

Transport and Connectivity Policy Committee Supplementary Information



Date: Thursday, 12 September 2024

Time: 5.00 pm

Venue: The Council Chamber - City Hall, College Green, Bristol, BS1 5TR

6. Public Forum

(Pages 3 - 14)

Answers to the Public Forum Questions received.



Transport and Connectivity Policy Committee 12th September 2024



Public Forum Questions and Answers

The following Public Forum Questions have been received for the Transport and Connectivity Policy Committee 12th September:

Public Forum Questions

- Question 1: Nigel Bryant – Noise Levels on Anchor Road
- Question 2 A,B: Chris Whitfield – EV Charging for terraced homes
- Question 3: Steve Duddell - Cheltenham Road/A38 resurfacing
- Questions 4 & 5 A,B,C: David Redgewell, South west transport Network and Railfuture Severnside – Bus Services
- Questions 6, 7 & 8: Ian Pond, Bristol Cycling Campaign – Bristol Cycleways
- Question 9, 10 & 11: Matt Saunders – Bus Gates
- Question 12: Cllr Shona Jemphrey – East Bristol Liveable Neighbourhood trial
- Questions 13 & 14: Ian Beckey Living Easton and Railfuture Severnside & Rosa Kell Somerset catch the bus campaign and Gloucestershire catch the bus campaign - Public Transport



Public Forum Questions

Question 1: Nigel Bryant – Noise Levels on Anchor Road

Preamble

As a resident on Lime Kiln Road for 4 years I have experienced increasing levels of excessive vehicle noise from Anchor Road, particularly due to motorcycles with illegally modified exhausts. The noise levels are way in excess of current legal limits. Some of these motorcyclists are travelling at excessive speeds and I have witnessed pairs of motorcycles racing along this section of road which now appears to be a popular location for speed trials. The noise is occurring throughout the day and night usually starting at around 6.45am on weekdays. This is in an area containing several residential blocks and a relatively large hotel.

It has been widely reported that higher noise levels from traffic can lead not only to stress and sleep disturbance but also to an increase in an individuals' risk of developing more serious health problems such as heart disease or diabetes. A recent study estimated close to a hundred thousand disability adjusted life years (DALY) lost due to road-traffic noise in England.

<https://ukhsa.blog.gov.uk/2023/06/29/noise-pollution-mapping-the-health-impacts-of-transportation-noise-in-england/>

<https://www.sciencedirect.com/science/article/pii/S0160412023002398#:~:text=Results,%E2%88%BC17%2C000%20from%20aircraft%20noise>

There is also a clear danger of road traffic accidents from those vehicles travelling at excessive speeds.

On top of this, Anchor Road seems to be treated with an "anything goes" approach by contractors/services operating in the area - late night roadworks with loud drilling equipment, emptying of bottle bins by glass recyclers at 5am, loud road sweeping vehicles passing at 11pm. These are just a few recent examples. If this was a residential street in Clifton these things would simply not be happening. Noise is a real menace in this area and is severely affecting the quality of life and health of residents.

For these reasons I am requesting that noise cameras are implemented in the Lime Kiln Road area of Anchor Road so that the offending vehicles can be identified and allow police to enforce noise laws

Question 1: Will the council please install noise cameras in the Lime Kiln Road area of Anchor Road so that excessively noisy vehicles can be identified and allow police to enforce noise laws?

Officer Response:

The Environmental Protection Act 1990 specifically excludes local authorities from being able to enforce noise pollution on the highway so the council does not have authority to install noise cameras. Under the provision of The Road Vehicles (Construction and Use) Regulations 1986, the Police have powers to issue Fixed Penalty Notices against users of vehicles that exceed legal noise levels, and may have the ability to use noise cameras. The Conservative Government's Plan for Drivers (point 22) states that they were going to "Allow local councils to roll out noise cameras to target unacceptable vehicle

modifications”, you might want to contact your MP to find out if this is still planned by the DfT under the new Labour Government.

In relation to the use of highway by contractor and service vehicles, the council does require planning applicants for development and construction projects to provide a Construction Traffic Management Plan as part of a planning application and this requires the approval of the Highways Authority.

