

West of England Combined Authority Joint Committee on 26 January 2024

Statements received from the public:

No.	Received from
1	Bill Blyth
2	David Redgewell
3	Ian Beckey
4	Rosa Kell
5	Christina Biggs
6	Janet Young
7	Nigel and Chris
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Statement 1

From Bill Blyth

Access to Wells

The West link bus service is very valuable for the villages of the Chew Valley. These include Chew Magna, Stanton Drew, Chew Stoke, Winford, Bishop Sutton, Litton, Ubley, Blagdon, Priddy (and others). For travelling within the valley it is very good. However there is one serious lack, access to Wells.

For this area Wells is the most important centre. Important destinations include a bank, three super markets and several specialized shops, all otherwise unobtainable without use of a car. But travelling to Wells from this area requires transfer to and linking the journey with the timetable of a different bus service. Particularly for the return journey from Wells home, this has proved really difficult. I myself and other people have been stranded at the transfer point.

The Westlink service includes single journey access to Clevedon and other towns at the extreme ends of the area, centres of far little use compared with the importance of visits to Wells.

In the annual review of Westlink and its value to the Chew Valley, please can single journey to and from Wells be included as a priority item. It is the one change we most urgently need.

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Statement 2

From David Redgewell

With regards to west of England mayoral combined transport Authority and North Somerset council bus service improvement plan,

We welcome the the 11 million pounds spent on improvement to key corridor

Bristol routes Across Greater Bristol and Bath,

Such for the 75 76 Hartcliffe Bishopsworth, parson Street, Bedminster Bristol city centre, Gloucester Road, Bishopston, Horfield, Filton, Patchway, Cribbs causeway bus station, 76 Gloucester Road via Southmead and Henbury,

Bristol bus and coach station, Bristol Temple meads station Arnos vale, Bristlington, keynsham saltford, Newbridge, Weston Bath spa bus and coach station x39 ,39 ,349 Service 1, Broomhill, Arnos vale Bristol Temple meads station, Bristol cabot circus, Bristol city centre Bristol Park Street Clifton Down station, Down Westbury on Trym, Henbury, Bradley Cribbs causeway bus station,

Stockwood, Knowle, Hengrove, Knowle Bristol Temple meads station, Bristol cabot circus, Bristol city centre, Clifton Down station, Down, Henleaze, Southmead Henbury Cribbs causeway bus station,

42 43 Bristol city centre, Old Market Lawrence Hill Station, St George Kingwood, Warmley, North Common Bitton.

44,45 Bristol city council, Old Market, Lawrence Hill Station, St George, Hanham Cadbury Heath,

48,

Bristol city centre, Old Market Street, Stapleton road, Stapleton road Station, Eastville Fishponds Downend Bromley Heath Emerson green,

49 Bristol city centre, Old Market, Stapleton road, Stapleton road station Eastville park, Fishponds, Staple Hill, Emerson green,

Service 3 ,4 Bristol Broadmead shopping centre, city centre Bristol Park Street, Clifton Down station, Sea Mills, Shirehampton Avonmouth Lawrence Weston, Henbury, Cribbs causeway bus station,

Y1 y2

Bristol city centre Cadbury Heath, Yate park and ride, Yate, Yate railway station, Yate bus station and chipping Sodbury,

Bristol city centre, Little Stoke, Bradley Stoke, Aztec West, Hortham Alverston Thornbury, T2

522 Bristol bus and coach station, Bristol Temple meads station Arnos vale Bristlington keynsham marksbury Timsbury, Paulton, Midsomer Norton Westfield Radstock Peasdown St John Bath spa bus and coach station,

Rerouting via Midsomer Norton, Paulton, Timsbury Tunley Bath spa bus and coach station.

