

Growth and Regeneration Scrutiny Commission Agenda



Date: Wednesday, 22 March 2023

Time: 5.00 pm

Venue: City Hall, College Green, Bristol, BS1 5TR

Distribution:

Councillors: David Wilcox (Chair), Andrew Varney (Vice-Chair), Tim Rippington, Steve Pearce, Marley Bennett, Emma Edwards, Jenny Bartle, Mark Weston and Kevin Quartley

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Date: Tuesday, 14 March 2023



Agenda

7. Public Forum

Up to 30 minutes is allowed for this item

(Pages 3 - 20)

Any member of the public or Councillor may participate in Public Forum. The detailed arrangements for so doing are set out in the Public Information Sheet at the back of this agenda. Public Forum items should be emailed to scrutiny@bristol.gov.uk and please note that the following deadlines will apply in relation to this meeting:-

Questions - Written questions must be received 3 clear working days prior to the meeting. For this meeting, this means that your question(s) must be received in this office at the latest by 5 pm on **Thursday 16th March.**

Petitions and Statements - Petitions and statements must be received on the working day prior to the meeting. For this meeting this means that your submission must be received in this office at the latest by 12.00 noon on **Tuesday 21st March.**



Growth & Regeneration Scrutiny Commission 22nd March 2023 Public Forum



Public Forum Questions:

Ref	Name	Topic
PFQ1-5	Tom Swithinbank, Redcliffe & Temple BID and Bristol City Centre BID	Strategic Transport & CRSTS
PFQ6-7	TRESA	Strategic Transport & CRSTS
PFQ8-9	David Redgewell, South West Transport Network and Railfuture Severnside. Gordon Richardson, Bristol Disability Equalities Forum.	Strategic Transport & CRSTS
PFQ10-11	Suzanne Audrey	Flood Risk Management Strategy; Western Harbour Update
PFQ12	Joe Banks	Western Harbour Update
PFQ13-17	Martin Rands	Western Harbour Update
PFQ18	Dan Ackroyd	Western Harbour Update

Public Forum Statements:

Ref	Name	Topic
PFS1	Suzanne Audrey	Flood Risk Management Strategy
PFS2	Martin Rands	Western Harbour Update
PFS3	David Redgewell, Somerset Catch The Bus Campaign. Ian Beckey, Gloucestershire Catch the Bus Campaign.	Strategic Transport & CRSTS
PFS4	Brendon Taylor, Bristol Disability Equalities Network and Somerset Catch the Bus Campaign.	Strategic Transport & CRSTS
PFS5	Sue Sage	Strategic Transport & CRSTS
PFS6	Cllr Graham Morris	Strategic Transport & CRSTS



Public Forum Questions

PFQ1-5: Tom Swithinbank, Redcliffe & Temple BID and Bristol City Centre BID

Question 1 and 2

Q1: When will the A4018 / Number 2 bus route consultation report be published?

It would be useful to have this information to be able to liaise with levy payers regarding future plans for Park St and Victoria St.

Q2: Is there a news piece / document that can be shared with local stakeholders regarding the plans and progress for Victoria St?

Officer Response for Q1 and Q2

Communications will follow as the scheme progresses towards delivery, the attached documents are from the consultation leaflet and set out what the scheme will look like. The full consultation report will be released as part of CRSTS Update Cabinet Paper that we intend to bring to cabinet in May.

Note: Please see the end of the Public Forum for the identified additional documents.

Question 3

What is the process and cost for undertaking a consultation and TRO to enable the conversion of parking spaces to outdoor seating for businesses? Businesses on Church Lane, Victoria Street are keen to see that attractive space converted to space for people to enjoy.

Officer Response for Q3

As per the attached documents, there are proposals to increase the amount of footway space around Church Lane and the surrounding area. TROs cannot be used to convert parking to seating areas now as the government has removed this power. The way to do this is through pavement widening using standard highways powers which we are doing already to some extent.

Question 4

Could a city-wide consultation take place identifying 20 locations where a TRO is needed to convert a parking space for seating/scooter/bike parking?

Officer Response for Q4

A TRO can cover a number of areas so this is possible to do but would need to be prioritised by the administration. Noting also the response above relating to using parking bays for seating which we cannot do with TROs either way.

Question 5

Please can you outline the timeline for the new cycle lane and pedestrian crossing of Temple Way at Avon Street? We are aware that local businesses were sent letters with proposed designs last month but there is no online consultation and no reference to next steps.

Officer Response for Q5

We have a number of design and business case processes to go through. Currently we expect to be on site building the scheme in summer 2025. The project team will contact local businesses in due course to update on next steps

PFQ6-7: Chair of TRESA

Question 6

Please can you describe what specific measures are being undertaken to improve the walking and cycling route from Three Lamps junction, over Bath Road bridge towards Temple Meads?

Officer Response for Q6

There are no specific measures being taken through this area as part of the CRSTS programme. There is not sufficient funding in the programme to deal with this issue and any solution will need to also involve development proposals for the Temple Island site and Temple Quarter.

Question 7

Please can you describe what specific measures are being undertaken along Wells Road from Broadwalk down to Three Lamps junction?

Officer Response for Q7

Plans have been updated following the public consultation. Revised plans will be appended to the CRSTS cabinet update report due for publication in May. An update on the consultation report will be published as an appendix of the cabinet report.

PFQ8-9: David Redgewell and Gordon Richardson

Question 8

Will the West of England Mayoral Combined Transport Authority/ North Somerset bus service improvement plan area and Bristol City Council supply Councillors and stakeholders a map of city region ward by ward or County Division showing all the withdrawn bus services gaps in the city region bus and public transport Network showing the area without bus services.

Officer Response for Q8

WECA is the transport authority for the area and responsible for public transport operations. This question needs to go to WECA who can provide the information requested.

