

Statement 1

Statement from David Redgewell on behalf of South West Transport Network and Bus Users South West

LIGHT RAIL ISSUES

Bath - Warmley light rail consultation (Light rail around Bristol and Bath)

We want to see the budget for the light rail consultation studies in the Greater Bristol area to be fully protected and support the principle of a light rail route to Bristol Airport as a top priority and later to Bath especially from Lambridge across the City to Newbridge which could then make use of the light rail corridor to Bristol through Bitton, Saltford, Kelston, Warmley to Yate and East Bristol via Mangotsfield, Staple Hill and Fishponds as well as linking into the RUH at Weston, the new Bath Spa Art & Design College at Weston Lock and Park & Ride sites which need to be co-ordinated with the Bristol Mayor's rapid transit project. The two schemes must link to Warmley and Emersons Green and the Avon Valley Railway steam services should be retained at weekends, during school holidays and for Santa Specials and other events. Provision should be made for a continuous cycle/walkway between Bristol and Bath where possible.

The Callington Road rail corridor on the former North Somerset Railway alignment to Radstock must be safeguarded for light rail use and an alignment identified to gain access to the Stockwood/Whitchurch area also serving new housing at Hengrove Park (on the former Whitchurch airport site). The railway corridor from Yate to Iron Acton, Tytherington and Thornbury must also be safeguarded for future tram-train services to serve the proposed new housing.

The implementation of light rail will help bring the City region into line with EU emission and clean air targets together with clean fuel buses and taxi's.

We would only support a light rail scheme which minimises the amount of tunnels required and is at street level wherever possible to maximise accessibility to avoid the need for lifts and stairways thus reducing infrastructure costs.

A future extension of the light rail line towards East Bristol would provide economic and employment benefits to those living in the Bristol BS5 area (which still has higher than average levels of employment and social deprivation) by improving access to employment/study opportunities around the North Fringe, the Emersons Green Science Park and the new Bath Spa University (Emersons Green).

The light rail corridor to Odd Down is welcomed, however the majority of the traffic is to the Somer Valley at Peasedown, Radstock and Mid Somer Norton and therefore an extension of a rapid transit system to this area would be beneficial. An evaluation of the Somerset and Dorset railway corridor is also required as Norton Radstock is an enterprise zone and needs public transport improvement.

A new light rail station at Warmley could be an interchange for buses in the Kingswood area and one at Fishponds station would be suitable for the 5/17/48/48A/49/Y2 and Y5 bus services.

There should be improvements to MetroRail services to Bath, Westbury, Clifton Down (to Severn Beach), Gloucester via the Filton Bank and the Henbury loop.

South West Transport Network think that the Arena at Filton should have sufficient coach parking close to the site with MetroBus stops, coach stops and bus stops at this location together with Park &

Ride services to Brislington, Parkway, Portway, Ashton Vale, extra trains from Bath and West Wilts, Taunton, W-S-M, Cardiff, Newport, Patchway, Filton, Yate, Gloucester, Cheltenham, Severn Beach via Clifton Down, Henbury loop, Portishead and Swindon. There should be a 15 minute frequency for rail services on the Henbury loop which serve the Arena and a 10 minute shuttle bus service on main routes to it.

The new IEP trains need to operate from London and South Wales via Parkway to Filton North station for the arena, services from the South West, West Midlands to the Henbury loop station, coach parking will need to be provided, taxis, bus links Greater Bristol wide, links to Cribbs Causeway and hotels will need to be addressed.

We urge the City Council, WECA and Bristol Mayor's to address a full integrated transport plan for the Arena similar to those at Manchester Victoria or Wembley.

The Arena rail services will need to be included in the new rail franchise.

BUS ISSUES

Whilst we welcome fully the City Business plan, transport outcomes which are in-line with the congestion task group the main issue that we need to address is to get the MetroBus rapid transit network fully operational on all lines and routes especially the South Bristol link (Hengrove - Hartcliffe to the Floating Harbour and City Centre/Temple Meads) and the link via the M32 to UWE, Bristol Parkway, Aztec West and Cribbs Causeway along with routes already commissioned (Emersons Green - Bristol M3), Hengrove - Bradley Stoke and Cribbs Causeway M2).