525 Yate North, Yate bus station Westerleigh Puckchurch Emerson green,

Service, 172 ,173 ,174 Bath spa bus and coach station, Peasdown St John, Radstock Westfield Midsomer Norton, Paulton, Chilcompton, Shepton Mallet and Wells Bus and coach station,

Service x1 Bristol bus and coach station, City centre, Hotwells, Long Ashton, Backwell, Congresbury, Worle interchange, Weston Super Mare bus and coach station,

X4 Bristol bus and coach station, Bristol city centre, Ashton Gate pill and Portishead,

X7 Bristol bus and coach station to Clevedon

X6 Bristol bus and coach station to Nalisea,
X8 Bristol bus and coach station city centre
X7 Bristol bus and coach station ,city centre Hotwells to Clevedon,
X9 Bristol bus and coach station city centre Hotwells Ashton Gate ,long Ashton Nalisea,

X5 Portishead, Clevedon, Yatton station congersbury worle interchange, weston super mare bus and coach station.

126 Weston super mare bus and coach station, weston Railway station, Weston super mare Hospital, Hutton, Banwell,
Winscombe, Axbridge, Cheddar, Westbury sub Mendip Draycott, Easton weston sub Mendip Wells bus and coach station,
X10 Cribbs causeway bus station to Portishead and clevedon,
Weston super mare Town service 9

All the theses bus services and and westlink Demand responsive bus services are funded by the west of England mayoral combined transport Authority and North Somerset council, The Birthday card fares scheme, and care levers scheme,

But the Bus service improvement plan has left many communities with bus service
Service 23 Bristol city centre Southville, Bedminster, Bristol city centre Bristol Bus and coach station ,

Bristol city centre 5 25 47 st Paul, st werburgess Eastville park Stapleton Broomhill Fishponds oidbury court Downend Bromley Heath ,

Cribbs causeway bus station Westbury on Trym, Down, Clifton Down station park street, Bristol city centre, Bristol cabot circus, Bristol Temple meads station Arnos vale, re routed via st Anne's park Brislington Hungerford road school Road Bristlington loop ,

The reinstatement of public transport Network,
In Bath and North East Somerset council area
414 ,424 Frome Cork Street coach station Mells Radstock Westfield midsomer Norton and onto Paulton,

Service 522 Bristol bus and coach station to Bristol bus and coach station, Arnos vale, Bristlington keynsham marksbury, Timsbury Paulton, midsomer Norton, operating via Tunley to Bath spa bus and coach station.

Service 672 Cheddar, Blagdon Chew valley south Bristol, Bristol city centre,
52 Bishopsworth Hengrove South Bristol Hospital Bedminster city centre,
We to look at this route,

In North Bristol the important bus services are,
Service 10 11 Shirehampton or
Avonmouth Dock, Lawrence weston Westbury on Trym, Southmead hospital bus station 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 via Bristol zoo

84 ,85 yate Park and ride Yate Railway station,

With the need for the west of England mayoral combined transport Authority and North Somerset council to

Resubmit the bus service improvement plan by 12 th June 2024

For the funding allocation 20 24 2025

Shoeing clear improvements in the Network and passengers growth on the buses,

More frequent bus and coach services on Key corridor s

Interchange with Railway services and stations Express coaches, Ferries and especially

Demand responsive bus services,

Improvement in Interchange facilities

Bus shelter lighting cctv cameras,

Tagging and Graffiti removal,

More bus priority measures,

Accessible bus stops for disabled passengers and people with reduced mobility,

Cleaning standards on bus and coaches,

Zebra funding scheme in Greater Bristol and weston super mare Somerset,

Bus stop infrastructure maintenance is abig issues in Bristol city council, South

Gloucestershire county council, Banes

With shelters graffiti tagged lighting not working crating community safety problems and in some cases out of date Timetable or wrong service information,

We need all bus and public Transport infrastructure transferred to the west of England mayoral combined transport Authority and North Somerset council public transport unit.

