

**Statement: PS08.01**

**Cabinet – 2<sup>nd</sup> May 2023**

**Re: Agenda item 8: Highways Maintenance Works - Additional Pothole Funding**

**Statement submitted by: Gordon Richardson Bristol Disability Equalities Forum and David Redgewell South Gloucestershire Equalities Network.**

We welcome this report on extra money to the west of England mayoral combined transport Authority and mayor Dan Norris and Bristol city council as Highway Authority.

We welcome this money and would like to see priority given to main route and especially the city and county of Bristol high street area .

The potholes in Victoria street near the city council 100 Temple street buildings by the crossing is making the road unsafe for pedestrians and cyclists.

Can we please look at routes that are used by pedestrians crossing the roads cycling routes and Bus route on main roads.

It's very important that we carry out road repairs in the city and county of Bristol and the Bristol city Region more urgently.

## Statement: CS08.01

Cabinet – 2<sup>nd</sup> May 2023

### Re: Agenda item 8: Highways Maintenance Works - Additional Pothole Funding

#### Statement submitted by: Councillor Martin Fodor

It's with a sense of relief rather than joy that I welcome news that receipt of additional pothole maintenance funds from the government is being approved at Cabinet.

The dire state of our roads and danger to road safety from the pothole hazards around the city – recently claimed to be the worst in the country – is a clear reflection of fifteen years of austerity and shrinking local authority spending. So I'm glad officers were able to secure some of the funds recently released by government via WECA. Competitive bidding for necessities is unsatisfactory but we have to be glad to get a share.

But the cratered condition of so many roads is a source of frequent casework as so many road users are worried about being thrown from cycles and e-scooters as they try swerve around holes while trying to get around. And as drivers veer around the same hazards there's even more danger for our more vulnerable road users whose priority should be paramount.

When Bristol was the National Cycling City in 2008: BBC news reported in June that year Councillor Helen Holland, then leader of Bristol City Council, saying: "Our aim is to make the bicycle a real alternative for many more people travelling to and around Bristol.

"This award, and the funding that it brings, will enable us to progress with a raft of off and **on-road improvements** which will encourage more people to chose pedal power to make a real difference to their own and our city's health and environment." I believe that included a promise to maintain the usual cycling zone, 1.5 meters from the kerb. Clearly that commitment is long lapsed.

The condition of Cheltenham Rd, the A38 trunk road, both northbound and southbound carriageways is one of the most stark examples of the disintegrating surfaces we have now.

What's most frustrating is the way pothole reports get triaged so only a few get accepted for repair – the rest left to get worse. I hope we get an assurance this will change thanks to the funding. Even the small pits could lead to serious injuries when cycles or escooters hit them. Frankly the need to weave around dozens of holes is a hazard in itself.

It would be helpful if the Cabinet member could provide a statement about where and when the roads past their sell by date will be resurfaced. Where will there finally be some relief and the preventive action promised in the report be taken?

When people who report potholes are told the case is closed as 'this is not urgent and will be dealt with in future planned work scheme in this area' there's no date given. Does this mean no specified future date exists, just some hypothetical day? Unless a continuous patchwork of small repairs is possible there needs to be some indication of the actual preventive programme so many roads really need. Please let people know as otherwise they'll be deterred from travel on many routes in dark or wet weather when they can't safely take avoiding action. A simple list of the planned programme to ward councillors and stakeholder groups could really help.

I want to be stress here – I'm not blaming the administration for the consequences of austerity, but I am calling for better information and better responses to road users being put at risk and to increase confidence and understanding please give better guidance on what will actually get fixed.

**Statement: PS09.01**

**Cabinet – 2 MAY 2023**

**Re: Agenda item 9 - Bus Deal – Strategic Corridors Update**

**Statement submitted by: Michelle & Wayne Haskins**

We are writing to oppose the above proposal for bus lanes. We strongly disagree that the proposed works will create improvement.

Bus lanes are meant to speed the passage of public transport through the city. They are therefore not required on this stretch as buses do not get caught in traffic at this location. The pinch point is the junction by the ford which is in desperate need of reorganising. If this junction were to be improved then all traffic would flow easily including buses.

It is our opinion that the introduction of bus lanes here will actually cause disruption to traffic, take a lot of reorganisation of current road space and ultimately cost the tax payer money especially as the roads (particularly Crow Lane) are too narrow to currently accommodate bus lanes.

The money would be better spent on improvements that will benefit the wider community such as improved pedestrian crossings, bike lanes, road repairs and street cleansing. All of which are extremely lacking in Henbury and Brentry.