We need to commission with public subsidy through WECA some of the start up services in South Bristol / North Somerset (perhaps X75, X76 to the City, Filton, Henbury, Patchway and Cribbs Causeway and across to Bristol Parkway and Emersons Green (MetroBus Phase 3).

We wish to see continued City Council support for the Brislington and Portway Park and Ride services.

There are concerns that if MetroBus is not successful then pushing forward with our first light rail rapid transit route to the airport could be more difficult. Equally, MetroBus needs to show good progress on interchanges at Temple Meads and Parkway so as to improve our chances of getting £47 million of MetroWest Phase 1 money for the Portishead and Severn Beach lines.

On integration we are concerned that the Bristol area MetroBus issues have not been addressed although Bristol has 20% growth on the Showcase routes in the City region including Bath operated by First, HCT Group and Stagecoach West :-

- 1.interchange information and signage at Temple Meads*
- 2.interchanges with other buses at key locations*
- 3.interchange with coaches in Bond Street and the Coach station*
- 4.including the 505 bus in the M2 timetable and map as it operates via Hotwells Road*
- [5.no](#) information on cross-harbour ferries on maps or ferry terminals.*

[6.no](#) details of Freedom Pass rail/bus ticket or the Avon/Bristol Rider tickets and bus ticket machines not registering Freedom passes.

The Mayor also wishes to follow Edinburgh and convert the Temple Meads - Ashton Gate route to the airport to light rail in the future.

What has happened to the Whitchurch – Hengrove Hospital – Hartcliffe - Bedminster – Temple Meads – City Route?

What has happened to the South Bristol Loop route?

- *Metrobus routes should have full access to Bristol Parkway Station and Bristol Temple Meads to enable full and easy interchange*
- *signage for MetroBus interchanges at Bedminster and Parson Street stations and harbour ferries is required.*
- *MetroBuses should serve Aztec West to Lydd Green via UWE*
- *The following locations should be part of the MetroBus network – Yate, Chipping Sodbury, Thornbury, Clevedon, Keynsham and Bath*
- *With the T1, T2 services to Thornbury there are issues with the design of the routes around the town and the need for bus shelter upgrades along the A38 at Alveston, Rudgeway and Thornbury.*
- *In the City centre and BRI there is no disabled access (castle kerbs). If the Yate (Y) services are to move from the bus station then the disabled access will need to be provided.*
- *If the Megabus & Falcon coach services are to move from Bond Street into the bus station (subject to agreement) there should be suitable capacity for them.*
- *Regarding Bristol Airport we support the future provision being for a mass transit light rail link along the South Bristol link/A38 as suggested in the Bristol Airport Towards 2050 Master Plan consultation.*
- *When the Portishead line reopens there needs to be a bus/rail interchange at Ashton Gate*
- *need for MetroBus/rail/ferry ticketing*
- *provision needs to be made for public toilets on MetroBus routes ie City Centre, Bear Pit, Ashton Park*
- *We want WECA/Bristol City Council to provide some public subsidy, at least initially, for MetroBus routes to get them established.*

There is a need to improve and deliver as part of the Metro Mayor's bus review a viable bus network in North and South Bristol, South Gloucestershire and North East Somerset.

Service 10 Southmead hospital - Patchway - Bristol Parkway station - UWE - Lyde Green must be reinstated along with service 16 Bristol Parkway - UWE - Fishponds (Lodge Causeway including the Hillfields estate) - Hanham - Longwell Green.

With recent Council cuts on service 17 Southmead hospital - Fishponds - Staple Hill - Kingswood - Keynsham (subsidy withdrawn on evening and Sunday services) and changes to the service 36 going from the City Centre to St Annes terminating at Brislington Wick Road. It should be noted that the last service 96 (the service 36 partial route replacement service) 96 (Brislington - Hengrove) departing Brislington Square at 19.23 with the last return service from Hengrove leaving Hengrove Depot, Entrance at 1830 (Mondays-Fridays) and no service 96 on Sundays whatsoever leaving sections of the community in South Bristol with very limited orbital public transport connectivity.

