

Growth & Regeneration Scrutiny Commission 28th March 2022 Public Forum



Public Forum Questions:

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Q1 – Q4	Kathe Jacob & Nick Crossling	Mina Road Traffic and Active Travel
Q5 – Q12	Rob Bryher	Liveable Neighbourhoods and Clean Air Zone
Q13	TRESA (Totterdown Residents Environmental & Social Action)	Strategic Transport Plans
Q14 – Q15	David Redgewell	Bus and Rail Service Improvements

Public Forum Statements:

Ref	Name	Topic
S1	David Redgewell, South West Transport Network and Railfuture Severnside; Ian Beckey, Gloucestershire catch the bus campaign; and Peter Travis, Somerset bus campaign.	Transport



Public Forum Questions

Questions 1 – 4: Kathe Jacob & Nick Crossling

Q1: In 2020, Bristol City Council developed a scheme to close Mina Road and consulted with residents about it with funding from the Department of Transport. This consultation showed a majority would support traffic reduction on the road and was keenly supported by Bristol Cycling Campaign. Due to changing priorities in the Council, the scheme was allowed to lapse and the Transport Team is now suggesting the peripheral main roads would suffer if Mina Road were to be closed.

- Is it BCC Highways policy to ease pressure on main roads by using minor roads through communities to carry overflow traffic?
- Is it BCC Highways policy to prioritise motor vehicles over safe walking and cycling as they have done in Mina Road?

Q1 Officer reply:

- Mina Road was included in the first wave of Emergency Active Travel Fund measures in summer 2020. A point closure scheme was worked up and proposed, however it was withdrawn following local feedback, with further engagement identified as necessary. A semi-permanent protected cycle lane was instituted in August 2020, southbound between Mercia Drive and the railway tunnel, using semi-permanent bollards. This lane and the product have performed well and are still in place.
- A survey ran for 6 weeks closing 14th March 2021 that asked general local priority questions on 3 sections of road, as well as questions on support for the retention of the cycle lane. It was made clear that the cycle lane may be made permanent depending on results, however wider measures would be subject to further consultation. Results were encouraging, with 63% support for retention of the lane, and useful feedback on local priorities.
- BCC's transport policy is outlined in our Transport Strategy 2019. The key objectives are:
 - Manage demand on the network to ease congestion using measures to reduce the convenience of driving whilst recognising that alternatives may be unrealistic for some journeys.
 - Enable people and goods to travel into and through the city more efficiently.
 - Make space and improve safety for movement by sustainable modes.
 - Encourage the use of sustainable modes and embed a sustainable transport ethos to help achieve our vision.

Q2: In September 2021, Bristol City Council recommended a funding application to the Department of Transport Active Travel Fund of £4.67 million that would improve the walking and cycling provision for Upper Maudlin, Queen Street and Park Row, Cotham Brow and Old Market. Old Market has previously benefited from huge investment for bus stop redesigns and the Whiteladies Road has benefited from major investment in greening the central reservation.

Why is there such disproportionate financial benefit for these more affluent parts of the city? What evidence has been put forward to make the case for Cotham Brow and Park Row to be prioritised over Mina Road?

Q2 Officer reply:

There were numerous factors in deciding which schemes were taken forward through the Active Travel Fund including:

- **Deliverability** – could the scheme be consulted on, designed, and delivered within the funding timescales set by the DfT. Could there be any significant unintended consequences?
- **Strategy** - was the scheme part of our long-term strategic plan as outlined in our Local Cycling and Walking Infrastructure Plan?
- **Local support** – was their support from the local community for the scheme?
- **VfM and priority** – was the scheme a priority and could value for money be demonstrated?
- **Funding criteria** – would the scheme perform well against DfT funding criteria

Q3: There is a 20mph speed limit and a 7.5 ton lorry ban at the M32 end of Mina Road, both of which are routinely flouted. What risks were the Council seeking to mitigate when these were these introduced? What action has the Council since taken to address breaches of speed and HGV restrictions along Mina Road?