Similar to Greater Manchester combined transport Authority mayor Andy Burnham, Liverpool City Region mayor Steve Rotherham, west Midlands combined Transport Authority mayor

Andy,

How the supported bus network is fully intergrated with the mainline bus Network coach

Network and Railway network ferry services in Bristol and Bath,

Improvement to Bus and coach stations and interchanges,

Consultant with Bus services advory panes ,Advisory boards

and especially passengers groups,

Like those in South Bristol, Ashton vale

Oidbury court Fishponds Stapleton,

Somer Valley, Paulton Thornbury, Chew valley,

North Bristol, South Gloucestershire villages and Wotton under Edge,

North Somerset council area ,Clevedon, Portishead, Clevedon weston super mare, and

Rural area s

Joining the west of England mayoral combined transport Authority and North Somerset council bus service improvement plan, with the rest of the county of Somerset and Somerset unity council bus service improvement plan,

And the rest of Gloucestershire bus service improvement plan

Wiltshire and Swindon Council plan,

On staff we need to identify the shortage of bus and coach drivers

Cleaners and Engineers to maintain the bus network,
In our case that First Group plc Wales and West buses Depot at Bristol Lawrence hill, Bristol Hengrove, Bath spa Western Island Wells Bus Depot in Somerset,

Are used with the bus and coach station as a Depot

But Somerset council is proposing to switch off lighting and cctv facilities

In this 18 hours aday bus and coach station this need urgent discussion with Somerset council,

And Depot facilities in the bus station for First Group plc Wales and West buses Division, Weston super mare bus Depot Somerset,

Stagecoach west bus Depots at Bristol Patchway and Stroud,

Big lemon buses Depot at parson Street station Bristol,

Favesaver buses in Chippenham Wiltshire,

Euro coaches in yate Gloucestershire

Applegate coaches Berkley ,Gloucestershire,

Transpora buses Bristol,

So their alot of work to do by 12th June 2024 ,

West of England mayoral combined transport Authority and North Somerset council Transport levy ,

This has to be paid under the west of England mayoral combined Authority act ,

By Bristol city council, Banes and South Gloucestershire county council plus North Somerset council for cross boundary bus and coach services.

Bus stop infrastructure bus and coach station Railway interchange and station

And public transport staff all need transferring to the west of England mayoral combined transport Authority

And North Somerset council as full Authority member with the local Enterprise partnership,

Both Bristol city council and Bath and North East Somerset council have clean air zone money,

Bristol has raised £26 million pounds

And cleaned up the air quality by 9%

In the central air ,

Reducing the amount of asthma attacks respiratory illness and Early Deaths this is a public health measure not a transport funding scheme or allocation to replace the west of England mayoral combined Authority act Transport levy

But we need to do more to improve bus

services in the poorest communities in the Greater Bristol and Bath city region and services into North Somerset council area ,North Somerset East Somerset and South

Gloucestershire county council area ,and services into Somerset council Gloucestershire County council and Wiltshire Council

Transport Authority area,

At present the Westlink Demand responsive bus services do appear to target middle Class and upper class

Passengers in the countryside on apps

Journeys to Bristol city centre and Bath city centre,

When some of passengers could transfer to main line bus and railway services, when

working Class estates and communities have no public bus services in parts of Bristol, South

Gloucestershire county council and Banes in Paulton midsomer Norton Radstock Westfield
Timsbury Tunley and villages with rural isolation,

railway services on the metro west railway Network,
Walk and cycling as opposed to taking the car in to central Bristol area
But Bristol city council want to use £10 of the clean air zone money to pay the Transport levy
rather than collecting the money through Bristol city council taxation,
Bath and North East Somerset council have £ 7 million pounds of clean air zone money,
In both case this money should be being spent on Bus services improvement and public
transport Network service, with the Transport levy,
Other income streams for Public transport including car park policy in South Gloucestershire
county council area of charging for Car parking,
In Kingwood Town centre, Thornbury yate ,
In Bristol at local shopping centre in Brislington, west on Trym and other Town centres,
Radstock and midsomer Norton in Bath and North East Somerset council area
To seek public transport bus services and community transport services funding from Town
and parish councils
Like Somerset council and Gloucestershire County council

On light rail system We need to make progress on a mass transit light system for the Greater
Bristol and Bath city region,

On Metro west Railway Network and the west of England mayoral combined transport
Authority and North Somerset council bus service improvement plan.

