffe, Bristlington, Keynsham Marksbury Timsbury Paulton Midsomer Norton Westfield Radstock Peasdown St John Bath Spa bus and coach station Transport Interchange.

But this can be rerouted via Chandrag Road and Paulton, Midsomer Norton and Timsbury and Tunley.

Service 126 Wells bus and coach station, Easton, Westbury sub Mendip Draycott Cheddar, Axbridge, Winscombe Banwell and Locking, Hutton, Weston Super Mare Hospital and Weston Super Mare bus and coach station.

Plus Westlink Demand Responsive Bus Services.

Which if continued beyond March 2026 will require considerable amount of local Taxpayer money to maintain through the Transport Levy.

Of up to £30 million pounds which may not be acceptable in terms price per passenger.

But with the zones being reduced to 20 minute zones only passengers will now be taken to interchange points with main line bus network or local railway stations or to meet the Facon coach service megabus Scottish City Link coaches on the A38 at Bristol Airport interchange or other stops for transfer on the A38.

Or to Bristol Parkway station

Patchway station, Filton Abbey Wood station Uwe bus and coach station.

Cribbs Causeway bus station or Southmead Hospital bus station

Downend Town Centre

Oldbury Court, Fishponds, Broomhill Stapleton Tesco at Eastville.

In the south Bristlington park and ride and Long Ashton park and ride.

We also need to see a clear interchange need for an interchange policy.

For the very welcomed bus interchange

But the Terminal building need replacing with a waiting room, accessible toilets changing Terminal building changing places and Kiosks.

We also need investment in Bath spa bus and coach station and railway station.

Booking office emergency disabled lifts

Booking office restoration and stair well canopy and clock Tower seating and cleaning of the bus and coach station

Improvement to the Public toilets and reopening of Travel centre with information point provide by the different bus operators and visit west.

This needs a discussion with the west of England mayoral combined transport Authority and North Somerset council

Banes and the west of England bus operators association

Mr Alan Peters of Abus.

On the Bath spa bus and coach station to weston Newbridge Newton st loe saltford keynsham ,Bristolington village Arnos vale ,Bristol Temple meads station Bristol city centre.

We support the use of the route as a Bus Corridor Between Bristol and Bath

With bus lanes cycle facilities

New bus interchange at Bristol Temple meads Arnos vale ,Bristolington keynsham,saltford, Newbridge Weston Bath spa bus and coach station interchange .

New bus rail Interchange in keynsham.

On the bypass and interchange in Bristolington village and at saltford railway station proposed .

We do not support the proposed Bristolington bypass along the North Somerset railway corridor Which is not funded by the Department for Transport as a road scheme and would require a further bid to the Department for Transport In 2027 for funding

And a Development consent order

and planning permission.

But the to be used as a mass transit bus and cycling corridor. Future light rail system

We support the work on light rail system for the Greater Bristol city Region.

And a fully accessible ferry service

In Bristol Harbour.

The need to progress full access station and planning permission for the Henbury loop line from Henbury to Filton North, Filton Abbey wood, Ashley Down station, Bristol Stapleton road Bristol Lawrence hill Bristol Temple meads station.

Route to Progress

South Gloucestershire county council

Needs to grant planning permission for Henbury railway station. Urgently

So the scheme can progress in time for opening of the YTL area .

And Bristol Temple meads station Bedminster ,Parson street ,Ashton vale Pill and Portishead .

With all station being fully accessible

And the retaining of Booking office at Bristol parkway yate Gloucester central Cheltenham spa

Bristol Temple meads station keynsham ,Oidfiled park accessible footbridge Bath spa Bradford on

Avon Trowbridge, Westbury, warminster Salisbury, Frome

Nalisea and Backwell new disability access Yatton for Clevedon Worle Parkway Weston Super Mare lifts and Bridgwater.

We welcome brand of public transport services but not a £4 million pounds

When stickers can go forward like Manchester Beeline Buses trams and trains network.

We need bus services and cheaper fares for disability people

Youth fares carers scheme.

And the carers scheme.

Are all welcomed

And new the restoration of the local bus network as a top priority for the communities of the Greater Bristol and Bath city region South Gloucestershire county council Banes and North Somerset council .

We must restore a bus network in the west of England mayoral combined transport Authority and North Somerset council bus service improvement plan area as a top priority

The west of England mayoral combined transport Authority and North Somerset council which need to be a full member of the Authority.