Please furnish us with any recent monitoring of either vehicle speeds or breaches of the HGV restriction in the St Werburghs area over the past 3 years.

Q3 Officer reply:

Environmental weight limits aim to reduce the impact of HGVs on the local area with noise, pollution, general congestion. Enforcement of weight limits are mainly the responsibility for the Police.

There has been no specific monitoring of the speed of traffic in St Werburgh's in the last 3 years. Enforcement of the speed limits is a Police responsibility. A Vehicle Activated Sign (VAS) has been installed on Mina Rd to remind drivers of the correct speed limit.

Q4: What would the cost of an Experimental Traffic Restriction Order be if the original point closure scheme (designed by Highways Team) could be reintroduced on Mina Road?

Q4 Officer reply:

The estimated cost for an ETRO would be approximately £6K; the mid-level cost for TROs. This estimate excludes the cost of physical measures required i.e., point closure in respect of this question and any monitoring associated e.g., cameras, surveys etc.

Questions 5 - 12: Rob Bryher, Car Free Bristol Campaigner for the climate charity Possible

Q5: The Bristol City Council website (<https://www.bristol.gov.uk/people-communities/liveable-neighbourhoods>) lists the following improvements as examples of changes to create liveable neighbourhoods:

- planting trees
- providing more benches
- community activity spaces
- cross points
- better lighting

This seems like far from an exhaustive list and doesn't include infrastructure that is intuitively part of a liveable neighbourhoods scheme, such as modal filters and bus gates.

As the city-wide Liveable Neighbourhoods Strategy has been withdrawn, it's hard to figure out exactly what infrastructure components Bristol City Council will consider as part of potential future liveable neighbourhood schemes. I also understand that transport officers have been working with Sustrans on their "community toolkit" to figure out which items they would want to develop application processes for as part of the liveable neighbourhoods agenda.

Please can you tell me which of the following are or are not considered elements of the liveable neighbourhoods approach?

- Changing priorities of streets (e.g. to one-way or to two-way)
- Road narrowing
- Footway widening
- Speed cushions
- Speed humps
- Speed table
- Modal filters
- Bus gates
- Separated cycle lanes
- Residents Parking Schemes
- Pavement parking bans
- Removal of car parking spaces for other uses
- On-street parklets (as described here: <https://www.wearepossible.org/parklets>)
- On-street cycle hangars
- On-street e-scooter charging and bays
- On-street e-bike charging and bays
- On-street e-vehicle charging and bays
- On-street recycling and waste storage
- Bollards
- On-street planters

Please be specific about which are and which aren't included in the menu of options for the forthcoming pilot in East Bristol.

Q5 Officer reply:

The first round of community engagement (known as the Discovery phase) has recently concluded. The team are in the process of reviewing all the responses to better understand the current issues and priorities of the community. A menu of options, which may or may not include some or all of the list above, will then be consulted and developed based upon stakeholders feedback.

Q6: Bristol City Council's Traffic Choices website (<https://www.trafficchoices.co.uk/traffic-schemes/road-closure.shtml>) is a bit out of date (it is copyrighted 2014) but states that a road closure (a modal filter) costs between £7,000 to £14,000.

What is the most up-to-date cost estimate for installing a basic modal filter (such as the one pictured)?

**Q6 Officer reply:**

The costs will vary depending on the location, level of intervention and drainage requirements etc. For example, a modal filter can be installed using bollards or additional such as benches, tree planting and Sustainable Urban Drainage (SuDS) solutions. Costs for smaller individual measures could range between £25-40k. Costs are not just focussed on physical implementation e.g., bollards, concrete, trees etc but need to include for consultation, design, project management associated with delivering the project.

