

Statement: PS10.01

Cabinet – 5 October 2021

Re: Agenda item 10 – Bus Deal/Strategic Corridors update

Statement submitted by: South West Transport Network

We welcome the plan for the bus infrastructure in the city centre and to Brislington Keynsham and Bath; Hengrove hospital; M32 to the park and ride site; Yate park and ride; Yate bus station; Bristol city centre to Gloucester Road, Cribbs Causeway and Thornbury and service to Nailsea and Clevedon.

We welcome the loop bus service which will need proper investment in interchange facilities; shelters; realtime information; castle kerbs; drop kerbs; paper timetables on site near kiosk and public toilets.

The problem we have with the strategy is it an approach to fast Express routes on motorways or Trunk roads with bus lanes which do not operate via the inner city because all buses operate via the M32.

The service 5 line Bristol city centre to St Pauls, St Werburghs, Eastville park, Stapleton village, Fishponds, Oldbury Court and Downend has no evening or Sunday services.

One option would have been to operate the 4 from Bristol bus and coach station to St Pauls; St Werburghs; Stapleton village; Frenchay Park then onto Yate .

Other intercity communities have asked for a metro bus stop at Eastville roundabout; restoring the evening and Sunday services. For the rest of the 5 for part of the route may a 49 be rerouted in the evening to Oldbury Court estate once an hour and on Sunday. So operating Old Market Street; Stapleton Road and station; Eastville Park, Fishponds Road; Oldbury court and Downend then normal route. It is very important that working class communities get their bus services.

On the A4 corridor to Brislington; Keynsham and Bath spa bus station, we need more bus priority measures including bus lanes along the Callington Road link and then to Brislington Park and Ride either at the present site or at Hicks Gate if the farm issue can be overcome.

Running the 349 Keynsham bus and x39 bus from Bath spa bus and coach station past a park and site when they could call in and reduce the cost of council park and ride service would help as this is the situation in Taunton park and ride service and in Oxford with service buses operating via the park and ride Oxford including coach services.

The issue of improvements on the Wells Road to Hengrove and Whitchurch is to improve the 376 from Street; Glastonbury; Wells bus station; Chewton Mendip; Farrington Gurney; Clutton; Pensford; Whitchurch; Hengrove; Knowle; Bristol Temple Meads station; Bristol bus and coach station with a park and ride site at Whitchurch.

But in south Bristol we need to invest in bus infrastructure improvements around south Bristol using the Callington Road link to Hengrove hospital and building the metro bus route through Hartcliffe and Withywood via the south Bristol link road to Ashton gate park and ride and the city centre.

We need to improve bus services from south Bristol hospital; Whitchurch; Hengrove; Withywood, Hartcliffe; Highridge to long Ashton park and ride Portway to Portway parkway station and on to Severn Beach.

And the bus 91 92 from Bristol city centre to Temple meads station Totterdown; Knowle; Hengrove and Whitchurch need improvement with more bus priorities and improve stops in Whitchurch.

The bus back better National bus strategy has a lot of infrastructure improvements and certainly a bus lane from Old Market to Temple Meads via Temple Way is long overdue as is a bus boulevard in the Haymarket outside the bus and coach station. Putting a bus taxis and local traffic gate would help in Park Street.

As is a Northern Entrance to Bristol Temple Meads station and a proper Bus interchange. Facilities and similar facilities at southern gateway entrance with a new staff car park along with the Eastern entrance Temple Meads station needs good bus rail interchange, but at present no funding is identified other than the Eastern entrance.

But the most important issue to people living in Greater Bristol is a local bus service around the north and south of the city region. Such a link from UWE to Downend Staple Hill; Hillfields; Kingswood; Warmley; North Common; Keynsham; Saltford; Newbridge; Weston and Bath spa bus and coach station route 18 and route 19 Cribbs causeway bus station; Patchway, Parkway station, UWE; Downend; Staple Hill; Hillfields; Kingswood; Warmley; Cadbury Heath; Oldland Common; Bitton; Kelston; Weston; RUH back entrance Bath spa bus station; evening and Sunday services are required

We welcome this bus strategy which has to be part of WECA Bus Back better national bus strategy bus services improvements plan with North Somerset Council But looking at the recent funding reductions from the Department for Transport of £27.3 million a week for Covid 19 bus operators grant to £226 .5 Million pounds from September to April 2022 there is a revenue support shortfall which the metro mayor needs from the treasury to keep the service operating no bus or coach service is making profit in England at present. The West of England Combined Authority does not have tax raising powers unlike the other Mayoral combined Transport authorities.

The bus service strategy which is part of the bus services improvements plan needs an enhanced quality partnership with First Group West of England buses; Stagecoach West Buses; HcT group; and RA P Bath bus company and improvements at key railway stations like Bristol Temple Meads; Lawrence Hill; Stapleton Road; Montpellier; Redland; Clifton Down; Bedminster and Parson Street station in Central Bristol area and good interchange with ferry services and terminals and National Express Coaches megabus and flix bus.

It's very clear from the public transport user point of view that Metro Mayor Dan Norris needs complete control of all bus services infrastructure in the 4 unity authorities to make a complete public transport network plan which is fully accessible to all users

Ian Beckey.

David Redgewell South West Transport Network