Question 9

What discussion is the City Council having with the West of England Mayoral Combined Transport Authority and North Somerset Council over the loss of bus services to schools, colleges and universities? Examples such as service 96 – Hartcliffe, Hengrove, Knowle, Brislington and St Anne's Park serving Brislington School and St Brendon college. Service 10/11 - Avonmouth Dock, Lawrence Weston, Westbury-on-Trym, Southmead Hospital bus station to UWE bus station, and Bristol Parkway. This service will not operate beyond Southmead Hospital bus station so no access to UWE bus station or City of Bristol college or Stroud and South Gloucestershire Council or Aztec West or Marwood or Castle School Thornbury. As Westlink Demand responsive bus services are delayed and not large enough to carry children to school and colleges in Brislington, Knowle, Hengrove, Totterdown and Keynsham.

Officer Response for Q9

There have been numerous discussions regarding supported bus services in the region and the loss of services. Services to be retained have now been agreed as have a number of DRT areas that will be served by the Westlink services. This applies to all supported services including those that served schools, colleges and universities.

PFQ10-11: Suzanne Audrey

Question 10

Bristol Local Flood Risk Management Strategy: How does this Bristol Local Flood Risk Management Strategy 2023 overcome the disconnect between the need for a coherent flood risk strategy with a reasonable certainty of delivery, and the current administration's plans for large-scale development on areas with a known flood risk?

See also: statement PFS1

Officer Response for Q10

The **Local** Flood Risk Management Strategy itself does not provide the link between our strategic flood risk infrastructure proposals (the **Bristol Avon** Flood Strategy) and plans for regeneration of areas at risk of flooding. However, in advance of a new Local Plan for Bristol, a [planning position statement](#) was prepared that addresses this point in the interim period by setting out the adopted and emerging planning policy position in respect of managing flood risk in Bristol. Meanwhile, as our proposals and case for funding the [Bristol Avon Flood Strategy](#) continues to develop, our certainty in delivery also continues to grow. As noted in the position statement, appropriate weight will be given to the Strategy at the time of determining individual applications based on the stage that it has got to at the time of determination of those applications.

Question 11

Western Harbour update: The presentation refers 'additional work' to update the evidence base. Please can you give details of the 'additional work' that is underway to update the council's evidence base in preparation for commissioning the masterplanning team, and whether this evidence will be made available to the public?

Officer Response for Q11

- Further work is being undertaken through the Bristol Avon Flood Strategy that will inform the masterplanning
- New census information will inform the Equalities Impact Assessment
- Monitoring the impact of the CAZ on the traffic flows
- Baseline report being prepared to inform understanding of the area ahead of masterplanning work
- Transport model being updated by WECA which will be used for future transport assessments
- Considering best practice from other regeneration projects on how they have engaged with community representatives as part of the review of the Western Harbour Advisory Group

Baseline information will be made available to the public in due course.

PFQ12: Joe Banks

Question 12

At the council's Cabinet meeting on 12 July 2022 the following decision was taken:

"That Cabinet...Authorised the Executive Director of Growth & Regeneration, in consultation with the Deputy Mayor for Finance Governance and Performance and the Section 151 Officer, to work with Homes England and

WECA to explore, apply for and secure (including agreeing grant terms and conditions), funding to progress the master planning and delivery strategy for Western Harbour up to the value of £3m.”

But at the Cabinet meeting on 7 February 2023, Cabinet was asked to “note” the following:

“The submission of a bid for £5.6m funding from the Combined Authority for the development of the Western Harbour Masterplan and Infrastructure Delivery Plan project.”

The papers for today’s meeting of the Growth and Regeneration and Scrutiny Commission confirm that “In January 2023 the Council submitted a funding application to West of England Combined Authority (WECA) to secure up to £5.6m to deliver the next stage of the project.”

Did Cabinet authorise this funding application up to £5.6m, as it had authorised the funding application up to £3m? And if it didn’t, can you please clarify the role and function of Cabinet authorisation within the council’s Constitution.

Officer Response for Q12

The Cabinet report in July 2022 sought permission to submit a bid of up to £3m, however the finance comments confirm the amount may be subject to change following development of the business case.

The submission of the bid for up to £5.6m was approved using the exceptional approval process. This process is used where the submission deadline for a bid means that it cannot wait for the next Cabinet meeting. In this case the bid was required to be submitted on 12 January 2023. The exceptional approval process requires approval from the Executive Director, the S151 Officer, and the Deputy Mayor – Cabinet Member for Finance, Governance and Performance. This process was followed and the necessary approval in place to submit the bid in January 2023. The bid submission was subsequently notified to Cabinet on 7 February 2023.

PFQ13-18: Martin Rands

Question 13

Why has Cumberland Basin and Ashton Meadows been re-named Western Harbour? Who made this decision, and how and why?

Officer response to Q13

We’ve been referring to the area as Western Harbour as the project focusses on western end of the Floating Harbour. It’s an area that extends from Hotwells to Greville Smyth Park, and includes Cumberland Basin, the New Cut, Ashton Meadows and straddles the wards of Hotwells and Harbourside, Bedminster and Southville. This area has not historically had one name, but was identified in the Local Plan Review as the Western Harbour Growth and Regeneration area in 2019.

Question 14

Ashton Avenue residents particularly, and residents generally have had the 'Sword of Damocles' hanging over us since the ARUP report was released in 2019 and favoured the 'Eastern Option' for road re-building at Avon Crescent and Underfall Yard. Despite numerous requests to take this option 'off the table' the council has consistently refused to do so. This option would demolish people's council houses at Ashton Avenue. Why does the council continue to refuse to take the Eastern Option off the table?

Officer response to Q14

The council has not made a decision on the future layout of the road. The funding requested from WECA will need to undertake further work on how the council can replace and/or renew the road network. Until this has been done the council is not in a position to take options “off the table”.