The Departments for Transport and levelling up have agreed funding via the West of
England mayoral combined transport Authority and mayor Dan Norris in partnership with
councillors Mike Bell and Catherine Gibson leaders of North Somerset council and councillor
Hannah young transport executive North Somerset council
And Bristol city council, South Gloucestershire county council and Bath and North East
council as Highway Authority's
Western Gateway Transport Board chair councillors Don Alexander, Bristol.
Their no provision for for the wessex combined Authority or it area in Dorset Council
Bournemouth Poole and Christchurch, Wiltshire Somerset council and North Somerset
council
Agreed or proposed by UK government,
Or supported,

Metro west railway Network

Senior Officers

On railway metro west railway.

We welcome the bussiness case for Reopening the Bristol Temple meads station To Pill and
Portishead line

Being submitted to the Department for transport funding,

We need to make progress on planning permission for Henbury railway station for cribs
causeway shopping centre and Bristol zoo,
And pedestrian facilities access to Henbury,

And the Train services Henbury for cribs causeway and Bristol zoo, Filton North for the Arena Filton Abbey wood Ashley Down, Bristol Stapleton road Bristol Lawrence hill, Bristol Temple meads station train services

And Bristol Stapleton Road Bristol Lawrence hill Station to be fully accessible,

On the metro west railway Network services we need more local Train unit 165 ,166, 158 on Bristol Temple meads station, Filton Abbey wood station, Bristol parkway station, Yate, Charfield new station Cam and the Dursley proposed station stonehouse Bristol Road Gloucester central, Cheltenham spa Ashchurch for Tewkesbury Worcester Shrub Hill and Worcester Forge Street,

As using Inter city Express trains prevent wheelchair accessible to the trains wheelchair space if disabled space First Class coach is off the platform at Yate, cam and Dursley and Ashchurch for Tewkesbury stations

Wheelchair and partly sighted passengers area put in the wrong part of Transport until Bristol parkway, Gloucester central Cheltenham spa or Worcester Shrub Hill where passengers can transfer,

This issue need urgent discussion with the Department for transport and First group plc Great Western Railway company limited who run metro west railway Network for £35 millions pounds from the west of England mayoral combined transport Authority and North Somerset council,

Of Train set suitable for Region metro west railway services.

On Bristol Temple meads station to Clifton Down station and seven Beach line

Bristol Temple meads station To weston super mare and Taunton,

Bristol Temple meads station To Bath spa and services to Westbury Salisbury and Frome, Calling at local stations

The following local station do not have tickets machines Bristol Stapleton Road, sea Mills, Shirehampton, Avonmouth Dock St Andrews Road seven Beach, Patchway and Pilning, And disabled access is required at

Parson street, Nalisea and Backwell,

Weston super mare lifts Cheltenham spa lifts Pilning, Bristol Lawrence hill and Bristol Stapleton Road,

On service frequency we would welcome extra trains services on the

Taunton, Bridgwater Highbridge and Burnham on sea station,weston super mare, Weston millon, Worle parkway Yatton for clevedon Nalisea and Backwell, parson Street Bristol Temple meads station, Bristol Lawrence hill Bristol Stapleton Road, montpellier, Redland, Clifton Down, sea Mills Shirehampton,Portway park and ride,

Avonmouth Dock, St Andrews Road seven Beach,

2 or 3 an hour an hour

The Henbury loop line should be a top priority with the new Developments in North Bristol at Southmead, Henbury Patchway cribs causeway new neighbourhood. 2 or 3 Trains an hour

The Henbury loop line need to run from Avonmouth Dock St Andrews Road Henbury for cribs causeway and Bristol zoo, Filton North platform for the area Filton Abbey wood station, Horfield, / lockleaze, Ashley Down, Bristol Stapleton road, Bristol Lawrence hill and Bristol Temple meads station,

The seven Beach line Trains could operate via the Henbury loop

With light rail People mover between Avonmouth, st Andrews Road and Severn Beach,

We welcome the study on New stations
Horfield, lockleaze, st Anne's park, saltford, and Ashton Gate,
Other station should be looked at Corsham Wiltshire with Wiltshire Council and and
Stonehouse Bristol Road in Gloucestershire and with the western Gateway Transport Board,
Who are responsible for Regional Transport policy with the peninsula Transport Board
covering Somerset and Devon and Cornwall,

We support the Transport for Wales
Welsh government proposals

For New railway service and stations at Cardiff Central, Cardiff Parkway Newport west
Newport Somerton Llanwern Magor and Undy Seven Tunnel junction, Pilning, Patchway,
Filton Abbey wood station, Bristol Stapleton road Bristol Lawrence hill Bristol Temple meads
station.