Need fund a fully integrated transport Network and set up an equalities Department.

With Municipalisation or Franchising taking 4 to 5 years the need to improve bus and coach services is now .

Statement 3

From David Redgewell

Public statement.

Over the last few months the secretary of state for Transport Mark Harper and Buses Minister Richard Holden has written to the west of England mayoral combined transport Authority Mayor Dan Norris and councillor Mike Bell and Hannah Young transport executive North Somerset council about the need

To redirect money from the bus service improvement into important local support bus services by run by the west of England mayoral combined transport Authority and North Somerset council.

Some of the deepest bus cuts has happened in Greater Bristol and Bath city region and into the counties of Gloucestershire , Somerset and Wiltshire and Swindon.

With over 40 communities in the west of England mayoral combined transport Authority and North Somerset council

Having no public bus services or public Transport service.

When buses are required to get people to work school, College, university health hospital, shopping and leisure and Tourism facilities.

Many communities are unable to make even the basic food shopping trips or to school and colleges or health care.

Passengers have attend meetings the bus conversion meetings with Mayor Dan Norris on line meeting of Somerset bus partnership had 70 people from across Somerset but a lot of communities in Banes council North Somerset council and South Bristol attended.

Including councillors Parish and ward councillors Passenger and users groups.

Their been youth protest and march with passengers group to the west of England mayoral combined transport Authority offices

With councillors and user groups in including Ashton vale estate and oidbury court ,Downend ,Stapleton and Broomhill , Brislington Southmead Olverton ,Tytherington Easton Eastville the Dings parts of South Bristol Paulton midsomer Norton Westfield and Radstock.

Westbury on Trym Hortham Alverston Thornbury Tunley Timsbury Chew valley and Blagdon ,Cheddar Axbridge winscombe Banwell and locking all these communities have lost their bus service under the west of England mayoral combined transport Authority and North Somerset council bus service improvement plan area .

Theses communities who vote pay taxes have lost their their vital bus services some area do not even have a westlink Demand responsive bus service or local metro west railway Network train service or local ferry service.

Many local residents groups and Tenants association youth groups Bristol oider people forum Bristol disability equilities forum have asked Via mps Kerry Mccarthy mp and Luke Hall if the west of England mayoral combined transport Authority and North Somerset council bus service improvement plan money could be reallocated to supported Bus services and to reconnect these communities to bus services and the public transport Network.

Many community groups and residents have been unable to attend big conversation meetings due to no public transport in area like the somer Valley Or South Bristol Ashton vale or Oidbury court estate, Stapleton, Broomhill Or Hortham parts of Bristlington. But no daytime meeting or zoom or hybrid meeting are arranged. By the west of England mayoral combined transport Authority or North Somerset council. This has been requested by Bristol oider people forum and Bristol disability equilities forum. With mayor Dan Norris. Also that the west of England mayoral combined Authority meeting are hybrid

And can be watched live on U Tube Like Bristol city council, South Gloucestershire council North Somerset council and Banes .

We must make progress on the restoration of bus services in the Greater Bristol and Bath city region Support bus services. We also did not receive Bus service improvement plan plus funding in the west of England mayoral combined transport Authority and North Somerset council. Like Somerset council. £737079 Gloucestershire county council £884.079 Wiltshire Council £2115269 And Swindon Borough Council. £415 830 For 2024 ,2025

The National bus fare scheme has been extended at £ 2 till December 2024 . By the UK government.

The Department for transport has now allowed bus service improvement plan funding to be extended to 2026 For the west of England mayoral combined transport Authority and North Somerset council.

For the westlink Demand responsive bus services.

Which whilst funded by the Department for transport is manageable but not when it has to be funded by local Taxpayers at about £ 40 per passenger to the local Taxpayer carrying 1 or 2 passengers on trips of 32 miles

This is now being restricted to 20 minute zones .

To connect with main line bus services and local metro west railway Network services and the Falcon coaches part of megabus Scottish City link on the A38

And at Bristol Airport from the Chew valley.

In the Northern fringe

Westlink Demand responsive bus services need to operate to Filton Abbey station Patchway station, uwe bus station Southmead bus station Bristol Parkway railway station Aztec west roundabout.