Question 15

Will Legal & General be the development partner working with Homes England?

Officer response to Q15

The masterplan process will begin to identify how the regeneration at Western Harbour can be delivered. No decisions have been made.

Question 16

I am concerned that the same thing could happen here with Homes England as happened with The Bristol Arena. Are you certain that there have not been any secret negotiations or deals struck between parties?

Officer response to Q16

Officers are working on the basis that the masterplan will identify potential delivery routes.

Question 17

Is the intention to grant separate parcels of development land to different developers, or to find one developer to undertake the entire development? If so, is the intention that they build in the concrete flood defences, as an intrinsic element of the scheme?

Officer response to Q17

Unable to answer this question at this moment in time. The masterplan process will identify the most appropriate delivery route for the scheme. Delivery of the flood defences will be an intrinsic element of the scheme.

PFQ18: Dan Ackroyd

At the 14th February "Overview & Scrutiny Management Board" a question was asked about the potential for conflict of interest between their business goals and their representation on the cabinet.

The answer given was that there was no conflict of interest, and to some extent it seemed the question was not understood.

For the planning application 22/05943/X I do not understand the motivation behind it. But I do know for people who live, walk or cycle in the area it is clearly not in their interest to:

* have pavements completely lacking trees for shade, which makes the area very hot.

* have a curving road returned to it's "raceway" configuration.

* to have important parts of planning applications be abandoned for no clear reason.

What processes are in place to prevent to prevent groupthink, where the interests of some people are overlooked by planners and members of the executive getting caught up in the excitement of one project; making choices that prioritise delivering that project, to the detriment of other older projects, that they are not as excited to be delivering?

Additionally, if no rules would have been broken by the removal of conditions through planning application 22/05943/X, then should some rules be introduced? There are going to be huge conflicts between different

aspects of the Western Harbour project. Having attempts to just drop parts of some planning applications seems hugely undemocratic.

Officer response to Q18

Planning application 22/05943/X is currently being assessed. Planning applications are dealt with by professional planning officers against Development Plan policies and do not fall within the remit of the G&R scrutiny commission.

Public Forum Statements

PFS1: Suzanne Audrey

In April 2019 the Environment Agency expressed concerns about an apparent disconnect between the development of a coherent flood risk management strategy and proposals for large-scale development on sites in Bristol with a known flood risk. ['Plans for growth in Bristol seem disconnected from a flood risk strategy' \(bristol247.com\)](https://www.bristol247.com)

Four years later, 3 March 2023, in relation to a planning application from Goram Homes (Bristol City Council's own housing provider) for the site of the Caravan Club on Cumberland Road, the Environment Agency's objection included the following (my highlighting):

"We remain concerned based on our extensive experience managing major flood events that design flood depths of the magnitude posed at this site pose a significant risk to life and the mitigation measures proposed are inadequate, as set out in our previous responses.

"In summary the new information submitted, rather than seek to revisit and/or adjust the scheme layout to appropriately mitigate flood risk as we have previously suggested, aims to further justify the approach taken. In part **placing reliance on strategic flood defence infrastructure, which does not yet have any reasonable certainty of delivery.**

"We are not able to change this position until we have sufficient certainty the strategy will be delivered. We are working with Bristol City Council on this, but until that time, individual sites will need to manage flood risk according to national planning policy and guidance on a site by site basis, without any reliance on potential future strategic infrastructure." [21/01331/F | Erection of residential dwellings \(166\), commercial floorspace, integrated car and bicycle parking, refuse storage, landscaping and associated infrastructure and services. | Caravan Club Cumberland Road Bristol BS1 6XG](#)

This suggests that the council's own housing company is attempting to circumvent local and national flood risk management strategies.

This does raise the question: Is there a continued disconnect within Bristol's current administration between the need for a coherent flood risk management strategy with a reasonable certainty of delivery, and plans for large-scale development on areas with a known flood risk?

PFS2: Martin Rands

I live within the 'Western Harbour' redline boundary. I think the name 'Western Harbour' was wrongly imposed on us.

Where did this bland marketing name come from? There are numerous 'Western Harbours. We already have too many River Avons!

It was outrageous that The Mayor took a Cumberland Basin sales brochure and touted it around China and Malaysia without any democratic support. i.e. the backing of council members. Cumberland Basin is public land owned by the city. It should not be given away by one man to Chinese investors.

Luckily, it seems as though those investors didn't want to take on such a complex challenge, and it seems that Homes England will now do what they can. Possibly with Legal and General or similar. Along the lines of Arena Island.

My view is that Cumberland Basin could be developed once traffic and flooding issues are resolved. I think it would be very wrong to build on Ashton Meadows south of the river.

Ashton Meadows is a special green and ecologically important space, much loved by Bristolians from all over the city. The mantra that Cumberland Basin is presently inaccessible is nonsense.

Rather than try to persuade developers to take on 'Western Harbour' plots, conditional on the developer(s) paying for intrinsic concrete flood defences, the council should apply for funding from central government/W.E.C.A. to build a tidal barrier downstream, near the M5 bridge. When the barrier is closed and river is empty, it could act as a sump for fluvial river flow, to be emptied on the next low tide.

Another bridge should be built downstream across the river to relieve motor traffic flow. Heavy through-traffic should not be coming into Bristol via Hotwells at all.

Motorway signage should divert M5 traffic away from Hotwells (in agreement with the Highways Agency) A tram system should be installed on the Portway.

Concrete flood defences for Bristol rather than a downstream barrier will be unsustainable. It will demand hundreds of thousands of tonnes of steel and concrete, and there are serious Docks Heritage issues to work sympathetically around. Simply rebuilding the road system deeper into the city will likewise be extremely steel and concrete heavy, and will likely be challenged. It will also disrupt the movement of maritime traffic. The Plimsoll and Junction Lock swing bridges are functional, allow non-masted boats easy passage without motor traffic disruption. Tyre noise rises, so the environment will become noisier if all the roads are rebuilt 'at grade'

There are very good reasons why Chinese investors did not bite the hand off the bearer of the gift of Cumberland Basin.