Question 2 A & B: Chris Whitfield – EV Charging for terraced homes

I live in a terraced home on Bishop Road and so don’t have access to a driveway to park my car. I want to get an electric car to reduce my emissions, however it would be financially possible only if I am able to charge at home. I have seen that other councils, such as Oxford City Council, Milton Keynes, Reading, Durham and Cornwall councils are trialling EV charging gullies (Kerbo charge) which don’t cause an obstruction to any pedestrian or wheelchair user. Here is a recent article on this from the BBC <https://www.bbc.co.uk/news/uk-england-beds-bucks-herts-64887387>

My questions are:

- A) How does the council expect residents living in terraces to charge any EVs they own?
- B) Can I trial, at my own expense, a charging gully system like the one currently trialled elsewhere?

Officer Response/s:

Bristol City Council’s position on cross pavement charging solutions can be found [here](#). The council does not currently permit these solutions due to concerns regarding safety, maintenance, the allocation of public highway space for individual private use and practical challenges around enforcement.

The council will continue to review its position considering forthcoming government guidance and the numerous trials occurring in different local authorities.

In the meantime, around £10 million of electric vehicle charging infrastructure is planned for delivery in Bristol before March 2027 of which on-street charging will play a significant role.

In the short term at least 150 lighting column charge points are planned for installation before March 2025. Locations will be prioritised by demand for EV charging and lack of off-street parking with further information to follow.

Question 3: Steve Duddell - Cheltenham Road/A38 resurfacing

The lower part of Cheltenham Road/A38 (from Arley Hill/Bath Buildings to Stokes Croft, perhaps 200 metres in all) was resurfaced last year. This was much appreciated by those using it regularly.

Regrettably, the upper part was not, and it continues to degrade. In particular, the bus/cycle lane outside Montpelier High School and south to Bath Buildings is in a dire state. Temporary pothole fillings have not addressed the longstanding dips, ruts, channels and raised edges which will get worse over winter if not addressed.

It is of course appreciated the funding is limited, but the risks, particularly to those cycling or scooting in busy traffic, are serious. There is often no chance of avoiding the hazardous surface when competing in the reserved lane with other traffic including buses, taxis and motorcycles.

Repeated attempts to report the surface through the Council's recommended channels have led to the response that no action is required. This makes no sense when the upper part of the same road has been comprehensively addressed. This is possibly the busiest access route into and from the city centre for active travel (excepting the BBR Path) and should be treated as an urgent priority.

Question: Will the Committee commit to seeking funding to ensure completion of this necessary work urgently?

Officer Response:

The remaining section of Cheltenham Road, between Cotham Brow and Arley Hill is due to be patched this financial year to repair any foundation issues in the lower layers of the road. The road will then form part of a citywide Micro Asphalt programme of works for the summer of 2026. Micro Asphalt is a preventive maintenance technique, which has regulatory properties, so providing an improved running surface. As means of comparison, similar work was carried out at North View in Henleaze a few years ago.

Question 4 & 5: David Redgewell

Question 4:

Whilst we very much welcome Bristol city council bus service review especially in view of the fact the west of England mayoral combined transport Authority and North Somerset council joint arrangements are in special measures and subject to a best value notice by the Department for Local Government and Department for Transport, especially because of the Authority failure to work together on the public transport with Bristol City Council, Banes ,North Somerset council and south Gloucestershire county council. The west of England mayoral combined Authority is the legal Transport Authority under the parliamentary act.

The bus service improvement plan and funding belong to the combined Authority and North Somerset council jointly. The Report is far from clear how the Transport Authority and the metro mayor Dan Norris are involved in this work, or the other combined Authority's councils and North Somerset council. As only 4 bus service operator with the boundaries of city and county of Bristol, the rest of the Network is in city Region wide.

So what joint working is take place with the Transport Authorities and Banes, South Gloucestershire county Bristol city council and stagecoach west as First Group plc Wales and West buses and big lemon buses of Brighton Sussex First group plc Greater Western trains company limited GWR and cross country trains arriva 1sq capital Ferry services and Heath service on this review?

Officer Response:

The Task and Finish Group will draw on the work already carried out by the Combined Authority (CA) and its partners including the information emerging from the AssessWest project. It is intended that officers from the CA will be an active part of the process of identifying and procuring additional bus services.

Question 5:

The recent bus service changes on the 1st September 2024 have resulted still in many area of Bristol city Region being left without public transport Network services. With West of England mayoral combined transport Authority and North Somerset council joint arrangements in special measures and subject to Department for Local Government and Department for Transport panel in place.