Q7: Given that Bristol City Council has secured £10m in funding for liveable neighbourhoods as part of the West of England Combined Authority's City Regional Sustainable Transport Settlement bid, if we chose to focus all of this budget on the installation of as many modal filters as possible on residential streets across Bristol, how many could we theoretically install (given other related costs to the figure you have quoted in Question 2)?

Q7 Officer reply:

The £10m identified for Liveable Neighbourhoods in the City Regional Sustainable Travel Settlement programme would be used to fund all activities relating to the delivery of the projects such as, construction, consultation, design, project management and business case development.

Liveable Neighbourhoods present the opportunity for holistic interventions that address a range of issues. Funding will address the issues that are raised by the community through engagement and could include a range of measures such as modal filters.

Q8: If the Clean Air Zone is introduced in September (as planned), how soon will we be able to tell whether Bristol City Council has met safe levels of emissions through this measure? How and when will the council or administration report this information?

Q8 Officer reply:

Compliance is judged on the annual mean concentration of NO₂ where there is public exposure being below 40ugm⁻³. The annual mean is calculated for a calendar year.

The council's stated likely compliance year is 2023, so the compliance status should be available in Summer 2024, when all the monitoring data for 2023 is available, analysed and ratified. A new performance indicator for this measure has been introduced into our internal processes to track progress with the delivery of clean air.

All of the council's air quality data are published on the open data portal [Explore — Open Data Bristol](#) and we will also formally report this to the Joint Air Quality Unit under agreed processes.

Q9: If the Clean Air Zone is found to have failed to get Bristol to a safe level of air pollution, how soon can the council bring forward proposals for a widening of the geographical scope of the scheme OR a more comprehensive prohibition on the type and range of vehicles that can enter the CAZ? And how soon will it?

Q9 Officer reply:

Bristol is expected to reach compliance in 2023. However, we anticipate having the scheme in place for a minimum of 3 years. We will continue to review its success and decide nearer the time what measures we are likely to take beyond that.

Q10: Of all of the roads immediately outside of the Clean Air Zone, which do the council predict will have the most additional journeys as a result of drivers wanting to avoid being charged?

Q10 Officer reply:

Please refer to the Full Business Case. In particular FBC – 27 T4 Transport Model Forecast Appendix A. [Full Business Case documents - Clean Air for Bristol](#) (Section 6.6 Flow Difference Plot, page 32).

Q11: Whether the Clean Air Zone is successful in its targets or not, what scope is there for Bristol City Council to introduce a pay-per-mile eco levy (see briefing here: <https://www.transportforqualityoflife.com/u/files/200131%20An%20Eco%20Levy%20for%20Driving%20cut%20carbon%20and%20clean%20up%20toxic%20air.pdf>) in order to cut carbon emissions as well as other emissions?

Q11 Officer reply:

This is not currently being considered as part of the CAZ.

Q12: Is it possible to give a breakdown of what penalties collected for violating the Bristol Bridge vehicle prohibition have been spent on?

Q12 Officer reply:

The use of income generated by penalty charge notices is strictly restricted by government legislation (RTA 1984 and TMA 2004). This income is ring fenced and used firstly to cover Parking Services' operational costs with any surplus used for transport related initiatives and improvements, such as supporting park and ride services and repairing potholes.

Question 13: TRESA (Totterdown Residents Environmental & Social Action)

Q13: With regard to Bristol City Council Strategic Transport Plans Update, there are plans relating to
- A4 Bath to Bristol
- A37/A4018 Route 2 Strategic Corridor

One of the worst issues for sustainable transport on both of those routes is the section from Three Lamps junction in Totterdown over Bath Road bridge towards Temple Meads.

Please can you explain what proposals there are to improve the route for pedestrians and cyclists from Three Lamps junction over Bath Road bridge to Temple Meads?

Q13 Officer reply:

Given the site constraints, it has not been possible to develop any proposals to improve the route for pedestrians and cyclists over Bath Bridge at this moment in time. There isn't space to widen the pavement without removing the bus lane or an outbound traffic lane, both of which have been ruled out as options. Officers are aware of the need to improve the route and will continue to explore possible options.