Download Bromley Heath, Oidbury court estate Fishponds Broomhill Stapleton Tesco Eastville. Easton Eastville Dings and Bristol Temple meads station.

and in the south zone to extend the bus service to long Ashton park and ride Bristlington park and ride and Hungerford road Bristlington.

On the retain bus service improvement plan bus services

X10 Cribbs causeway bus station to to Portishead and Clevedon.

522 Bristol bus and coach station Bristol Temple meads station Arnos vale Bristlington keynsham marksbury Timsbury Paulton midsomer Norton Tesco rerouting Paulton, Timsbury Tunley Bath spa bus and coach station railway interchange.

Instead of Westfield, Radstock and Peasdown St John

And around the Chandag Estate

Service 525 Yate North, Yate bus station Westerleigh Puckchurch Emerson green service should extend to Downend Bromley Heath Oidbury court Fishponds, Broomhill, Stapleton Tesco Eastville, Maybe not as many service to Yate North as Yate North Yate bus station Yate railway station Park and Ride

Winterbourne Cabot Circus, Bristol city centre Service y2 operates this service

Service 126 Wells bus and coach station. Easton Draycott Cheddar Axbridge Winscombe Banwell Locking Hutton, Weston super mare, Hospital Weston super mare railway station bus and coach station.

The important missing links

Are

Services 10, 11 Avonmouth Dock Shirehampton Avonmouth to Westbury on Trym Southmead hospital bus station uwe bus station, Bristol Parkway station Bradley Stoke, Aztec West Hortham, Alverston, Thornbury.

Service 36 Bristol city centre Bristol Cabot Circus St Anne's park Bristlington Hungerford road Knowle, Hengrove hospital Imperial park Hartcliffe.

Service 1 1a Cribbs causeway bus and coach station Henbury Westbury Clifton Down station, Park Street, Bristol city centre Bristol Cabot Circus Bristol Temple meads station Arnos vale Bristlington Sandy Park road shopping centre St Anne's park Bristlington Broomhill, Hungerford road Bristlington village School Road St Anne's park Guilford Road Sandy Park road Arnos vale.

This route would fill the gap in the network.

Former 547 bus route

Service 525

From Yate North, Yate bus station, Westerleigh Puckchurch Emerson Green service should be extended to Downend Bromley Heath Oidbury Court Fishponds, Broomhill, Stapleton, Eastville Park Tesco St Werburghs St Paul's Bristol city centre or Tesco Eastville to terminate.

Service 622 Cribbs Causeway bus station to Olverton Alverston Thornbury Tytherington and Yate bus and coach station and Chipping Sodbury

Service 505 Southmead Hospital bus station Horfield Downs Clifton Down Hotwell Ashton Gate and Long Ashton Park and Ride.

This service should be extended to Ashton Vale estate.

Service 126 needs to run from

Wells bus and coach station to Easton

Westbury sub Mendip Draycott Cheddar Axbridge Winscombe, Banwell, Hutton

Locking via Weston Super Mare Hospital, and Weston Super Mare bus and coach station

Service 414, 424 Frome Cork Street coach station

to Radstock Westfield Midsomer Norton Paulton.

Service 522 Bristol bus and coach station, Bristol Temple Meads station Arncliffe Bristlington

Keynsham Marksbury, Timsbury, Paulton Midsomer Norton Tesco rerouting to Timsbury and Tunley,

Bath Spa bus and coach station Transport Interchange.

We must make progress on the bus service improvement plan and support bus services via the Department for Transport funding allocation and the

Transport Levy from Bristol City Council South Gloucestershire County Council Banes Council and North Somerset Council.

These communities have had over 6 months with no public transport Network service.

Westlink Demand Responsive Bus Services.

Has been failing to operate in number of services within the area target of one hour.

At present the Westlink bus services do not operate to railway station at Filton Abbey Wood station Patchway station Bristol Parkway railway station or Aztec West Cribbs Causeway bus station Southmead Hospital bus station UWE bus and coach station.

To make connections with buses metro bus service and main line bus services.

And South zone to Bristlington Park and Ride site, Bristol Temple Meads station

Oidbury Court estate, Broomhill Stapleton village, Easton and the Dings

Whilst Municipalisation or Franchising may be a way forward but will take 5 years to organise buying bus depots buses in the West of England mayoral combined transport Authority and North Somerset Council area.

Buying assets from Stagecoach West and First Group PLC West of England buses part of First Group PLC Wales and West.