But believe Pilning should be developed as a Parkway station in theses proposals for
sevenside and Bristol Stapleton Road and Bristol Lawrence hill should be made fully
accessible,

On Bristol Temple meads station Temple Quarter we need the mayor Dan Norris and
Network rail, Home England, Bristol city council and West of England mayoral combined
transport Authority Western Gateway Transport Board to set up community forum with
bussiness community and public transport Network companies, First Group plc Great
Western Railway company and First Group plc Wales and West buses, inter city cross
country train Arriva 1sq, capital, stagecoach west buses British Transport police Network rail
Western and Developers,

Temple Quarter/ Temple meads station Developments need a community engagement
forum of local people bussiness community groups residents and public transport
companies,

West of England mayoral combined transport Authority, and North Somerset council and
Network Rail Western route, Homes England and Bristol city council,
Weston Gateway Transport Board,

Senior Officers need to look at these issues.

Kind regards David Redgewell,
South west transport Network
Railfuture Severnside,
Bristol disability equilities forum

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Statement 3

From Ian Beckey

We are very concerned about the need To make urgent progress on metro west Railway Network services and the Bristol Temple meads station To Lawrence hill Bristol Stapleton Road Ashley Down station.Filton Abbey wood station Filton North for the area and Henbury for cribs causeway and Bristol zoo
With the planning application for Henbury railway station.
Urgent progress is required on this station.
we like the following railway issues progressed

Bristol Temple meads station to Portishead and Pill Railway line
With North Somerset council Department for transport, Network Rail Western route and First Group plc Great Western Railway company
Including reopening Ashton Gate station in the future,
Horfield /lockleaze St Anne's Park ,saltford and Stonehouse Bristol Road
With Gloucestershire county council
And Corsham with Wiltshire Council
And western Gateway Transport Board.

Bristol Temple meads station to Bristol Lawrence hill, Bristol Stapleton road Ashley Down, Filton Abbey wood, Filton North for the Arena ,Henbury for cribs causeway and Bristol zoo,
Including more Train loop
And Bristol Temple meads station
Bristol Lawrence hill, Bristol Stapleton road, montpellier, Redland Clifton Down station, Sea Mills Shirehampton Portway park and ride, Avonmouth Dock St Andrews Road,Severn Beach, and Charfield station on the Bristol Temple meads station to Gloucester central and Worcester Forgate Street Line,

With the Bristol Temple meads station, Filton Abbey wood, Bristol parkway station, Yate, Charfield new station Cam and the Dursley proposed station stonehouse Bristol Road Gloucester central, Cheltenham spa Ashchurch for Tewkesbury Worcester Shrub Hill and Worcester Forgate Street,
On the £35 million pounds metro west railway Network, operated by First group plc Great Western Railway company
On this route instead of providing trains designed for the metro west railway Network 165 166 or 158 units
First Group plc Great Western Railway company is operating Inter city Express trains 5 car units designed for the Intercity train Network where if the train is the wrong way round first class end can not platform at Yate ,cam and Dursley and Ashchurch for Tewkesbury station,
So wheelchair users and passengers with reduced mobility have to Board the train at the second Class end with an access toilets but no wheelchair accessible space
Passengers have to park in coach vestibule until the passengers can be transferred to the wheelchair space at Bristol parkway Gloucester central Cheltenham spa or Worcester Shrub Hill,
What representation are being made by the west of England mayoral combined transport Authority and North Somerset council and mayor Dan Norris to get the Department for transport and First group plc Great Western Railway company to provide trains designed for the metro west railway Network.

We may be able to train lease trains to Department for transport and First group plc Great Western Railway company, from Transport for Wales The Welsh Assembly Government.