What action will Bristol city council take with south Gloucestershire county council, Banes and North Somerset council, to make sure that bus service change are;

- A) discussed with the community and passenger groups through bus forums as laid out by the Department for transport in regulations and conditions for receiving the bus service improvement plan grant?
- B) That service changes are agreed with Bus and coach operators with consultation with west of England mayoral combined transport Authority and North Somerset council bus advisory panel and Bus advisory Board?

Which was not the case with bus service changes to support bus network 61 in Dings and Brislington area which does not serve Avonmead shopping centre and is a half a mile wheelchair roll from the nearest bus stop or on bus services between the city centre and Yate Railway station and chipping Sodbury, y1 y2 y6 which are greatly reduced in frequency Y1 withdrawn from chipping Sodbury, And not connecting service to chipping Sodbury Wickwar Charfield Wotton under Edge, No consultation on proposed new Bus service across south Bristol links On 536 Route , st Anne's park Brislington, Hungerford, Knowle Hengrove hospital imperial park Hartcliffe, Highridge Bristol city centre, Bedminster windmill Hill Knowle, Hengrove ,Whitchurch estate, not consultation with Brislington and St Anne's councillors or community groups or Banes council.

Or the loss of bus services across from Bath spa bus and coach station, across Kingswood and, East Bristol to uwe bus station Bristol Parkway railway station. Where the Evening service is withdrawn beyond Downend, and Stoke Park, Stapleton Frenchay have no link to Downend, staple Hill and Kingswood.

- C) Will Bristol city council as member of the Transport Authority please raise the issue of clear Stakeholder community consultation and Bus advisory panel and Board consultation with the west of England mayoral combined transport Authority and North Somerset council joint Transport arrangements the lack of equalities impact assessments on the bus service changes and cuts? As people can't get to school, College, Heath care provision work and even basic food shopping as result of these cuts people have lost their jobs .

Officer Response/s:

The funding identified by BCC for additional bus services is not from the Government's BSIP programme and does not have the same Government conditions to adhere to. BCC recognises that commercial bus service changes have not historically always been consulted on with the community before implementation. The Enhanced Partnership Advisory Panel is made up of stakeholders from across the region and there is early engagement of this panel on bus service changes. The Combined Authority also held forums for prioritising bus service spending over the last year.

Consultation historically forms part of the established procurement process for supported bus services. However, there are circumstances when it is not possible, such as the need to respond to events at short notice. This task and finish group will be made up of Cllrs with close ties to their communities and an understanding of the bus service issues in the Bristol area. This will be supplemented by up to date information from the Combined Authority on issues raised directly or through public forum discussions.

The lack of equalities impact assessment on service cuts has been raised with the Combined Authority and it is putting in additional support to address this.

Questions 6, 7 & 8 Ian Pond:

Question 6:

Concorde Way, Lockleaze; In the supporting documentation for its new planning application (24/02666/X) for the reinstatement of a section of the Concorde Way in Lockleaze the developer Legal & General Modular Homes propose to downgrade a section of the to-be new path from the originally approved 5m (made up of 2m footpath & separated 3m cycleway) to a shared path of 4.3m, which will make the path less safe for path users. Bristol Cycling Campaign (& Bristol Walking Alliance) have objected to the planning application, but we want to ask the Transport committee why (according to the published planning application supporting document "CYCLEWAY AMENDMENT (SOUTHERN SECTION)", is it stated that "Proposal agreed with Bristol Highways"? Concorde Way is a flagship & heavily used active travel route for the City, and we would expect that the Highways authority have a duty to hold developers to their committed obligations to deliver a design standard scheme on this and all other schemes, wherever possible and not to compromise the safety of future users.

Officer Response:

Consultation is still ongoing as part of this variation. As part of this the case officer will attach great importance to safety considerations as advised by transport development management. A segregated route was agreed as part of the previous planning approval. There is a 20-25m width constraint on the approach to Constable Rd that is proposed to be shared to avoid excessive structural works to the railway embankment. While LTN 1/20 provision of a 1.8m footway and 2.5m cycle route could be provided a shared space may be more appropriate due to both of these being minimums. All other planning implications (including but not limited to ecological impacts) will also need to be addressed as part of considering and determining the application.