It sounds as if Homes England will attempt piecemeal development of Cumberland Basin parcels of land, but its hands are going to be tied by motor traffic and flooding constraints.

Deal with the flood risk and motor traffic issues first would be my advice. You are putting the cart before the horse.

PFS3: David Redgewell and Ian Beckey

With 42 plus bus services being withdrawn in the West of England Mayoral Combined Transport Authority area and into North Somerset Council area in April 2023 and in June 2023 many communities of the West of England Mayoral Combined Authority will be left without any public bus services.

We must make this clear this is in urban Greater Bristol and Bath city region where Westlink Demand responsive bus services are not available.

School and colleges journeys, Brislington School and St Brendon College from St Anne's Park, Brislington, Knowle, Hengrove, Hartcliffe, South Bristol Hospital.

Service 96, St Anne's Park, Brislington, Knowle, Hartcliffe.

Service 91 Bristol Knowle Hengrove Hartcliffe is withdrawn.

Service to South Gloucestershire College and City of Bristol College, Filton.

The bus services are withdrawn from Avonmouth Dock/ Severn Beach.

10 Lawrence Weston, Westbury on Trym Southmead hospital bus station, UWE bus station, Bristol Parkway station, Bradley Stoke, Aztec West, Hortham Alverston ,Thornbury.

Planned to be withdrawn between Southmead hospital bus station, UWE bus station, Bristol parkway and Thornbury.

Service 11 Shirehampton,Westbury on Trym,Southmead hospital,bus station

UWE bus station and Bristol parkway station.

No link between Bristol Southmead hospital and Bristol UWE and Bristol parkway station.

No service to UWE bus station and south Gloucestershire and Stroud college and city of Bristol college.

Stagecoach west have asked the west of England mayoral combined transport Authority to extend service 10 11 from Southmead hospital bus station and UWE bus station to Bristol parkway station.

Service 10 Southmead hospital bus station to UWE bus station Bristol parkway station Bradley stoke Aztec west Hortham Alverston Thornbury.

Service 622 Cribbs causeway bus station, Olveston, Alverston Thornbury. Tytherington, Yate bus station and Chipping Sodbury. Links cut to Marwood School and Castle school Thornbury. With only 16 seater Demand responsive bus services to replace Double Decker buses.

96 Hartcliffe Hengrove Knowle Brislington St Anne's park.

Connections at Brislington for 349 A4 to Keynsham schools.

Southmead hospital bus service cuts.

See service cut from Bristol St Phillips marsh, Barton hill Easton, Eastville Park Horfield Southmead hospital bus station.

Withdrawn.

Service 17 keynsham town centre railway station Hanham, kingswood corsham hospital Hillfield staple hill Fishponds Eastville park, Horfield Southmead hospital bus station.

Evening service withdrawn.

Reductions on Southmead to Bristol Bus Station Service.

Y6 Southmead Hospital Bus Station, Cribbs Causeway bus station, Bristol parkway station, Winterbourne, Frampton Cotterell, Coalpit heath, Yate bus station.

Reductions in service.

Avonmouth Dock, Lawrence Weston, Westbury-on-Trym, Southmead Hospital Bus Station Service 10

Service 11 Shirehampton, Westbury on Trym, Southmead hospital bus station. Both services proposed being withdrawn to UWE bus station and Bristol parkway station.

The only service from Southmead hospital bus stations are First Group plc West of England buses.

Southmead hospital bus station, Horfield, Eastville, Stapleton Road station, Easton,

Old Market, Broadmead, Bristol city centre, Bedminster, Southville, Ashton Gate.

24 Cribbs Causeway bus station, Brentry, Henbury, Southmead hospital, Gloucester Road, Horfield, Bishopton Bristol city centre Redcliffe Bedminster parson street Hartcliffe Hengrove hospital.

505 Long Ashton Park and Ride, Clifton Down station, Horfield, Southmead hospital bus station.

13 Bristol City Centre to Bishopton, Horfield, Southmead Hospital Bus Station to Sea mills, Shirehampton, Dursey road.

But we are very concerned about access to the Regional hospital at Bristol Southmead hospital NHS North Bristol Trust. With the 47 Bristol city centre to St Paul, St Werburgess, Eastville park Fishponds road Fishponds, Oldbury court, Downend, Emerson Green, Puckchurch, Westerleight, Yate bus station also withdrawn passenger can not interchange at Tesco Eastville for the 17 to Southmead hospital bus station.

South Bristol hospital lost the

516 Whitchurch estate Hengrove Hospital, Knowle.

96 St Anne's park, Brislington, Knowle, Hengrove hospital, Hartcliffe

91 Bristol city centre, Bedminster, Knowle, Hengrove hospital, Imperial Park, Hartcliffe.

52 Bristol city centre, Hengrove hospital, Bishopsworth.

636 Keynsham, Stockwood, Whitchurch

All hospital bus services.

In Paulton Somerset hospital.

Service 82 Radstock, Westfield, Midsomer Norton, Paulton.

Bath spa bus and coach station

Peasdown St John, Radstock, Westfield, Midsomer Norton, Paulton, Wells bus and coach station.

Evening service.

179 Bath bus station, Timbury, Paulton, Midsomer Norton.

786 Bath to Timbury, Midsomer Norton, Radstock.

In view of these hospital bus service cuts and service to schools and colleges, what discussion took place at West of England Mayoral Combined Transport Authority and North Somerset Council with school college and universities about bus services cuts and University Hospital Bristol and Weston NHS Trust North Bristol NHS trust.

