

Statement: PS08.01

Cabinet – 5 October 2021

Re: Agenda item 8 - Temple Quarter Update

Statement submitted by: Railfuture Severnside

Whilst Railfuture Severnside welcomes all the work on Bristol Temple Meads station (new roof, eastern entrance, station improvements plans and east junction) which is underway we still need to see improvements to the station (waiting room toilets (including changing place), restaurants and shops, new bookings hall, travel centre, supermarket and chemist) from the national station improvement fund.

The plans for the Northern Entrance, the new entrance to the main station, is welcomed and especially the bus interchange facilities along the friary and a new ferry terminal which is fully accessible.

The paper does not show a budget on the public transport network scheme only some money that is part of a housing bid with the HCA again at the working parties with Network rail western route and First group bus and rail divisions and stagecoach west.

The south entrance car park is welcomed, but we have also talked about improved bus interchange for city bus service to Arnos Vale Brislington, Broomhill service 1; service 349 Bristol Temple Meads to Arnos Vale, Brislington, Keynsham, 39 Arnos Vale, Brislington, Keynsham, Salford and Bath spa bus station; 178 Bristol Temple Meads station Arnos vale Brislington ,Keynsham, Marksbury, Timsbury, Paulton, Midsomer Norton and Radstock; 2 service Bristol Temple Meads to Hengrove and Stockwood; 91 Bristol Temple Meads station Hengrove and Whitchurch via Totterdown; 376 Bristol Temple Meads station Hengrove, Whitchurch, Pensford, Farrington Gurney, Chewton Mendip, Wells bus station, Glastonbury and Street. So again, proper interchange facilities are required for staff car park and the bus interchange facilities beside Temple Gate and Friary interchange.

James Freeman of First group was asked, along with Stagecoach West, for the Feeder Road to allow for buses and Coaches to operate under the Railway Bridge. as Avon Street was a difficult route for buses.

The Marsh Street/St Luke Street development is to be welcomed and the removal of the tin sheds on the industry estate along the apartments on both sides of the Feeder canal for housing a new school and university campus and accommodation blocks. The area from Marsh Street to St Luke Road and toward Bedminster station is clear land for extension to Bristol city centre.

One of the issues not addressed in the report is the derelict buildings the petrol station and George and Railway Hotel and Grosvenor Hotel both which require restoration on their buildings, the Grosvenor the front facade. These were some of the best railway hotels in Bristol in their day.

But the public transport interchange connections are very important at both Bristol Temple Meads station and at nearby Bedminster station

The Bristol Temple Meads station upgrade must have a national budget as a gateway to south west England is supported by the Metro mayor Dan Norris and the combined authority, the western gateway transport board and the South West Transport Board. We need the budget from the Department for Transport soon for Great Britain railways.

The railway upgrade is part of metro west with new train services from Bristol Temple meads to Bath spa and Westbury; Bristol Temple Meads to Bristol Parkway Yate, Cam and Dursley and Gloucester with new stations at Ashley Down, Charfield and Stonehouse, Bristol Road; Bristol Temple Meads to Portishead via Bedminster station Parson street Ashton Gate and Pill and Portishead; Bristol Temple Meads station Lawrence Hill, Stapleton Road, Ashley Down, Filton Abbey Wood, Filton North Arena Henbury loop Henbury for Cribbs Causeway; Bristol Temple Meads station to Avonmouth and Severn Beach via Lawrence Hill, Stapleton Road, Montpellier, Redland Clifton Down and Sea Mills. Along with the light rail transit system which Bristol Temple Meads is the heart and connection with the city centre and the university campus and new school and waterside apartments. On the canal and conference centre and housing this is the biggest regeneration project in the south west region, but major fund from the UK government via the metro mayor Dan Norris and the west of England combined authority and North Somerset council LEP.

We wish to progress on this national project to level up the South West of England with funding for the Department for Transport, Network Rail, western route and Homes England, city and county of Bristol, Bristol Mayor, the West on England Combined Authority Mayor Dan Norris, LEP including North Somerset Council; west gateway partnership and Transport Board and south west transport board. It would be good to have another Bristol Transport board meeting with the West of England Mayoral Combined Authority, Network rail western route, First group Great western railway first group, West of England buses, Stagecoach west buses cross country trains and First Group MTR, south western railway which from Bristol Temple Meads, Keynsham, Oldfield Park, Bath Spa, Bradford on Avon, Trowbridge, Westbury, Warminster Salisbury and London Waterloo which the Department for Transport is withdrawing this year

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