Question 7:

Festival Way, Former railway depot site, Ashton Gate; Bristol Cycling Campaign have been consistently concerned about the narrowing of the incredibly popular Festival Way to a 3m shared path along most of the section to accommodate the new "City Gateway" development by Vistry Group. We contend that this is too narrow and will create safety issues for path users when reopened. We ask that prior to work progressing further that BCC give urgent consideration reallocating 1m of available space from the 6m wide bat corridor and used to increase the Festival Way to 4m wide, in order to make the path safer for walkers & cyclists (whilst still suboptimal compared to design standard of a 2m footpath & separated 3m cycleway). The time to act is NOW as widening the path after construction will be impossible once the bat colony has settled in their new home.

Officer Response:

The permission that this question appears to relate to is 20/01655/F which was approved at committee on 28 April 2021 and decision issued in December 2021. The width of the Festival Way is discussed in the committee Report. This issue was considered at committee and accepted on balance 3 years ago. Unless the applicant sought to vary the planning permission, which would require consultation, there is no process available to the council to consider an amendment to the bat corridor.

Question 8:

Bristol Cycling Survey 2024: Bristol Cycling campaign will shortly be completing its analysis of the results of our cycling survey, which attracted over 700 responses. Last year, we provided a debrief of the survey to some Councillors & the cabinet member for transport, which we hope they found useful & informative. Would the Transport committee be interested to attend a short presentation of 2024 survey results? Please let us know and we can arrange this.

Chair's Response: As chair I will be interested to attend a briefing, and will invite other members of the committee to attend

Questions 9, 10, 11: Matt Saunders

Question 9:

Reason for Excessive Bus Gate Contraventions?

A recent Freedom of Information Response reveals that the Cumberland Road Bus Gate has now issued more than 50,000 Penalty Charge Notices since January.

Yet somehow the same drivers manage to obey restrictions across the rest of the city's bus gates, none of which ever exceeded 35,000 PCNs in their first year of operation.

At the current rate of 1,000 each week, by the end of this year Cumberland Road will rack up 67,000 PCNs, making it the UK's second-highest-grossing bus gate of the last six years.

As the purpose of a bus gate is to prevent traffic from going a certain way, this is currently the worst-performing one in the country.

Despite all evidence to the contrary, the Transport officers have repeatedly claimed that nothing is wrong with the signage or design.

But if that is the case, then can those officers please explain why this installation has been such a catastrophic failure?

Officer Response:

The purpose of the bus gate was to improve air quality and protect and enhance the metrobus service that runs along Cumberland Road. The council is moving towards compliance with air quality standards and patronage on the metrobus service is improving. The volume of traffic using Cumberland Rd through the bus gate is now significantly down from the levels prior to the closure necessitated by the

river wall collapse and subsequent implementation of the bus gate. As detailed previously the bus gate has ample signage and red road surfacing that make its intention very clear.

Question 10:

Bus Gate Signage Review

On May 17th, I submitted a document to the Council, highlighting 25 irregularities in the signage and design of the Cumberland Road Bus Gate. I provided comprehensive evidence, and explained every issue in layman's terms which anybody could understand.

All Councillors and Executive Officers therefore had plenty of information, to inform any decisions. However, Transport officers told them that the signage was all correct.

Instead of believing the evidence of their own eyes, Executive Officers accepted these assurances, and continued enforcement at this Bus Gate. And since May it has prosecuted an additional 12,000 drivers.

However, in recent weeks, the Council has lost three cases at the Traffic Penalty Tribunal, because its Adjudicators ruled that signs in Gas Ferry Road and Hanover Place FAIL to provide adequate warning to motorists, about the bus gate lurking around the corner.

Those officers who claimed the signage is correct, have been discredited.

So will the Council now conduct a proper review of the signage at this bus gate?

Officer Response:

Officers have confirmed that the signage is in line with the requirements of the Traffic Signs, Regulations and General Directions. In addition to the statutory signage, officers have also installed the red high friction service which is over and above the statutory requirements.

The Bus Gate is clearly visible to motorists when they stop at the 'Give Way' markings at the exit of Gas Ferry Road. Those exiting Hanover Place and Mardyke Ferry Road will see the Bus Gate in front of them and have the opportunity to turn down Gas Ferry Road to avoid continuing through the Bus Gate.