The North Somerset Bristol and South Gloucestershire Integrated Care Board.

The Bath Swindon and Wiltshire Integrated Care Board.

Government guidelines for Bus service improvement plan money and covid 19 bus operators recovery grant say the access to work, school, colleges, University, Hospitals, food shopping and Heath care are very important.

So did the Transport Authority even though the money is through the transport levy from Bristol city council, South Gloucestershire council, Banes council.

Talk to the other vital public bodies. The present situation leaves children and students unable to get to school and colleges. University. Patients and staff without bus link railway stations to Southmead hospital.

A point raised by First group plc Great western railway and stagecoach west and bus railway integration meeting on Monday with the west of England mayoral combined transport Authority and Sevenside rail partnership.

The children who use the 47 From Bristol city centre to St Paul, St werburgess, Eastville park, Fishponds and Oldbury Court Downend will have to use the Bristol Temple Meads station to Montpellier station as they have no other public transport.

As 47 and 506 Bristol city centre St Phillips, Barton Hill, Lawrence Hill, Easton, Eastville, Horfield, Southmead hospital bus service is withdrawn.

No service Twerton to Bath university.

Whilst we welcome West of England mayoral combined transport Authority and North Somerset council improvement to main line bus frequency with first group plc west of England buses, of £11 million pounds buy peak and higher frequencies.

And the mainly deep rural plus Bristlington knowle Hengrove keynsham Totterdown Demand responsive bus services.

And Avonmouth and Severn Beach.

Most of Greater Bristol and Bath city region urban areas has no Demand responsive bus services.

And unless the model is changed to 27 to 30 seat buses with some timing points like Wiltshire council service Devize to Pewsey, the children and students will not have a enough seats for school and colleges journeys.

Please will the metro mayor Dan Norris hold talks with the local councils Bristol city council, Banes, South Gloucestershire Council and North Somerset Council.

And public bodies Health and Education on bus service cuts.

We welcome investment in new Bristol Temple meads station to Gloucester central trains service.

Bristol Temple meads station Bath spa and Westbury train service.

By first group plc Great western railway metro west.

And we must go ahead with mass transit light rail system.

We welcome Demand responsive bus services in rural areas.

Linked to main line buses coaches and train services.

PFS4 Brendon Taylor

Statement previously submitted to West of England Combined Authority Scrutiny and Overview Committee, 13 March 2023.

We are very very concerned about the loss of West of England Mayoral Combined Transport Authority and North Somerset Council support bus services being withdrawn on the 1st April 2023 and June 2023 funded by the transport levy from Bristol City Council, Banes and South Gloucestershire Council.

Especially the 96 St Anne's Park Brislington, Knowle, Hengrove Hospital, Whitchurch, Hartcliffe.

With no replacement bus service for passengers travelling to colleges and schools and South Bristol hospital having to bus service.

With 52 Bishopsworth to Bristol city centre via Hengrove hospital cancelled.

516 Whitchurch Estate Hengrove hospital Bristol cancelled.

636 Whitchurch, Stockwood, Keynsham bus service cancelled.

91 Bristol City Centre to Bedminster, Hartcliffe.

23 Ashton Vale, Southville, Bedminster, Redcliffe, Bristol Broadmead

512 Hengrove to Bedminster.

511 Totterdown to Bristol.

513, 514 Brislington, Knowle

47 Yate Bus Station, Westerleigh, Puckchurch, Emerson Green, Downend, Oldbury Court, Fishponds Road, Eastville Park, St Werburgs, St Paul's, Bristol City Centre.

508 Bristol City Centre, St Phillips, Lawrence Hill, Easton, Eastville, Horfield, Southmead Hospital Bus Station.

10/11 Avonmouth Dock/ Shirehampton, Westbury-on-Trym, Southmead Hospital Bus Btation, UWE Bus Station, Bristol Parkway Station, Bradley Stoke, Aztec West, Hortham, Alverston, Thornbury.

Withdrawn section Southmead hospital bus station to Thornbury

By the metro mayor Dan Norris.

Because the council failed to fund the Transport levy. But froze the levy leading to 42 bus services being withdrawn; the largest number of bus service withdrawn in any city region in England..

In June in South Gloucestershire council:

84/85 Yate Park and Ride, Yate Railway Station, Yate Bus Station, Charfield, Wickwar Wootton-under-edge.

622 Cribbs Causeway Bus Station, Olverton, Alverston, Thornbury, Yate bus and coach station.

17 Keynsham, Kingswood, Corsham Hospital, Hillfield, Staple Hill, Fishponds, Eastville Park, Horfield, Southmead hospital bus station.

Evening service

672 Bristol Bus Station, Bedminster, Highridge, Dundry, Chew Valley.

82 Radstock, Westfield, Midsomer Norton, Paulton.

768 Bath to Timbury, Paulton, Midsomer Norton, Radstock.

179 Bath Spa bus and coach station, Timbury, Farmborough, Paulton, Midsomer Norton.

172 Bath Spa bus and coach station, Peasdown St John, Radstock, Westfield, Midsomer Norton, Paulton, Wells bus and coach station.

With all these main line bus services being withdrawn we are now very concerned that the bus contract for the Demand responsive bus services via we DRT and E-zec medical service merger with ERS medical services have failed to find enough Bus drivers to run the service from 1st April 2023.

So there are concerns that Brislington, Knowle, Hengrove, Totterdown may not have a local bus service.

Keynsham town service to Saltford Whitchurch.

Chew valley area link to main line bus on 376, 172 street Glastonbury Wells bus station to Bristol Temple Meads station and Bristol bus and coach station.

And the Scottish City Link Falcon coaches from Plymouth, Newton Abbott, Exeter, Cullompton, Wellington, Taunton Bridgwater, East Brent, Churchill, Bristol Airport, Bristol Bond street.

Service around Avonmouth and Severn Beach.