With North Somerset Council joining the combined Authority and Precept powers for the Mayor Dan Norris.

Working with Somerset Council Wiltshire Council Swindon and Gloucestershire County Council on cross boundary services.

I the meantime we need to restore the bus Network so all communities have access to the bus network for work school College university health shopping and leisure and Tourism facilities.

On the Bristol bus and coach station to Arnos vale ,Bristolington ,keynsham saltford, Newbridge, Weston Bath spa bus and coach station Transport interchange .

We welcome the bus lanes cycling provision bus lanes along the A4 24 hours if First Group plc west of England buses and Rapt Bath bus company operate bus through the night from Bristol Airport to Bishopsworth South Bristol Hengrove Bristolington keynsham Saltford ,Newbridge ,Weston Bath spa Railway station interchange.

Bristol bus and coach station, Bristol Temple meads station, Arnos vale Bristolington ,keynsham, saltford Newbridge, Weston, Bath spa bus and coach station railway interchange X39 39 349 24 hour service.

Similar to x94 Gloucester Transport hub to Cheltenham spa promenade. 24 hour service.

Whist we do not support the Bristolington bypass we do support the North Somerset railway line being used for a mass transit light rail system From Bristol city centre Bristol Temple meads station St Philips, causeway Arnos vale, Bristolington, keynsham saltford Newbridge Weston Bath spa bus and coach station interchange And route via Hengrove and whitchurch estate to Hartcliffe and Bristol Airport. The A4 route could cross the river near keynsham and use the Bitton Kelson Weston railway corridor to Bath spa bus and coach station Transport interchange

But first a bus route with a cycleway from Tramway Road to Callington road.

With good Bus stops and interchanges along the A4 at Bristol Temple meads station Arnos vale, Bristolington village Keynsham Bypass interchange with links to keynsham Town centre and Railway station, Broadmead roundabout Saltford Town centre Saltford railway station, Corston, Newton st loe, Newbridge and weston and Bath spa bus and coach station. Railway interchange.

With the UK government now awarding £ 100 million to mass transit light rail Scheme for studies on the very important project . On mass transit light rail system We support progress on the on the Network study going forward. Between Bristol city centre Bristol Temple meads station Arnos vale Bristolington keynsham saltford Newbridge Weston Bath spa bus and coach station Railway interchange. Bristol Bus and coach station and Bristol Temple meads station Arnos vale Bristolington ,Hengrove hospital imperial park, Hartcliffe, Bristol Airport. Bristol city centre Bristol Temple meads station Lawrence hill Station st George Staples Hill ,Mangotsfield ,Warmley Bitton , Kelson,Weston Bath Corridor. Study to use segregated tracks to East and North Bristol. Using a future detrunked M32 and the Avon Ring road is a possible. With more bus priority to begin with. Bristol city centre,montpellier railway station to North Bristol. We welcome the proposal to move forward. But this Scheme need very careful consideration and route study

With government and Treasury management of concern and BCR need to be about 2 their a lot of work to come up with routes and that serv communities overground or underground sections will also cause disruption to the city Region to many roads unless segregated tracks can be developed in Greater Bristol and Bath city region similar to the Greater Manchester combined Authority transport area or west Midlands combined Transport Authority area with Andy street.

The Welsh government is using the valley lines for conversion to tram train routes as the way to improve public transport in the valleys and city region.

With mass transit busway scheme .

With underground sections the station

Need to be fully accessible to disabled passengers with lifts schemes and fully accessible platforms.

Where possible surface stations interchanges and platform are easily to use .

On metro west Railway Network

We need to progress with the

Bristol Temple meads station Bedminster, Parson street, and new station at Ashton Gate, pill and Portishead line.

Bristol Temple meads station Bristol Lawrence hill Bristol Stapleton Road Ashley Down ,Filton Abbey wood station Filton North and Henbury for cribs causeway and Bristol zoo

Including future proofing the Henbury loop line to Avonmouth Dock.

Bring back passengers services on theses routes.

And reopening Charfield and Stonehouse Bristol Road on the Bristol Temple meads station To Filton Abbey wood Bristol Parkway Yate cam and the Dursley, Gloucester central Cheltenham spa, Ashchurch for Tewkesbury ,Worcester Shrub Hill and Worcester, Forgate, Street railway service line .

We need to make progress on accessibility station at Bristol Lawrence hill Bristol Stapleton Road, Parson street, Nalisea and Backwell.