We respectfully ask the council to reconsider this proposal in order to spend money on improvements for the benefit of all.

**Statement: PS09.02**

**Cabinet – 2 MAY 2023**

**Re: Agenda item 9 - Bus Deal – Strategic Corridors Update**

**Statement submitted by: Jerry Riches**

I have read the above and would like to register my rejection of the proposal as I feel the benefits to bus users would, if any, be minimal, the inconvenience to other traffic considerable and the money spent could be put to far better use.

**Statement: PS09.03**

**Cabinet – 2 MAY 2023**

**Re: Agenda item 9 - Bus Deal – Strategic Corridors Update**

**Statement submitted by: Beverley & Ian Dyer**

It has been brought to our attention that the number 2 bus stop is to be removed and relocated outside our homes , just down from the hazardous mini roundabout ( Sturminster road/ west town Lane junction).

We have lived here over 30 years and witnessed many accidents due to cars speeding down from Sturminster road or speeding around the bend from West Town lane , crashing into walls and other vehicles.

Having a bus stop just down from this junction is very concerning once the bus is stationary to allow passengers on or off is going to cause havoc ,cars speeding around the bend is an accident waiting to happen. At present there is not enough space for a car to over take the bus once parked on bus stop , this could cause a car to overtake the bus whilst speeding around the bend and cause a head on collision.

The stop at present allows enough space for the traffic to flow around the bus because it filters into two lanes , which will not be the case if relocated to proposed site .

Will residents be compensated for having a bus stop outside their homes . I.e expenses for having to have railings placed on their walls to prevent bus passengers sitting on their walls whilst waiting for the bus . Lack of parking due to bus stop markings being placed outside their homes , noise prevention from some passengers..

Also can there be a promise that no trees will be felled to allow this relocation of the bus stop.

Why would anyone waste tax payers money and relocate a bus stop 100 yards disturbing residents , pretentiously causing more road traffic accidents when there is already a sheltered bus stop 150 yards further down the road outside the local school which is and would serve the purpose needed .

**Statement: PS09.04**

**Cabinet – 2 MAY 2023**

**Re: Agenda item 9 - Bus Deal – Strategic Corridors Update**

**Statement submitted by: Ian Skuse**

Looking at page 135 of the consultation it appears that approx.. 90% of people either disagree or strongly disagree with the West Town Lane/Wells Road junction changes. So if we still live in a democracy this proposal for the junction should now be withdrawn because the majority of people are against it.

**Statement: PS09.05**

**Cabinet – 2 MAY 2023**

**Re: Agenda item 9 - Bus Deal – Strategic Corridors Update**

**Statement submitted by: Christine Gregory, Philip Gregory & Louise Hutchinson**

I would just like to put some points that I have with regard to the above proposal.

I live in Sturminster Road so mostly am writing about this area.

We use our car for shopping locally at the supermarkets, which don't have buses on the routes, going to our doctor's surgery etc otherwise we use the bus.

The cyclists that come up our road are few and far between and some may have changed their mode of transport to electric scooters. The time we see most cyclists are on the weekends - so does it warrant all this money spent on them when they seem to be doing alright as it is?

With regard to the proposed cycle path at the roundabout at the bottom of the road, do you think that cyclists will go along West Town Lane to the crossing, cross over and then go up the cycle lane because I don't think so. They will do what they are doing now and go round the roundabout.

The new proposed path taking away the grass and using it as a pavement - I wonder how safe this will be with walls and shrubs hiding the pedestrians as they walk up from cars leaving their driveways?

The new proposed bus stop is even further away from the last bus stop which is on the Wells Road and even further for people to walk to and from. Why move it? Not sure how many sports people use the bus stop which is just outside the sports centre but it doesn't make any sense to move it.

There will be parking restrictions outside of our houses for the use of visitors and work people which will be very inconvenient - where else are they supposed to park?

The narrowing of Hazelbury Road is another stupid idea! why don't you just put a crossing there with an island in the middle so that when cars come down Hazelbury there are two lanes so that they can turn left as well as right and cut down on queuing and therefore pollution. They narrowed Sturminster Road and in the winter because they don't have the chance at the bottom to turn left or right like they used to the traffic goes way past our house at times. Pollution central when it would have been easier to have left as was and let traffic flow.

From West Town Lane up the Wells Road there are no bus lanes and now you want to put 24 hour bus lane in - that makes no sense. The same coming in from Whitchurch up to Broadwalk there is no bus lane, except from just before Broadwalk and that is for a couple of hours in the morning going into Bristol and going out of



Bristol there is a small one on Red Lion Hill for the afternoon rush hour. Leave well alone please.