Service in rural areas out of Yate Bus Station, Chipping Sodbury.

Thornbury toward Wotton under edge.

Midsomer Norton and the Somer Valley.

With the only bus service improvement plan routes being 522 Bristol bus and coach station, Bristol Temple Meads Station, Arnos Vale, Keynsham, Marksbury, Timbury Paulton, Midsomer Norton, Westfield, Radstock, Peasdown st John and Bath spa bus and coach station.

525 Emerson green Puckchurch Westerleight Yate bus station Yate North.

With the government minister Lee Rowley local government minister Department for leveling up and Mark Harper MP Secretary of State for Transport looking at the governance of the west of England mayoral combined Authority with North Somerset council.

We are shocked and very disappointed that so many communities will be cut off for bus services and now with no Demand responsive bus services in place either in some case not until the summer.

Leave people unable to get to work school college university hospital and medical services or even food shopping.

Whilst main line bus services are welcomed the investment in main road bus service of 7 million pounds in the west of England mayoral combined transport Authority and 4 million pound in North Somerset council.

Awarded to First group plc owned by pension funds staff unions and small shareholders.

Many other communities are cut off from the Public transport Network in the west of England mayoral combined transport Authority and North Somerset council area.

Railway services on metro west railway are also welcome at Bristol Portway parkway.

Gloucester central to Westbury line train every half hour from May.

Cam and Dursey, Yate, Bristol Parkway Station, Filton Abbey Wood, Bristol Bristol Temple Meads Station, Keynsham, Oldfield Park, Bath Spa, Freshford Avoncliff, Bradford on Avon, Trowbridge, Westbury.

But the West of England Mayoral Combined Transport Authority and North Somerset Council needs a universal public transport Network bus coach and ferry service like Transport for London.

PFS5 Sue Sage

My name is Sue Sage. I live in Shirehampton and have used the bus service provided by First Group West of England buses and Stagecoach West.

I find stagecoach west buses very clean and well presented.

But First Group plc West of England buses have very poor cleaning standards and poor bus washing. As a result many people in the village use Uber or Bolt if travelling in a group instead of the dirty 3 and 4 buses to Bristol.

Or the train to Clifton Down station Montpellier Redland for Gloucester Road and Bristol Temple meads station with bus to the city centre.

But I was shocked to told by the Stagecoach West driver that the service 10 / 11 I use to Bristol Parkway station and Thornbury is to be cancelled by Bristol City Council and South Gloucestershire Council no paying the metro mayor Dan Norris no run the bus service.

The buses will good from Avonmouth Dock Lawrence Weston, Westbury-on-Trym, Southmead Hospital bus station, UWE bus station, Bristol Parkway Station, Bradley Stoke, Aztec West, Hortham, Alverston, Thornbury.

Service 10, Service 11, Shirehampton, Westbury-on-Trym, Southmead hospital bus station, UWE bus station and Bristol Parkway station.

But as a result of funding cuts myself and my son will not be able to travel to Bristol Parkway to get the train saving a long journey via Bristol Temple meads. We also catch National Express coaches and Megabus at UWE bus and coach station.

But my neighbours children go to college at Filton to city of Bristol college, now have no bus service.

The lady at the West of England mayoral combined Authority told me that the councils were cutting 42 bus services due to the lack of the west of England mayoral combined transport Authority and North Somerset council levy payments being cut.

I asked at the dial a Ride bus Westlink but was told these are not operating in Bristol except Severn Beach and Avonmouth, Brislington, Keynsham and Totterdown.

So it appears my local councillor may have support the bus cuts Don Alexander. But these are essential bus services for people in the village going to North Bristol for Education, health visits, work and university.

When service 10 / 11 just run from Avonmouth Dock and Shirehampton via Westbury on Trym Southmead hospital bus station.

North Bristol is now having deep bus cuts.

The Shirehampton to Bristol city centre and Broadmead 3 / 4 are not very frequent at night and Sundays from 3rd of April 2023.

The west of England mayoral combined transport Authority is not putting back the night services.

The park and ride bus service to Bristol city centre, Bristol Temple meads station and now to Brislington park and ride has no evening service. But will not stop at Arnos vale or Brislington.

The 3 4 services are going back to 2019 levels, just daytime services to 2019 levels.

I welcome the new station at Portway parkway for trains to Clifton Down station, Redland, Montpellier and Bristol Temple meads station with First group plc Great western railway. But the railway lines need more ticket machines

and you should be able to buy bus rail integration tickets like those in the West Midlands combined transport Authority.

I feel apart from keeping the service 13 Shirehampton to Bristol city centre service which should start from the park and ride railway station we need the Henbury loop line open.

Shirehampton bus service is getting far worse from April 2023 with 42 bus routes being cut in the city region. We ask bus city council to ask the west of England mayoral combined transport Authority and North Somerset council and Dan Norris to work with the council and start replacement of these vital public bus services using Government funding from bus service improvement plan and transport levy.

I feel this is the worst level of bus services in Bristol since 2008. The bus shelters also appear to be cleaned in Bristol with fly posters and graffiti not being removed especially in Bristol city centre and Gloucester Road.

We need bus rail interchange information at Clifton Down station.

PFS6 Cllr Graham Morris

In response to the agenda item I would like to add the following comments.

Following the consultation (which took place 29 November 2021 to 28 January 2022) there has been no visibility of the feedback from local residents. How can we determine the views of the community if the consultation feedback has not been shared? It has been 14 months since the consultation has finished. Will the results be shared with members?

We would like to remind the council that the number 2 bus route starts in Stockwood and not at this junction as there was no consideration for improvements to active travel in other parts of Stockwood Ward. As a result, during the feedback Councillors Jonathan Hucker and Graham Morris, working with officers, submitted plans for a series of road crossings and other traffic measure for the upper half of Sturminster Road / Craydon Road, Holloway Road, Stockwood Lane and Stockwood Road. There has been no update on how these plans are progressing despite requests.