Questions 14-15: David Redgewell

Q14: Whilst welcoming the transport plans from the West of England mayoral combined transport Authority and Metro Mayor Dan Norris, working with Bristol City Council, BANES, South Gloucestershire, and North Somerset Council. I am concerned about the lack of a city region bus and coach plan to protect the bus Network under bus back better the National bus strategy and the West of England mayoral combined transport Authority and North Somerset council bus service improvements plan.

We see a lot of fast bus infrastructure across the city region i.e. Bristol bus and coach station to Bristol Temple Meads station, Arnos Vale Brislington, Keynsham, Salford Newbridge, Weston and Bath Spa bus and coach station

Bristol bus and coach station, Bristol Temple meads station, Knowle, Hengrove, Whitchurch, Pensford, Clutton, Farrington Gurney, Chewton Mendip, Wells bus station Glastonbury and Street.

Stockwood and Whitchurch, Hengrove, Knowle, Bristol Temple Meads station, Bristol Cabot Circus, City Centre, Park Street, Clifton Down station, Westbury, Henleaze, Southmead, Brentry, Henbury, Cribbs Causeway bus station.

Bristol to Kingswood.

Bristol bus and coach station City Centre to Thornbury.

Bristol bus and coach station to Yate bus station and Chipping Sodbury.

Metro bus links in from Bristol Parkway to Cribbs Causeway bus station.

Bristol city centre, Ashton Vale, Withywood, Hartcliffe Imperial Park and Hengrove hospital bus interchanges.

Bristol bus station to Portishead.

Bristol bus station to Clevedon.

Bristol bus station to Weston Super Mare.

Bristol to Bristol Airport, Churchill East Brent, Bridgwater, Taunton, Wellington, Cullompton, Exeter, Newton Abbott and Plymouth.

All to be welcomed and mass transit system but where is the plan for Great Bristol and Bath city region bus Network so our question from bus and coach users is these services are withdrawn from 24th April 2022 with the main services loss 92 Bristol to Whitchurch estate.

T2 Bristol bus and coach station to Thornbury via Gloucester Road.

Y2 Bristol bus and coach station to Yate bus station and Chipping Sodbury via Eastville Park, Fishponds Downend, Bromley Heath.

Y4 Bristol bus and coach station to Eastville Park, Stapleton Road, Stapleton, Frenchay, Winterbourne and Yate. 90 min services in this part of Bristol with no services to Yate Railway station, Yate bus station.

So our question is what action is the west of England mayoral combined transport Authority and North Somerset Council taking with Bristol city council to Protect the city region bus Network.

Q14 Officer reply:

Responsibility for bus service provision lies with the West of England Combined Authority and we are supporting their efforts to work with bus operators to address the challenges of recovery from the pandemic and a current driver shortage in the industry.

Bristol City Council will continue to support the recovery of the bus industry through the provision and maintenance of its public transport infrastructure, including giving buses priority at key locations such as Bristol Bridge.

In addition, we will support the West of England Combined Authority in the delivery of the West of England Bus Strategy, the Bus Services Improvement Plan, and the significant bus infrastructure improvements proposed under the City Region Sustainable Transport Settlement.

Q15: On metro west railway Network we note the dates the programme for the stations at Ashley Down, Filton North and Henbury.

Will this be delivered on time and on budget by 2024.

When will planning permission be granted and what happening about integration at Henbury station with park and ride with bus priority measures.

What progress is being made on the Bristol to Portishead line via Pill and in future Ashton Gate is the west of England mayoral combined Authority and North Somerset council leasing the Rolling stock for those services.