We need to understand the agreement between The Department for transport and First group plc Great Western Railway company On using I ET on metro west Railway services and Office of Road and Bristol Rail derogation

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Statement 4

From Rosa Kell

With the new bus service improvement plan requirements for the west of England mayoral combined transport Authority and North Somerset council
Joint bus service improvement plan.

And Somerset council bus service improvement plan,

We are concerned that new plans have to submit to the Department for transport by 12th June 2024

Including bus services network plans for commercial network service as laid out below but there needs to be full understanding of levels of Bus Drivers Engineers and cleaners at Wells, Weston super Mare and Bath Somerset Depot to deliver bus service,

Will the DWP look a vacancies and fill them,

With Taunton, Minehead and Yeovil Depot in need of bus drivers, cleaners and Engineers, is First group plc South buses in Somerset,

Frome, bus company Depot Frome

Somerset able to

Provides bus service from Frome Cork Street coach station to Mells Radstock Westfield midsomer Norton

Libra Travel Frome Cork Street coach station to Coleford and midsomer Norton,

A bus service for Radstock,

Bath University to Twerton services.

Passengers safety is also a major area where issues needs addressing at Wells bus and coach station as below but also in Bristol central area and Bath

With bus stop light that do not work and Graffiti covered bus stops in Bristol city centre,

Bristol Temple meads station area old market Street Bond Street, Broadmead, College Green, Lawrence hill,

And around Bath Lower Bristol Road,.

There is a need to review of support services links to main line bus services coach services and Railway station interchanges

There is a need for review of Demand responsive bus services Westlink Demand

Responsive bus services and Slinky bus ,

For a need for Bus priority measures, passengers information, wheelchair accessible and people with reduced mobility and partly sighted passengers, better bus stops and shelters, walkways, and safe routes .

Network review and for fare and ticket schemes like the Birthday card scheme, carers scheme, £1 fare in Taunton have to finish in 2025 what provisions are being made for their continuation

We now need urgent discussion between Somerset Council North Somerset Council and

Banes to protect the Somerset bus network in the Mendip region of the Bristol and Bath

Travel to work area as part of the west of England Mayoral Combined Transport Authority and North Somerset Council Bus Service Improvement Plans

Urgent discussion on On Bus services are to take place

376 Street Glastonbury, the Wells Bus and Coach Station, Chewton Mendip Farrington

Gurney, Clutton, Pensford, Whitchurch, Hengrove, knowle, Totterdown Bristol Temple

Meads Station Bristol bus and coach station.

172 Bristol bus and coach station

Bristol Temple Meads station, Knowle Hengrove, Whitchurch, Pensford Clutton, Paulton,

Midsomer Norton, Westfield, Radstock , Peasdown St John, Bath Spa bus and coach

station.

172 ,173 ,174 Bath Spa bus and coach station to Peasdown St John, Radstock, Westfield,

Midsomer Norton, Chilcompton 173 and the Shepton Mallet 174 Interchange and Wells Bus and Coach station,

126 Wells bus and coach station to Draycott ,Cheddar, Axbridge, Winscombe, Banwell, Hutton, Weston super Mare Hospital Weston super Mare bus and coach station interchange, and the Railway station,
D2 D2 xBath Spa bus and coach station to Midford, Norton St Philips, Rode, Beckington and Frome.

522 Bristol bus and coach station, Bristol Temple Meads station Arnos vale Bristlington, Keynsham, Marksbury, Timsbury, Paulton, Midsomer Norton, Westfield, Radstock, Peasdown St John Bath spa bus and coach station
But also to rerouting this service via Midsomer Norton Tesco Timsbury, Tunley and Bath spa bus and coach station interchange,
414 ,424 Frome Cork Street coach station to Mells, Radstock, Westfield, Midsomer Norton and extend the service to Paulton to replace bus service 82,
And the provide of a bus service from Axbridge, Cheddar or Wells Bus and coach station through the Chew Valley and Blagdon through Chew Magna to South Bristol and Bristol city centre.
Including look at fixed route Westlink Demand Responsive bus services in the Chew Valley and south Bristol with Demand Responsive sections