Weston super mare lifts

Bridgwater.

Keynsham Oidfiled park Freshford Trowbridge

Cheltenham spa lifts

But we still have no access lifts working at Bristol parkway.

As a Regional railway interchange.

For First Group Great Western Railway Metro west railway trains First group plc Great Western Railway Cross country train Arriva Germany state Railway inter city trains services and bus services.

Stagecoach west and First group plc

West of England.

We also need to retain Bookings offices

The metro west railway Network.

at Bristol Temple meads station Filton Abbey wood station, Bristol parkway yate Gloucester central Cheltenham spa.

Bristol Temple meads station Nalisea and Backwell, Yatton for clevedon worle parkway weston super mare Bridgwater and Taunton

Bristol Temple meads station keynsham Oidfiled park, Bath spa Bradford on Avon Trowbridge

Westbury warminster Salisbury Frome.

We also have revenue risk without

Ticket machines at shirehampton Avonmouth Dock St Andrews Road seven Beach, Pilning, Patchway and Freshford.

When the west of England mayoral combined transport Authority and North Somerset council is funding the local railway network.

On railway station and interchange designs like Bristol Portway park and ride whilst we welcome the new bus interchange for North Bristol Severnside North Somerset bus network and Westlink Demand responsive bus services.

We would to see the portway parkway

Park and ride portacabin being replaced with a new terminal building with waiting room access toilets and changing places Ev chargers and catering Kiosks.

We need the west of England mayoral combined transport Authority and North Somerset council to have an interchange design brief for Bus shelter to bus and coach stations railway stations and interchanges

Which are completely accessible

Including restoration of Bath spa Railway station interchange.

With the station clock canopy booking office access emergency access lifts

To the London platform booking office restoration need replacement in the bus and coach station and Dorchester Street bus and coach station cleaning

Better public toilets fully accessible and reopening the travel centre with First group plc west of England buses

Favesaver buses ,National Express coaches, Rapt Bath bus company.

And Tourism west .

We need a meeting with West of England mayoral combined transport Authority Banes council, and Alan Peters of the west of England bus operators association.

We need to make progress on

Metro west Bristol Temple meads station Bedminster parson Street Ashton Gate ,pill Portishead.

Bristol Temple meads station Bristol Lawrence hill Bristol Stapleton Road Ashley Down station.Filton Abbey wood station. Filton North Henbury for cribs causeway bus station and Bristol zoo

Planning permission is required for Henbury railway station.

By South Gloucestershire county council.

Lifts urgently need repairing at Bristol parkway railway station.

And progress Charfield station.

We need to make progress on the Devolution deal and North Somerset council joining North Somerset council before the mayoral Elections in 2025 .

And Precepting powers for public transport services.

Whilst Municipalation or Franchising of the bus and coach Network it will take upto 5 years to bring about and communities need bus services restored now .

In 2024 2025 budget we need to update the Transport levy for Public transport from Bristol city council, North Somerset council Banes and South Gloucestershire county council.

Also in South Gloucestershire county council area money raise from car parking charge whilst maintaining car and coach parks can be used to fund local bus coach rail and community transport services.

Similar in Bristol and Radstock and Midsomer Norton in Bath and North East Somerset Council to help pay for the car parks this can also help pay for bus services.

In Bristol we need to retain the bus services to Broadmead and Cabot Circus as the stops are a long way from the outer ring road on Bond Street and the Haymarket which is very difficult for passengers with reduced mobility and partly sighted passengers to access the bus network and a full equalities impact assessment is required for this proposal by the West of England Mayoral Combined Transport Authority
Transport Authority
and Bristol City Council Highway Authority on the proposals for Broadmead and discussion with disabilities organisations.

On Airport access and upgrading on the A38 Bristol city centre to Bristol Airport and Churchill and East Brent .

But must take account of bus lanes and cycle lane better bus and coach stop

For Falcon Coaches Service service From Bristol Bond Street, city centre Bristol Airport Churchill East Brent Bridgwater Taunton Wellington Cullompton Exeter, Newton Abbott Plymouth coach station.

Statement 4

From Gavin Smith

Mass Transit evaluations for Greater Bristol.