Q15 Officer reply:

MetroWest 1b (Portishead line) - The West of England Combined Authority (WECA) and North Somerset Council are currently working with Network Rail and DfT towards a positive Development Consent Order (DCO) approval and funding for the project. WECA is hopeful that a clearer way forward will be agreed with DfT by the anticipated DCO decision date of the 19th April.

MetroWest 2 (Henbury, North Filton and Ashley Down stations) – WECA is working with the local planning authorities to progress planning applications for North Filton and Ashley Down. Henbury station planning submission has been delayed due to emerging design issues associated with the flood zone the site is located on. Once the project has secured planning for the stations and full funding (both expected to be resolved by the end Autumn 2022), there will be a much clearer view of the future station opening dates.

Henbury Park and Ride – The Authorities continue to explore the feasibility of a park and ride near to the station at Henbury. This forms part of a wider programme to look at Park and Ride locations across the region.

Public Forum Statements

S1: David Redgewell South West Transport Network and Railfuture Severnside; Ian Beckey, Gloucestershire catch the bus campaign; Peter Travis, Somerset bus campaign.

Whilst we welcome the plans of West of England Mayoral Combined Transport Authority and North Somerset council, and Bus service upgrading, metro bus routes Metro West railway services and mass transit system, the council and the West of England Mayoral Combined Transport Authority and North Somerset council need to work on protecting the city region bus Network. The city region of Greater Bristol and Bath needs a high quality bus Network. The services reductions from the 24th April 2022 will leave some parts of the Region without bus services and main corridor connections. These are Bristol bus and coach station to Yate bus and coach station and Chipping Sodbury via Eastville park, Fishponds, Downend, Bromley Heath, Yate and Chipping Sodbury services Y2; services T 2 Bristol bus and coach station, Gloucester Road Bishopston, Horfield, Filton, Patchway, Cribbs Causeway bus and coach station; Patchway, Aztec West Almondsbury, Hortham, Alverston and Thornbury, both services withdrawn completely, services 92 Bristol city centre, Broadmead, Bristol Temple Meads, Knowle, Hengrove, Whitchurch Park. Services x2 Bristol bus and coach station to Weston Super Mare via Long Ashton and Yatton. This services will terminate at Yatton and not operate to Worle and Weston Super Mare bus and coach station. First Group West of England buses, City star Weston Super Mare to the Chew Valley.

A lot of the Great Bristol bus Network frequency is reduced. We need a bus service review from Keynsham, Whitchurch, Hengrove, Hartcliffe, Withywood and Bristol Airport, Nailsea, along with the city region bus and coach corridors in the West of England Mayoral Combined Transport Authority and North Somerset council. Bristol bus and coach station to Bath Spa bus and station via Arnos Vale Brislington, Keynsham, Saltford, Newbridge, Weston Bus and mass transit corridor. Bath Spa bus and coach station via Peasdown St John, Radstock, Westfield Midsomer Norton, Paulton, Farrington Gurney, Shepton Mallet Chilcompton and Wells bus station. Street, Glastonbury, Wells bus station, Chewton

Mendip, Farrington Gurney Clutton, Pensford, Whitchurch, Hengrove Knowle, Bristol Temple Meads station, Bristol Cabot Circus, bus and coach station, City centre, Park Street, Clifton Down, Henleaze, Southmead, Brentry, Henbury, Cribbs Causeway bus station corridor; Metro bus corridor; Bristol to Thornbury corridor. Bristol to Yate bus and coach station and Chipping Sodbury. Bristol bus and coach station to Kingswood corridor. Bristol to East Bristol corridor. Metro bus service in South Bristol service from Bristol city centre to Ashton Vale, Withywood, Hartcliffe, Hengrove, and should loop South through Brislington Arnos Vale, Bristol Temple Meads and Bristol city centre.