I have tried reading your Agenda Documents and agree with our Conservative councillors statement wholeheartedly.

**Statement: PS09.06**

**Cabinet – 2 MAY 2023**

**Re: Agenda item 9 - Bus Deal – Strategic Corridors Update**

**Statement submitted by: Natalie Vowles**

It has been brought to my attention that the number 2 bus stop on West Town Lane is to be relocated.

Please can you clarify where this is to be relocated. I live in West Town Lane and from the plans it looks like the stop could be outside of my house.

The point at which it appears to be relocated is closer to West Town Lane Academy. This section of the road is absolute chaos at school pick up/drop off times. To move the bus stop here would mean less parents can park on this stretch of road and a bus would hold up a great deal of traffic as there would not be enough space to overtake a bus. There is already a bus stop 150 yards further down the road, at a wider point. Why can this stop not be used?

The current location of the stop allows traffic to flow around a stationary bus. If the stop is moved to the proposed location, the traffic problem is only going to be made worse.

There has been numerous amounts accidents at the mini round about at the bottom of Sturminster Road. I can only see this increasing if you add a bus stop just after it.

As a resident that lives at the point you are proposing to move the stop, I am very concerned how this would affect my family personally. This is already a very busy road and it can be difficult to pull off of the drive as it is. If you put a bus stop directly outside of my house, this is going to make it more difficult. I am also concerned about the level of noise from double decker buses pulling up outside of my house all through the night with two small children trying to sleep. Cars do not obey the speed limit on this stretch of road and we also have a large number of e-scooters driving very fast along the pavement. I am therefore already concerned for the safety of my children outside their own home, let alone adding buses pulling in and out.

It currently takes me 40 minutes to drive 0.7 miles to Brislington village and back to drop my child to nursery. I think the money would be better spent trying to do something about this rather than relocating a bus stop which will cause further inconvenience and has no benefit apart from making way for bicycles.

I have read your paper on the proposed changes today. This is the first I have seen of this and was forwarded by a neighbour via Facebook. As a resident directly affected by the changes, I believe I should have been kept up to date with any proposals.

I hope you will take my comments in to consideration.

**Statement: PS09.07**

**Cabinet – 2 MAY 2023**

**Re: Agenda item 9 - Bus Deal – Strategic Corridors Update**

**Statement submitted by: Lindsay Hamlin**

I am writing to express my thoughts regarding adding bus lanes on Knowle lane and Crow lane.

First off, Personally I am not convinced that the bus lanes will actually make much of a difference to the bus journey times but could cause issues for other road users and will cost money that would better spent on other initiatives. It will remove parking from in front of peoples home where there is no other parking option. It will cause traffic to back up along Knowle lane and Crow lane causing more congestion and pollution. Currently the flow of traffic is smooth and moving. Adding a bus lane will create more congestion.

Secondly, the full papers say that residents who live nearby would have seen the proposal. My back garden is on Knowle lane and the only access into our neighbourhood is via Knowle lane, yet this is the first I have heard of this proposal. You can see based on survey results from other parts of Bristol that many other communities had a much higher response rather, more than 3 times as high when compared with the Brentry/Henbury community. If the council still thinks that this proposal should go forth, should they not first set forth with actually getting wider survey results? I am disappointed in the council for again proposing new bus lanes in areas that do not struggle with congestion. It is a waste of resources that can be better spent elsewhere.

I strongly disagree with the proposal of bus lanes on Crow and Knowle lane.

**Statement: PS09.08**

**Cabinet – 2 MAY 2023**

**Re: Agenda item 9 - Bus Deal – Strategic Corridors Update**

**Statement submitted by: Bernard Hole**

Strongly disagree with the proposal to introduce 24 hour bus lanes to knole lane and crow lane.

Buses are not severely delayed at these junctions.

The money would be better spent on improving the old crow roundabout junction.

**Statement: PS09.09**

**Cabinet – 2 MAY 2023**

**Re: Agenda item 9 - Bus Deal – Strategic Corridors Update**

**Statement submitted by: David Mullanney**

Crow Lane and Henbury Road Junction

Proposed Change

I Strongly Agree

15 AGREE

4 Neither agree/Disagree

13 AGREE

30 AGREE

8 AGREE

16 DISAGREE

15 AGREE

2 AGREE

29 AGREE

14 AGREE

Crow Lane proposed changes

17 AGREE

5 DISAGREE

15 AGREE

4 AGREE

12 AGREE

13 AGREE

8 Strongly AGREE

10 AGREE

KnoleLane/Crow Lane

14 DISAGREE

13 AGREE

6 AGREE

46 NEITHER AGREE/DISAGREE

65 DISAGREE

33 AGREE

13 AGREE

6 AGREE

19 AGREE

There is Problem parking in Machin Rd but vehicles do block entrances and exits especially at the back of Henbury Library and at the front of the Community

Centre,

I would like to see Yellow Lines extended into Machin Rd from Crow Lane going past the back of the Library.