Please note that these are the principles we believe WECA as Combined Authority and Transport and Highways Authority should be following:

1. Transport is an integrated public service. Plans for rail, mass transit, bus, highways and cycling should be pursued in co-ordination - not separately from each other as regrettably seems still to be the case. Integration and interconnection are key.
2. Mass transit options must be pursued in parallel with a regional 'MetroWest' rail upgrade. Plans should be made for the reopening for passengers of the Thornbury-Yate, Yate-Westerleigh-Emerson's Green, Portishead-Ashton Gate, Henbury Loop (Avonmouth-Henbury), Clevedon-Yatton, and Radstock lines. These to be operated either as heavy rail branches, mass transit shuttles, or as part of a tram/tram-train system. Rail is to interconnect with tram and bus services at MetroWest stations.
3. No 'Underground' system for Bristol should be contemplated. It is simply too expensive, and thus subject to cost overruns and delays; has only a few, inaccessible stations; and would serve basically the interests solely of the developers at Filton Airfield, Castle Park and Bristol Airport, rather than the general populace. Note that comparable cities (Nottingham, Sheffield, Coventry, Manchester, Birmingham, Manchester, Croydon, Cardiff, Edinburgh and Dublin) currently are investing in surface tram systems, integrated with rail upgrades; we should follow their precedent. They are receiving DfT mass transit funds that reasonably should in future go equally to the West.
4. A study of options for a surface tram system for the West, embracing Bristol and Bath, should be commissioned from a consultancy experienced in surface tram planning and provision. A range of technical options should be included: overhead wires or not; lightweight track or not; raised

platforms or not; etc. A targeted, costed network should be offered for public consultation, together with a costed pilot line or approximate alignment. This network and pilot route should be integrated within the rail and bus network, with interchange hubs identified, and with terminal Park&Ride sites where appropriate. For tentative studies, note: www.tfgb.org > Campaigns > Bristol Transport Plan > Rapid Transit Plan; and also the Bath & Bristol Trams Association outline plan for a pilot Bristol-Bath tram route utilising part of the Whitchurch rail alignment.

5. WECA should undertake a long overdue review of the regional road hierarchy. Within such a review, detailed plans should be formulated for the de-motorwaying of the M32 to become a main distributor road converted to at-grade, with signalled surface pedestrian crossings, given the current social severance caused and the M32's decaying grade-separated structures. An M4 Park&Ride should be planned, with a connecting M32 bus (later, tram) service and bus-lanes to the city centre, with intermediate stops at the Avon Ring Road, Eastgate and Easton Way there connecting with new orbital bus services. The Avon Ring Road should be similarly repurposed as a distributor road, embracing a prioritised public transport route (initially bus, later tram) between Keynsham-Cribbs Causeway-Sevenside. Traffic management within the main distributor network should be designed to exclude the current highly intrusive, polluting, uncontrolled and largely unsurveyed car-commuter rat-runs. See: tfgb.org > Traffic Management Plan draft.

6. Integrated into this mass transit and traffic managed system and network must be a revised bus network. See tfgb.org Bus Plan. Trunk radial routes, on radial roads not served by trams, should operate mainly to suburban hubs, there connecting to feeder suburban bus services, and likewise orbital bus services. Embryonic bus hubs already exist at Bristol Parkway station, Southmead Hospital, UWE, Old Market, Anchor Rd, Bedminster Parade, Hengrove Park, and require further development at Kingswood, Keynsham, Fishponds, Filton, Westbury, Cribbs Causeway. Orbital bus routes should be instigated for Easton Way and Callington Road, amongst others. A city centre tram circuit (with buses eventually excluded) should be established embracing interchange hubs at Temple Meads, Old Market, Cabot Circus, Haymarket and Centre. Fully integrated WECA public transport ticketing is essential, thus removing the penalty of interchange.

7. Equally essential is a coherent and restrictive parking policy, to be gradually implemented. See [tfgb](http://tfgb.org) Parking Plan. To embrace the completion of the inner Bristol ring of Residents (and Business) Only Parking Zones. And a Nottingham-style Workplace Parking Levy feeding cash into the public transport system, and if necessary giving permits to particular health and education workers and to small businesses for their basic operational needs.

If all these policies are pursued in an integrated way, the West has a chance not to remain the car-dependent, congested, polluted place we know today, and begin to receive its fair share of DfT transport capital grants.