Floating bus stops. At Full Council the Mayor defended the delay to road improvements on Park Row partly due to concern over 'floating bus stops'. This proposal at West Town Lane will see one installed. If concerns have been raised in one location then this needs to be shared across the city and have a corporate strategy.

As we have mentioned previously we are very concerned over the proposals to relocate the bus stop by Hither Bath Bridge. This bus stop is best suited to support the Imperial Sports Ground and the proposals will make it harder to access the Imperial Sports Ground by public transport. As Councillors we regularly get feedback from residents that the nearby streets become near gridlocked at key moments during the evenings and weekend mornings particularly. This proposal will do nothing more than move the nearest bus stop further away the destination, thus reducing likelihood people will take public transport to the site. If you do plan to remove this bus stop you do not need to relocate it. The new point of relocation is around 100 yards from the existing bus stop at West Town Lane Academy so it would be ridiculous to have a bus stop this close to the existing bus stop.

We are also surprised there has been no engagement with Imperial Sports Ground to understand their aims and objectives to see if these improvements can benefit the charity and the site users. This site receives thousands of visitors a week so this is important to engage.

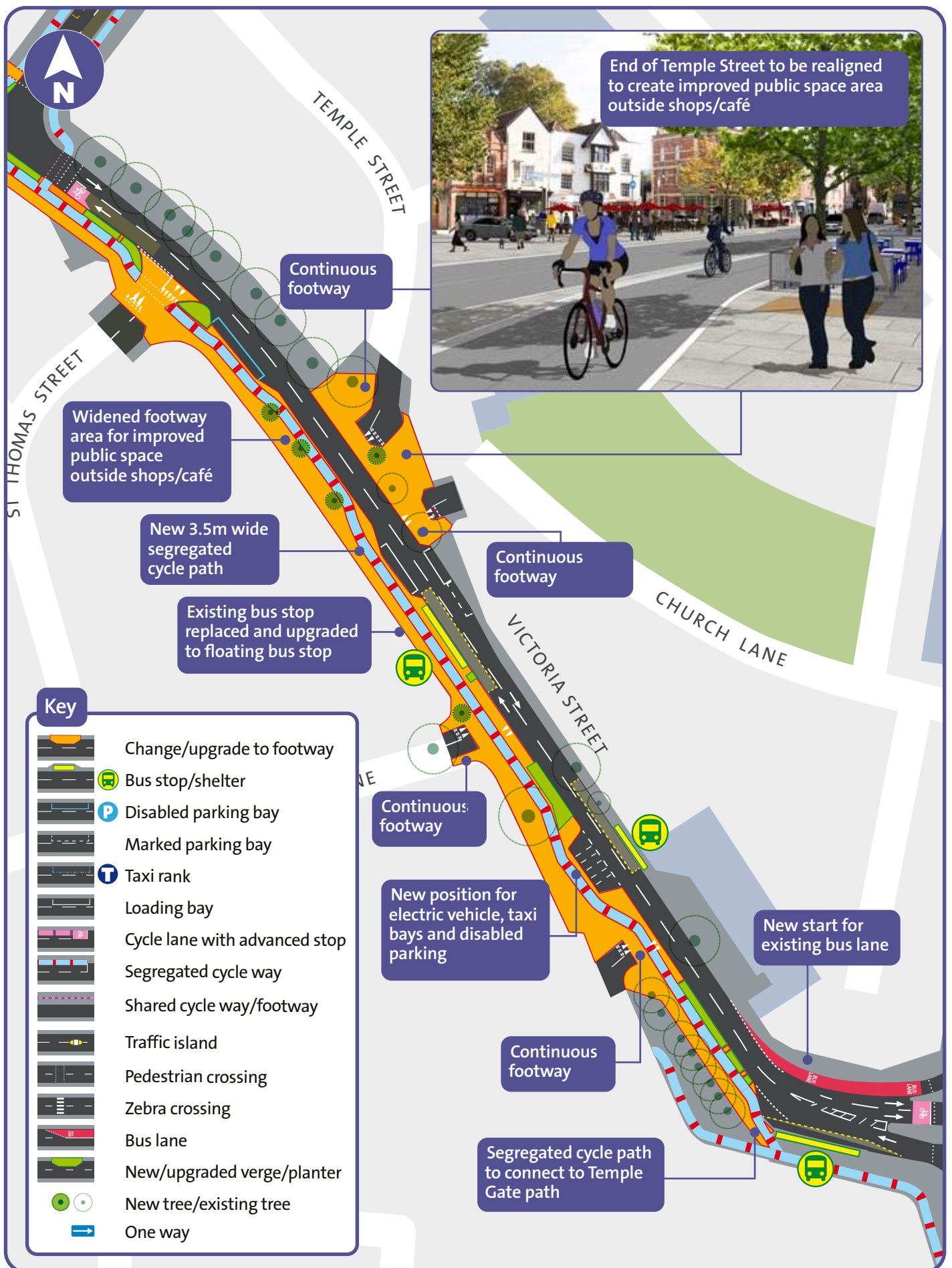
The bike lane. How likely will this be used? Human nature will tell us that cyclists will not come off the national cycle network, cross over at the lights and down the new lane, wait at the next crossing to continue their journey. More likely they will continue down the near side of Sturminster Road and use the main roads to enable them to cross.

Any changes to enhance active travel need to start with road crossings. It will also need a degree of parking restrictions, such as double yellow lines. We expect opportunity to work with officers to raise the concerns of local residents.

We are happy to engage with this project, as we already have done, to see change and consideration to all parts of this bus route and Stockwood Ward. In return we would like detailed updates of plans for elsewhere in Stockwood Ward on the number 2 bus route.