Wells is a major Bus operating centre for the West of England Mayoral Combined Transport Authority and North Somerset Council bus services ,
With a first Group plc Wales and West buses Division Depot,
Providing bus service 376 to Street Glastonbury Wells Bus and Coach station to Bristol Temple Meads station, Bristol bus and coach station,
The 172, 173, 174 Wells Bus and Coach station to Shepton Mallet interchange, Chilcompton, Paulton Midsomer Norton, Westfield, Radstock, Peasdown St John, Bath Spa bus and coach, interchange

The 126 Wells Bus and Coach station to Draycott, Cheddar, Axbridge, Winscombe, Banwell, Hutton, Weston super Mare Hospital and Weston super Nare bus and coach station and Railway station
At Wells bus and coach station
And it extra bus parking station for First Depot and its facilities Somerset council is proposing to turn off the CCTV Cameras in the city of Wells and all other bus and coach stations in Somerset, including the bus and coach station and close public toilets
This station is an important interchange point for bus services to Yeovil bus and coach station
The service 77 in urgent need of larger Double Deckers buses. This bus is a major access point to Yeovil Hospital from the Wells
Service 75 Wells bus and coach station to Bridgewater Hospital and Bridgwater bus and coach station
Service 29 Wells bus and coach station to Taunton giving access to Musgrove Hospital
But with the cctv cameras being switched off and lighting too how will staff at the interchange and passengers travelling in the Evening and day time to Bristol Bath and Weston super Mare be kept safe
What will be the effects on buses stored in the bus and coach station overnight
Without CCTV to prevent vandalism and tagging ?
What discussions have the West of England Mayoral Combined Transport Authority and Mayor Dan Norris North Somerset Council had with Somerset Council Transport Department and Councillor Richard Wilkins Executive Member for Transport and Chief Constable Sarah Crew and Police and Police Crime Commissioner Mark Shelford, and Doug Claringbold MD of First group plc Wales and West buses Division and Thomas Hughes of First Group plc Wales and West Buses Division Area Manager for Bath and Wells bus Depots and Bus and Coach Stations and City of Wells Council.

Somerset Council, North Somerset Council and West of England Mayoral Combined Transport Authority will need to work together for 12th June 2024 in order to meet the deadline for the Bus Service Improvement Plan submission with the Department for Transport

We are also concerned that the West of England Demand Responsive bus services are at present being used by many middle class and upper class people with access to the app to taken them into Bristol and Bath,

And not used the people without access to the app and living in the many isolated rural communities in Bath and North East Somerset and North Somerset council and Axbridge and in Sedgemoor Region

and for them to access schools college's universities work basic food shopping trips health services trips with links to local and regional bus and coach services and to local railway stations

When will this service be reviewed in line with the Western Traffic Commissioner Kevin Rooney instructions to reduce the size of the zones

And Connect with Bus coach and railway services,

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Statement 5

From Christina Biggs

Bristol Rail Campaign (formerly FoSBR)

Subject: Mass transit as Tram-Trains

The Bristol Rail Campaign welcome the transport proposals being presented today, and support all the recommendations, especially on a 20-minute frequency, and for new stations, where we recommend opening all four stations proposed (Saltford, St Anne's Park, Ashton

Gate and Lockleaze); electrification (between Temple Meads and Parkway and between Temple Meads and

Chippenham), progressing MetroWest Portishead, and ZEBRA 2 electric buses. We also recognise the need for electric cars, but advise a focus on car-free measures within cities and towns. Our proposal today focuses on the mass transit plan, which we consider would be best delivered by tram-trains, as an extension of the already-successful MetroWest suburban and regional services.

Background

The Joint Local Transport Plan (JLTP4), published in 2020, identified four mass transit corridors radiating from Bristol City Centre: the North and East Fringes, Bristol Airport, and Bristol to Bath. JLTP4 recognised that it would be difficult to find space above ground for some of these routes. It proposed that underground running may be necessary in some cases. This has become a very contentious issue, with senior local politicians clearly at odds over whether this could ever be delivered. The recent Future4West report appears to suggest a very low benefit–cost ratio for tunnelled sections. However, this study has not properly considered all the costs involved in surface options to provide a true comparison. It also appears that Network Rail were not consulted about options or plans to increase the capacity of suburban rail lines. As noted above, the Combined Authority have now launched a study into potentially increased frequency on the Severn Beach and Henbury lines, which we feel could be extended to a cross-city service to south Bristol stations