We also need a metro bus link from South Bristol, Whitchurch, Hengrove, Hartcliffe, Withywood, Portway, Parkway, Avonmouth and Seven Beach; Cabot Park Regional bus and coach corridor. Bristol bus and coach station to Pill and Portishead. Bristol bus and coach station to Nailsea Clevedon. Bristol bus and coach station to Weston Super Mare via Hotwells, Long Ashton, Banwell, Yatton, Worle, Bristol Bond Street, Bristol Airport, Churchill, East Brent Knoll, Bridgwater, Taunton, Wellington, Cullompton, Exeter, Newton Abbott, Plymouth.

The issue on investment in these bus corridors is very important in the city region transport plan but need an enhanced quality partnership to cover frequency and evening and Sunday services and subsidies in the West of England Mayoral Combined Transport Authority and North Somerset council bus service improvements plan. For this policy to work the issue of mobile hub transport interchanges need to be addressed. The present West of England Mayoral Combined Transport Authority are not designed to keep passengers safe and dry.

Henbury crow lane, Cherry Garden, Bitton, Avonmouth Akerman Way, Portishead town centre, Bath Grand Parade, Thornbury town centre - these interchanges facilities came into operation with January 2022 bus service changes. Mobility hubs need seating lighting, real-time information systems seating CCTV cameras, litter bins and quality bus shelters. Major investment is required in Bus interchanges on the Haymarket, city centre, Bond Street, coaches and buses, Bristol bus and coach station, Bedminster, Clifton Down station bus and rail interchange, Southmead hospital bus station, UWE bus and coach station. All major bus, coach railway interchanges need public toilets and refreshments. Portway Parkway which needs to be a full bus rail interchange, with bus links to North Bristol, Shirehampton Parkway to Westbury on Trym, Southmead hospital bus station and Uwe Bus and coach station, Bristol Parkway station, and Aztec West, Alverston and Thornbury, Shirehampton Parkway to Avonmouth and Cabot Park.

On Railway services we welcome the investment in metro west. Bristol Temple Meads to Pill and Portishead line reopening with a new station at Ashton Gate. We need this scheme to progress with Network Rail western route and the Department for Transport and secretary of state for Transport Grant Shapps and Wendy Morton the Railway Minister.

We also need to see progress on Bristol Temple Meads to Henbury loop line with stations at Ashley Down, Filton North and Henbury for Cribbs Causeway. These need to include bus rail interchanges at Ashley Down, Filton Abbey Wood. The services need to operate as a loop service to Avonmouth. One option may be a light rail train between Avonmouth Dock, St Andrew Road and Seven Beach. We must get the metro west project to move forward. The Bristol Temple Meads to Gloucester and Cheltenham spa service, stations at Lawrence Hill, Stapleton Road, Ashley Down, Filton Abbey Wood, Bristol Parkway, Yate, Charfield, Cam and Dursley, Stonehouse, Bristol Road and Gloucester central. This service needs to progress to 30 minutes services with a new station at Charfield station. Bristol Temple Meads

to Keynsham Oldfield Park, Bath Spa, Freshford, Avoncliff, Bradford on Avon, Trowbridge, Westbury, Warminster and Frome with possible new station at St Anne's Park and Saltford.

But this will see railway cuts to services via Great Malvern, Malvern link, Worcester, Forget Street Shrub Hill, Ashchurch for Tewkesbury Gloucester Central Cam and Dursley, Yate Bristol Parkway, Filton Abbey Wood Bristol Temple Meads, Keynsham, Oldfield Park, Bath Spa Freshford Avoncliff Bradford on Avon Trowbridge Westbury Warminster Salisbury Romsey Southampton central Fareham Havent Chichester Worthing and Brighton. On access to stations for disabled passengers we need progress; on Lawrence Hill station we need full disabled access to the Bristol Temple meads platform. Stapleton Road station needs lifts and handrails on the Approach Road, and Avonmouth Dock station handrail to the platform. Bedminster station needs disabled access improvements. Parson Street station needs disabled access lifts. Nailsea and Backwell need disabled access to the Weston Super Mare platform. Passengers lifts are required at Weston Super Mare and improvements to bus rail integration. Cheltenham Spa needs wheelchair accessible lifts. Bridgwater station needs lifts. All local stations require bus rail and in the case of Bristol Temple Meads station Ferry service information.