The Traffic Penalty Tribunal have confirmed that the signage is adequate and 31 cases that have been reviewed by the independent adjudicator have been found in the Council's favour.

The Council have lost three cases due to very specific circumstances and the adjudicators have been very clear that their decisions relate to the evidence supplied by both parties for the specific cases being heard. These decisions do not undermine the wider operation of the bus gate.

However, out of respect for the Tribunal's decisions, officers are reviewing the driver's eye view of all our existing signage and, if appropriate, will consider installing additional signage.

Question 11:

Premature Reminder Letters

On 30th August, the Council lost a case at the Traffic Penalty Tribunal, because it had committed a Procedural Impropriety during the enforcement of a Penalty Charge for the Cumberland Road Bus Gate.

Three weeks after issuing a Notice of Rejection of Representations, the Council issued a Reminder Letter, telling the driver that her deadline to appeal to the Traffic Penalty Tribunal had expired, so she should immediately pay the fine.

But her deadline was not due to expire for another week.

The Reminder Letter should have been issued FOUR weeks after the NoR letter.

This is not an isolated case, and it appears the case management computer is doing this on an industrial scale. And the same issue clearly applies to ALL bus lane contraventions across the city.

So how long has the Parking Services Department been operating in this illegal manner, and how many drivers have been misled, and defrauded, in this way?

Officer Response:

The letter being referred to is not a statutory letter and is not part of the formal Penalty Charge Notice process. Rather, it is an additional, informal letter that the Council sends at the end of the appeal window to remind PCN recipients of the need to make payment before the PCN escalates to the next stage in the process. This is a relatively new process that has been introduced as part of the Council's wider policy on ethical debt recovery. We are trying to encourage payment before the case escalates and the debt increases – the Charge Certificate, which is the next statutory letter in the process, triggers a 50% increase in the value of the debt.

Question 12: Cllr Shona Jemphrey

Several residents in Lawrence Hill, the ward I represent, have expressed concerns to me about the East Bristol Liveable Neighbourhood trial. Local businesses in Barton Hill are concerned about how the trial will affect their trade, particularly cafes and takeaways which have been part of the community for many years and where a fair portion of their custom comes from passing drivers.

What support is being offered to these businesses to ensure that they are not unduly financially hit by the trial period? I have heard active travel grants being suggested, but with little guidance as to how these businesses could practically make use of them. The last thing we want is for any of them to be forced to close due to financially being hit by the trial.

Officer Response:

The trial scheme will change how people access the communities of Barton Hill, Redfield and St George. The whole area will still be accessible by private car, but it will no longer be possible to short-cut through the area. This is achieved by closing short sections of streets to motor vehicles.

We expect the area to be much safer, easier and convenient to walk, cycle, wheel and catch the bus because of the lower levels of traffic.

We recognise that businesses and the wider community need to be supported through the trial and the team will undertake the following steps.

Infrastructure support

- Seating spaces known as “parklets” are being installed outside hospitality venues so that there is additional space for customers to stop and rest.
- A targeted street cleaning programme is underway to support the public realm improvements

that are being delivered and will continue throughout the trial.

- Additional e-scooter and e-bike hire locations will be installed at the locations where streets are closed to motor traffic.

Support for organisations:

- Sustainable travel roadshow – Our team of expert Travel Advisors will come to your organisation, and motivate your staff to travel sustainably.
- Dr Bike - A mechanic will come to your location to check over employees' bikes, making simple repairs and adjustments to ensure they are in good working order.
- Bike maintenance training – A mechanic will come to you and teach staff how to maintain their own bikes.
- Active Travel Champions – Champions support colleagues with knowledge, advice and coordinating events. Each Champion receives an Emergency Cycle Repair Kit for their workplace, so staff can carry out minor repairs such as fixing a puncture and borrow a lock or pump.
- Electric pool bikes – Like a pool car, electric pool bikes are for work trips (travel to meetings, client visits and deliveries etc). Trial a bike free for 3-6 month. At the end of the loan you can apply for a 50% match funded grant to purchase an electric bike.
- 50% Match funded grants - To support sustainable travel in the workplace. Grants can be used to fund: cycle parking and shelters, electric cargo bikes, business electric pool bikes, accessibility improvements, etc.
- Small grants – We can fully fund initiative costing less than £250. For example small cycle parking schemes, running an active travel breakfast.
- Monthly newsletter – keep informed of the latest sustainable travel news and information in Bristol.
- Love to Ride – Set up a workplace team and inspire your team mates to cycle more. You can set goals, attend online courses, take part in cycling challenges, compete against other workplaces, and win fantastic prizes.
- Join My Journey – A free journey sharing platform. Sign your organisation up so staff can link up with other people to share walking, bike, and car journeys to and from work.