The Combined Authority's studies continue to be 'mode-agnostic' and estimate that a 'rubber- wheeled' solution would be about 20% less expensive than light rail. But we should be under no illusions about what a rubber-wheeled solution means. At best it would be a gadgetbahn, using incompatible, unusual or untried technology. At worst it would be a bus. Either way it will emit rubber particulates. Extending MetroBus may be a useful way to tide us over until a light rail system can be delivered, but it cannot be transformative. It should only be seen as a stopgap.

Can we really deliver a light rail mass transit system?

Since the 1970s, Bristol has recognised the need for light rail mass transit. But it has failed to deliver it. Local politics have certainly got in the way, but other problems such as Bristol's geography and narrow arterial roads have also made it hard to find a viable solution.

So is there a way forward? We think so.

Tram-trains

A tram-train is a vehicle which runs on the existing rail network alongside main line passenger and freight services, but can also run on the street. Unlike conventional trains, they can go round tight corners and up steep hills. This means suburban rail services can be extended at a lower cost.

Battery-electric tram trains will soon be introduced in Cardiff, following successful implementation in other cities. Initially they will run on the existing rail network, but later street running will be introduced so that they can serve the Cardiff Bay area.

Build on what we already have

Tram-trains could allow us to build on the success of MetroWest rail services. We believe that a mass transit system which can be extended incrementally, using known technology, is much more likely to be deliverable than one which relies on novel or untested systems.

Start at Temple Meads

A tram-train system could serve Bristol Temple Meads Station directly. The topology of Temple Meads makes it very difficult to access using road-based transport. Vehicles either stop on Temple Gate, a minimum 250m walk from the platforms, or potentially take a 300m detour into Friary – still leaving passengers 200m from the platforms.

Tram-trains could connect to the existing rail network at Bristol Temple Meads Station adjacent to Platform 1, giving direct interchange with other train services. The JLTP4 routes to Bath and Bristol Airport could connect to the existing rail lines at Avonmeads, using a disused railway route as far as Callington Road. Other JLTP4 routes could also make some use of existing rail corridors. Ditch the diesels New tram-trains could replace the unsuited and dirty diesel trains currently used for MetroWest services. This could act as a catalyst for electrifying these services, and could be done ahead of the JLTP4 routes.

These vehicles use tried and tested zero-emission propulsion. And their batteries allow tram-trains to operate in areas where providing overhead wiring is difficult. Experience elsewhere suggests that once a tram system is built and seen to work, it becomes easier to make a case for extending it.

We CAN do this!

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Statement 6

From Janet Young

The 84 and 85, Wotton to Yate bus service connects 11 communities on the 32 mile round trip. It is used by workers, students, patients, tourists, shoppers. It provides opportunity for affordable shopping, education, employment, access to health services, and connects into national road and rail links.

There is no alternative bus service if the 84/85 is removed.

DRT such as WESTlink have been shown elsewhere to be disproportionately costly. We are also hearing testimony that the nature of their dynamic/changing routes and app based interface makes them less accessible for some of our community when compared to a timetabled, predictable, pay as you travel service.

DRT will not provide people with an arrive by time that is crucial for many passengers. The significant evidence we provided to WECA in March 2023 supports our argument for Subsidised Funding of the 84/5 bus service.

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Statement 7

From Nigel and Chris

The 84 and 85, Wotton to Yate bus service connects 11 communities on the 32 mile round trip. It is used by workers, students, patients, tourists, shoppers. It provides opportunity for affordable shopping, education, employment, access to health services, and connects into national road and rail links.

There is no alternative bus service if the 84/85 is removed.

This service has already been reduced to 1 bus from 2, and should be reinstated as it used to be.

DRT such as WESTlink have been shown elsewhere to be disproportionately costly. We are also hearing testimony that the nature of their dynamic/changing routes and app based interface makes them less accessible for some of our community when compared to a timetabled, predictable, pay as you travel service.

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