Bristol Temple Meads is an important Railway bus and coach interchanges for south west Region and is in need of major investment in bus and rail interchanges facilities, restaurants, waiting rooms, and supermarket and chemist and shops like London Paddington or Reading. The regeneration of the station area for public squares, housing, Hotel, university and school is very important. We must progress this project on levelling up with the West of England Mayoral Combined Transport Authority and North Somerset council, Western Gateway Transport Board and South West Transport Board Western Gateway Partnership.

On mass transit system, we need to look at the options for routes from Bristol city centre and Bristol Temple Meads station to Arnos Vale Brislington, Keynsham, Salford, Newbridge and Bath Spa bus and coach station. Bristol Temple Meads to Arnos Vale Brislington Callington Road corridor should be used for a cycle way and light rail system mass transit corridor with a link to Keynsham, Salford, Newbridge, Weston and Bath Spa bus and coach station, or to Hengrove, Whitchurch, Hartcliffe, Withywood and Bristol Airport or Arnos vale and the city centre, Bristol city centre to East Bristol and Kingswood; Bristol Temple Meads station and city centre to North Bristol. Some of these schemes made by a mass transit system but Bus rapid transit system routes metro bus to begin with. On mass transit system Gloucestershire County Council is keen to work through Western Gateway Transport Board and the West of England Mayoral Combined Transport Authority to link the Hardwick Gloucester, Cheltenham Spa Bishop Cleve mass transit system corridor and technology.

With regard to the bus service improvements plan for North Somerset council and the West of England Mayoral Combined Authority we are waiting for a government funding announcement for South west of England allocation. We need to bid for levelling up transport funds in the West of England Mayoral Combined Transport Authority and North Somerset council. We must also sort out the governance of the West of England Mayoral Combined Transport Authority and North Somerset council, with North Somerset council becoming full member of the West of England Mayoral Combined Authority, and improvements to the Western Gateway Transport Board and Western Gateway Partnership with the same English region boundaries. There is a need for one South West Region Transport Board for the 7 counties like the North Transport Board, and Midland connect. We must get public transport investment in South West England.

Please bring our statement to the Growth and regeneration scrutiny committee. We believe that the committee need to work closely with the West of England Mayoral Combined Transport Authority and North Somerset council bus service forum, West of England scrutiny commission and transport scrutiny board and scrutiny West of England joint committee and West of England committee as the Transport Authority is the West of England Mayoral Combined Transport Authority Mayor Dan Norris.

At Bristol level the Bristol Transport Board and passengers' safety partnership we urgently need to see full public transport functions and infrastructure staff transfer to the West of England Mayoral Combined Transport Authority from Bristol City council Bath and North East Somerset council, South Gloucestershire council and North Somerset council.

We support the bus service review for September 2022. All Bristol and Bath Park and ride services call at stops toward the city centre – Portway, Lyde Green, Yate, Ashton Gate, Lansdown - but 3 services cost the taxpayers a lot of money on an outdated way of running park and ride site - ie Brislington, Lambridge and Odd Down. We need to operate bus services through these park and ride sites like Salisbury, Oxford, Gloucester, Cheltenham and Taunton. We do not want services that lead to reductions in services level on the support bus Network. Services 39 x39 ,349 178, 36, 96 pass Brislington park and ride. 171 ,172 ,173, 174 pass Odd Down park and ride, to Peasedown St John, Radstock Westfield, Midsomer Norton Paulton Shepton Mallet and Wells bus station x39 39, A4 pass Newbridge Park and ride. Evening and Sunday services can be operated via services to regional destinations. We need park and ride service to stop on the way to Bristol and Bath city centre.