We want to see improvements to active travel throughout Stockwood Ward. Please work with us to make walking and crossing the roads safer for all.

Victoria Street – proposed changes



What are we proposing?

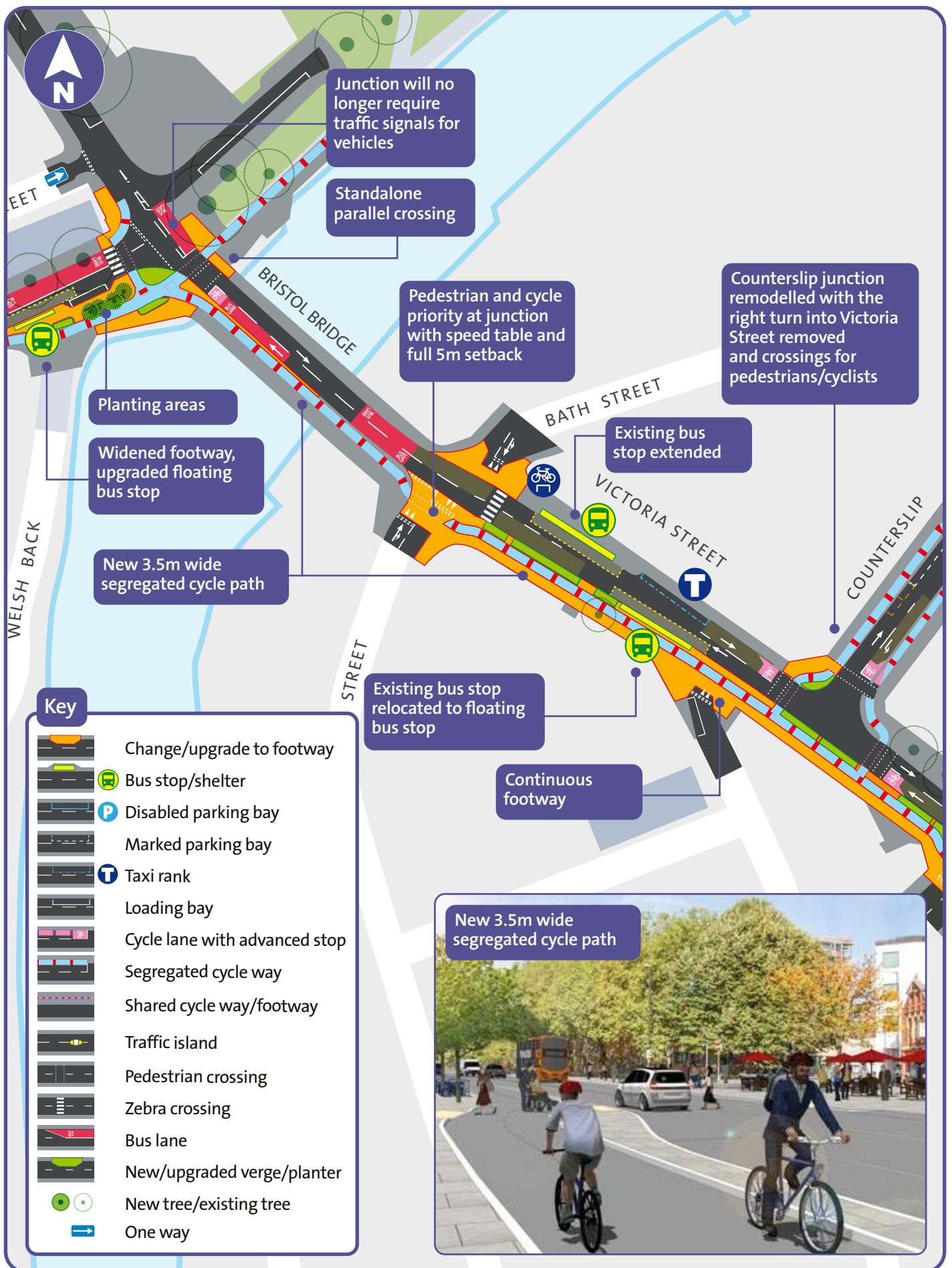
- A cycle lane, continuous and new widened footways, with loading bays and disabled bays along the west side of Victoria Street.
- New floating bus stops would allow the cycle lane to run behind.
- Continuous footways and narrowing of junctions at Temple Street and Church Lane allowing for increased public space.
- Remove existing outbound bus lane to reflect new low traffic street.

Why are we proposing this?

The removal of traffic from Bristol Bridge allows the cycle lane to be continued. The additional public space will be used to provide seating in an area that has many offices and a busy lunch-time economy.

Widened and continuous footways over junctions make this a safer and more pleasant space, with increased public space opportunity.

Victoria Street/Bristol Bridge – proposed changes



What are we proposing?

- The Bristol Bridge/Baldwin Street/High Street junction would no longer require traffic signals, although a signalised pedestrian crossing would be included between Castle Park and Baldwin Street.
- A new cycle lane over Bristol Bridge in addition to the existing bus gates.
- Floating bus stops in front of the cycle lane on Victoria Street and pedestrian and cycle priority at Redcliff Street junction.
- The right turn into Victoria Street from Counterslip junction would be removed and connection crossings for pedestrians and cyclists provided.

Why are we proposing this?

In July 2021 the bus gate system in and around Bristol Bridge was made permanent which stopped through traffic travelling along Baldwin Street, High Street and over Bristol Bridge. The proposals for this section build on the space created and make it better for public transport, pedestrians and cyclists. The junction would be de-signalised for motor traffic other than a signalised crossing for pedestrians and cyclists.

Responses to the previous engagement asked us to provide segregated cycle lanes along the route. Our proposals include a segregated cycle lane on the western side of the bridge. The cycle lane is continued along the western side of Victoria Street to connect to the existing cycle lane at Temple Meads.