Statement 5

From Ian Beckey (Living Easton Heritage and Environmental Group)

Statement from Living Easton Heritage and Environmental Group concerning mass transit options for Greater Bristol. We are a community based environmental and heritage organisation of around 20 individuals and affiliated societies based predominantly around the suburbs of Easton, Whitehall, Barton Hill and Lawrence Hill of Bristol who take a particular interest in heritage, planning and sustainability issues in East Bristol.

Firstly, we firmly believe that there should be a comprehensive evaluation of Mass Transit options for Greater Bristol which includes full surface running of trams wherever possible.

Secondly, any design studies should ensure that Highways England engage with WECA to de-motorway the M32 and remove the overhead sections of the route from the Eastville to St Pauls junctions and thus create an environment for biodiversity along the river Frome to "Free the Frome" from its situation where it is currently devoid of a worthwhile natural environment. There is also the added benefit of avoiding the waste of £200+ million on repairing the M32 Eastville overpass when the money would be better spent on public transport especially towards a light rail mass transit scheme which could generate a noticeable modal shift from the private car.

Thirdly, any WECA consultancy studies on mass transit should include the former Midland Railway North-East railway corridor through Fishponds, Staple Hill, Mangotsfield to Yate and to Warmley and Bath and not just the A432 Fishponds Road or M32 route options. The A432 is heavily congested with traffic and is also a Showcase bus route. When the new Atlas Place housing development in Fishponds starts, there will be additional problems with traffic in the area. Also, the M32 option will not benefit Fishponds or Staple Hill residents who have very limited bus connections to Bath and Yate.

Fourthly, we fully support the views expressed by TFGB in their statement below:-

Please note that these are the principles we believe WECA as Combined Authority and Transport and Highways Authority should be following:

- 1. Transport is an integrated public service. Plans for rail, mass transit, bus, highways and cycling should be pursued in co-ordination - not separately from each other as regrettably seems still to be the case. Integration and interconnection are key.*
- 2. Mass transit options must be pursued in parallel with a regional 'MetroWest' rail upgrade. Plans should be made for the reopening for passengers of the Thornbury-Yate, Yate-Westerleigh-Emerson's Green, Portishead-Ashton Gate, Henbury Loop (Avonmouth-Henbury), Clevedon-Yatton, and Radstock lines. These to be operated either as heavy rail branches, mass transit shuttles, or as part of a tram/tram-train system. Rail is to interconnect with tram and bus services at MetroWest stations.*
- 3. No 'Underground' system for Bristol should be contemplated. It is simply too expensive, and thus subject to cost overruns and delays; has only a few, inaccessible stations; and would serve basically the interests solely of the developers at Filton Airfield, Castle Park and Bristol Airport, rather than the general populace. Note that comparable cities (Nottingham, Sheffield, Coventry, Manchester, Birmingham, Manchester, Croydon, Cardiff, Edinburgh and Dublin) currently are investing in surface tram systems, integrated with rail upgrades; we should follow their precedent. They are receiving DfT mass transit funds that reasonably should in future go equally to the West.*
- 4. A study of options for a surface tram system for the West, embracing Bristol and Bath, should be commissioned from a consultancy experienced in surface tram planning and provision. A range of technical options should be included: overhead wires or not; lightweight track or not; raised platforms or not; etc. A targeted, costed network should be offered for public consultation, together with a costed pilot line or approximate alignment. This network and pilot route should be integrated within the rail and bus network, with interchange hubs identified, and with terminal Park&Ride sites*

where appropriate. For tentative studies, note: www.tfqb.org > Campaigns > Bristol Transport Plan > Rapid Transit Plan; and also the Bath & Bristol Trams Association outline plan for a pilot Bristol-Bath tram route utilising part of the Whitchurch rail alignment.

5. WECA should undertake a long overdue review of the regional road hierarchy. Within such a review, detailed plans should be formulated for the de-motorwaying of the M32 to become a main distributor road converted to at-grade, with signalled surface pedestrian crossings, given the current social severance caused and the M32's decaying grade-separated structures. An M4 Park&Ride should be planned, with a connecting M32 bus (later, tram) service and bus-lanes to the city centre, with intermediate stops at the Avon Ring Road, Eastgate and Easton Way there connecting with new orbital bus services. The Avon Ring Road should be similarly repurposed as a distributor road, embracing a prioritised public transport route (initially bus, later tram) between Keynsham-Cribbs Causeway-Sevenside. Traffic management within the main distributor network should be designed to exclude the current highly intrusive, polluting, uncontrolled and largely un-surveyed car-commuter rat-runs. See: tfqb.org > Traffic Management Plan draft.