Revised services in North East Somerset eg service 179 Bath - Timsbury - Radstock have resulted in cuts with no Saturday or Sunday services and no weekday evening services and on service 178 Bath - Radstock evening and Sunday services have also been cut so it is extremely important to protect the bus network and not reduce journey opportunities for the general public who depend on them.

We want to see continued support for the subsidised bus services that many residents depend on for access to jobs and crucial services. The Mayor must discuss with WECA where the additional money for bus services is going to be found. We have been contacted by residents hit by recently withdrawn services from Wessex. We need to see subsidy important bus services in Bristol, specifically (a) evenings, Saturdays and Sundays on Service 2A, (b) Park And Ride at sites serving Bristol City Centre on Sundays and (c) the Service 10 (previously Wessex) that ran Lydd Green – UWE – Patchway – Southmead Hospital. We also want service 16 Longwell Green - Bristol Parkway reinstated and the maintenance of service 36 at its current level. We note cuts in service 17 which will effect both patients relatives and hospital staff. Workers are really struggling to get to work in a reasonable travelling time and these important services need proper subsidy. We urge the Mayor to ensure that WECA officers are working closely with Bristol and South Gloucester officers on cross boundary routes otherwise orbital routes will become unuseable due to country bus type level service frequencies. The City of Bristol has considerable problems with bus stop rutting eg Fishponds Road by Morrisons supermarket (inbound and outbound stops).

We support the extension of the Bus Shelter advertising concession on the agenda but are disappointed that the replacement of 300 shelters due to finish in 2020 has been delayed for a year. Part of the delay is due to MetroBus but surely this should have been counted as extra infrastructure and not reliant on current spending. We ask that all infrastructure is high quality and accessible for all to ensure that this essential part of public transport adds to the experience and is not a barrier.

Sufficient resource must be given to keep the shelters clean and free of graffiti and to make sure they are well lit . We ask that because of the one year delay in completion, the programme is reviewed and the work scheduled for passenger benefit so that the most used stops are replaced first bringing benefits to the majority first and not the easiest or cheapest first.

DAVID REDGEWELL SWTN/Bus Users South West

Submission to WECA Budget Meeting 18th Jan, WECA Scrutiny 23 Jan , WECA Board & Joint Committee 1 Feb

Public Funding for Bus Services

We are very concerned over the lack of agreed funding and commissioning of bus services that required by the local communities that are not commercially viable. These lack of services are now severe hardship and isolation. WECA have a duty to provide a bus strategy and then to commission such services. This is a particular issue in rural communities such as the 179 which runs from Bath to Midsummer Norton which have no evening, Saturday or Sunday services. In Bristol the 36 and 96 have no evening or Sunday services. Also there are still gaps in provision that need addressing.

Since the creation of the Combined Authority the powers and duties have transferred so we need to see adequate provision of services by the Combined Authority and the budget spent. There are also duties to work closely on cross boundary services especially with North Somerset. We also wish to see a prompt resolution to the MetroBus provision on the South Bristol loop. We welcome the T3 service at Bristol Parkway but the MetroBus infrastructure needs to be built rapidly as the service has started running.

We wish to see budget include the provision for officers to carry out bus and rail services and infrastructure.

Dictated by David Redgewell, Bus Users UK and SW Transport Network.

Statement 3 - Friends of Suburban Bristol Railways



Statement to WECA Mayoral Budget meeting Friday 18 January 2019
And WECA Overview & Scrutiny meeting Wednesday 23 January 2019

FOSBR is concerned that the creation of the Infrastructure and Investment Delivery Plan (IIDP) at the last WECA meeting could become a method to fast-forward the recommendations of the Inspectors of the Joint Spatial Plan in the Emerging Findings and Transport Topic Paper. We request that the IIDP proposals be explicitly made clear and scrutinised by both the constituent councils and the WECA Scrutiny Panel, with regard to the government's Clean Air directives, the Bristol City Council ambition to become carbon neutral by 2030, and the WECA ambitions to ensure modal shift towards active and public transport.

FOSBR requests that a full assessment be made of the environmental sustainability impact of the proposals for any IIDP funding.

Christina Biggs
FOSBR Secretary