Support for staff/individuals

Please pass this information on to anyone you think could benefit. Support is available to anyone who lives, works or studies in Bristol. [Click here to request any of support mentioned below.](#)

- Borrow a for up to a month – hybrid, electric and folding options
- Boost confidence riding a bike with free adult cycle training
- Bicycle repair
- Bus taster tickets
- Train offer
- Car club credit

Economic Development support that will be offered during the trial can be found here - [**Useful information to support your business - May 2024 \(bristol.gov.uk\)**](#) We will be actively engaging with businesses in the coming weeks

This support will be targeted to businesses within the EBLN area such as Barton Hill trading estate and Avonvale Road/Marsh Lane.

Questions 13 & 14: Ian Becky

Question 13:

Preamble:

With the Government review of rail policy ,Including metro west railway Network projects, what representation has Bristol city council made supporting the west of England mayoral combined transport Authority, North Somerset council and western Gateway Transport Board On Bristol Temple meads station Bedminster Parson Street, to pill and Portishead Railway line To make planning and construction work and continue on the route With a new future station at Ashton Gate, On the Bristol Temple meads station, Bristol Lawrence hill, Bristol Stapleton road, Ashley Down, Filton Abbey, Filton North for the YTL arena and Henbury for cribbs causeway and Bristol zoo, which still requires planning permission, and safeguarding the line Avonmouth Dock, Bristol Temple meads station, Filton Abbey wood, Bristol parkway, Yate Charfield for wotton under Edge new station, cam and Dursley and Stroudwater new station, Gloucester central Cheltenham spa Ashchurch for Tewkesbury Worcester Shrub Hill and Worcester Forgeate Street, On metro west Railway Network south service Bristol Temple meads station to Exeter St Davids via Bedminster Parson street, Nalisea and Backwell, Yatton for clevedon worle parkway weston Milton weston super mare, Highbridge and Burnham on sea, Bridgwater Taunton with new stations in Wellington and Cullompton,

The project is a Regional Transport Investment strategy in access to jobs, schools, colleges, shopping centres new housing Development, Employment land and business parks and the YTL arena at Filton North,

The project allows for all the stations to be made accessible for passengers with reduced mobility and partly sighted passengers,

It's very important that metro Railways network is funded in October spending review, So what representation has the Bristol city council made in support of west of England mayoral combined transport Authority, North Somerset council, Western Gateway Transport Board and Peninsula Transport Board and the Region MPs to the secretary of state for Transport Louise Haigh MP, And Railways minister Lord Peter Hendy.

Officer Response:

Representation to the Government on Metrowest is made through the Combined Authority on behalf of the region. BCC supports the completion of the MetroWest programme and will work with the Combined Authority to shape future funding priorities.

Question 14:

It is noted with concern that the bus service improvement plan, support bus service review, Which we welcome talks about integration with cycling and walking and bus travel in the Bristol city Region.

But fails to metro west railway Network of new station and bus interchange.

We have just seen the withdraw of 19 Bus service from Bath spa bus and coach station Weston, Newbridge, Bitton, Kingswood, Staple Hill, Downend UWE bus and coach station and Bristol Parkway station,

Losing its Evening services to Bristol Parkway, But with the opening of Ashley Down station, and a bus interchange, Filton North station with a bus interchange for Metro bus , bus rail Interchange at Henbury for cribs causeway and Bristol zoo, Interchanges at Planned at Pill and Portishead, The opening of Bus rail Interchange at Portway park and ride, Ferry services bus , Interchange at Bristol Temple meads station and Bristol city council .

Will the city council amend the term of Reference for Bus services panel to to the west of England mayoral combined transport Authority and North Somerset council, metro west railway Network and ferry services,

Officer Response:

The Combined Authority is responsible for this; its Assesswest project is reviewing the bus network and includes the consideration of bus/rail interchange as part of the assessment. Any consideration by BCC of additional bus services will also consider the opportunity and value of modal interchanges.