6. Integrated into this mass transit and traffic managed system and network must be a revised bus network. See tfqb.org Bus Plan. Trunk radial routes, on radial roads not served by trams, should operate mainly to suburban hubs, there connecting to feeder suburban bus services, and likewise orbital bus services. Embryonic bus hubs already exist at Bristol Parkway station, Southmead Hospital, UWE, Old Market, Anchor Rd, Bedminster Parade, Hengrove Park, and require further development at Kingswood, Keynsham, Fishponds, Filton, Westbury, Cribbs Causeway. Orbital bus routes should be instigated for Easton Way and Callington Road, amongst others. A city centre tram circuit (with buses eventually excluded) should be established embracing interchange hubs at Temple Meads, Old Market, Cabot Circus, Haymarket and Centre. Fully integrated WECA public transport ticketing is essential, thus removing the penalty of interchange.

7. Equally essential is a coherent and restrictive parking policy, to be gradually implemented. See TFGB Parking Plan. To embrace the completion of the inner Bristol ring of Residents (and Business) Only Parking Zones. And a Nottingham-style Workplace Parking Levy feeding cash into the public transport system, and if necessary giving permits to particular health and education workers and to small businesses for their basic operational needs.

If all these policies are pursued in an integrated way, the West has a chance not to remain the car-dependent, congested, polluted place we know today, and begin to receive its fair share of DfT transport capital grants.

Statement 6

From Martin Garrett (Chair of TfGB)

A tram route towards Keynsham from Bristol using the Callington Road rail alignment with scope for routes serving South Bristol too.

Whilst largely segregated routes are not always essential, especially when using car reduced streets and imaginative routing that does not always follow existing favoured routes. (See Nottingham for examples) the start of the Bristol Bath route needs to be largely segregated because of the lack of

temporary diversions on the A4 from Hicks Gate whilst being built. On-street would be particularly disruptive there.

The other significant reasons are that it would be relatively easy to build as a first tram route and have the most political credibility in BANES and Bristol.

The Callington Road link would be much better used as part of a mass transit tram route, and certainly not a road either. There may be scope for cycles alongside but mass transit must be the priority. The mass transit route benefiting all travellers and not just cyclists is the most equitable. Trams encourage motorists out of their cars too. Using this route would link up Central Bristol through (under) Temple Meads (as at Manchester Piccadilly) using some street running on relatively quiet Feeder Road, the old rail line and verges out towards the proposed Park & Ride at Hicks Gate. Installing this route would be less disruptive than using the present A4 roadway as we transition from car dependency to reliable and attractive low carbon public transport along with active travel.

TfGB would support the rejection of a bike only or road route on the former rail line towards Callington Road **preferring instead that this route is the best way to get mass transit in the form of a tram out towards the A4 and Hicks Gate towards Bath through Keynsham with further scope for South Bristol tram routes.**

- This would not exclude a cycle way if possible, but mass transit must be the priority.
- **Mass transit trams would open up public transport access for all to, St Philips, Avon Meads retail, Brislington Tesco and Callington Road Hospital, all poorly served by any public transport, amongst others.**
- Tram stops would also be at each point the old rail alignment goes under a significant road; as can be found in Manchester trams on old rail alignments.
- Some street running, as well as verges, would be probably required to get the route along Callington Road and West Town Lane.
- Then, a route could go across repurposed retail car parks, verges and land adjacent to the A4 out to the proposed Hicks Gate P&R

There are alternatives to using it as a cycle way or relief road. It is in fact the most straightforward alignment for a mass transit (tram) route out towards the proposed Park & Ride at Hicks Gate and onwards towards Bath. It would also provide scope for separate spurs for tram routes towards South Bristol. Please see indicative tram map. Concerns about the weight bearing capacity of Bristol Bridge into Victoria Street from Baldwin Street can be overcome by laying a Tram bridge over the existing bridge from each bank Nottingham laid two such bridges overnight. One over Nottingham station and the other between Queen's Medical Centre and the University over the ring road. The Avon can be traversed that way too if it was decided not to use the southern end of St Philips causeway. In fact the separate tram bridge would be easier.

The whole route is a relatively easy and opportunistic first route as can be found in much Manchester and Nottingham tram routing. Nottingham is not required to have a Clean Air Zone