**Statement: PS09.10**

**Cabinet – 2 MAY 2023**

**Re: Agenda item 9 - Bus Deal – Strategic Corridors Update**

**Statement submitted by: Jennifer Belsten**

The idea of bus lanes in brentry/henbury would be crazy, the traffic is ridiculous now especially with all the new lay outs going up to cribbs causeway. We have more blooming car show rooms in Bristol than anything else and you want to cut the roads down for buses !!!! So NO NO NO too bus lane, more cycle paths and car parking facilities

## **Statement: PS09.11**

**Cabinet – 2 MAY 2023**

**Re: Agenda item 9 - Bus Deal – Strategic Corridors Update**

**Statement submitted by: Laura Stokes**

I'm concerned about the proposed changes to the number 2 network, both the original proposal and the changes that have been made since - that are unclear and have not been properly communicated to those it will affect the most.

This concern is particularly around Sturminster Road, West Town Lane and Wells Road. As a local resident, these potential changes will make the Stockwood Ward more isolated than it already is. We have limited access in and out of the area, minimal facilities and poor public transport serving the area.

Statements:

- The Sturminster Road 'floating bus stop' will be dangerous if people need to cross a cycle lane. It will also cause even more traffic around West Town Lane and the mini roundabout - this is already a bottleneck at peak times.

- The papers do not confirm if the ban on left hand turn from West Town Lane to Wells Road has been removed. If this change goes ahead, it will push more traffic through Stockwood, Hazelbury Road and surrounding residential roads. Mostly it will mean cars are diverted 1-4 miles in the wrong direction to arrive at their destination.

This cross junction would benefit from a better traffic light system so the timings allow for cars to move through each exit accordingly (for example, the lights currently don't allow any time for right hand turn from West Town Lane to Wells Road). Otherwise, a roundabout (with traffic lights) would equally be valuable, help traffic flow and decrease the amount of accidents that occur at this junction.

Questions:

1. Can you confirm the planned proposal for the turnings on West Town Lane and Wells Road junction?
2. How will these changes impact the local residents?
3. Will the number 2 network be improved (regular and more frequent buses for example) by making the proposed changes?
4. How do you propose residents of Stockwood will be less cut off from the rest of the city?
5. Can you confirm these proposed changes will have a positive impact on the road network and reduce overall traffic flow at peak times?
6. Can you provide a backout plan for your proposals if they do not work in practice?

Myself and most residents/road users in the area are keen for road improvements. However, some of the proposed plans do not seem fit for purpose and will cause more chaos to an already incredibly busy and dangerous road network.



Please release and communicate clear plans for the changes and take note of the feedback from those who live in the area and who it will affect the most.

**Statement: PS09.12**

**Cabinet – 2 MAY 2023**

**Re: Agenda item 9 - Bus Deal – Strategic Corridors Update**

**Statement submitted by: Kim Lewis**

Firstly the plan to readjust the roundabout will have adverse effect on access/leaving to our property. The present location of the roundabout is where it should be in relation to ours and our neighbours property. By relocating towards our property will have an adverse effect on our vehicle access for driving on and off the drive...straight onto the roundabout..

Secondly. Parking up both sides of Sturminster Road mainly weekends when Imperial are hosting Rugby events is so dangerous and vehicles park on the grass verges that are proposed to become cycle lanes where will these vehicles park then. On the pavements outside all the houses on West Town Lane.

Thirdly. The proposed movement of the current bus stop at Hither Bath Bridge 100 yards further along West Town Lane towards 128/126 where the road bends around. Traffic will try to pass a bus pulling in and onto a bend could have dangerous consequences.

**Statement: PS09.13**

**Cabinet – 2<sup>nd</sup> May 2023**

**Re: Agenda item 9: Bus Deal - Strategic Corridors update**

**Statement submitted by: Allen Hamlin**

Dear sirs,

I am writing to express my thoughts regarding adding bus lanes on Knole Lane and Crow Lane.

I do not believe that the bus lanes will make a positive difference to the bus journey times, nor that such journeys are currently impeded by the existing infrastructure. On the other hand, I am quite certain such 'improvements' will cause issues for other road users and will cost money that would better spent on other initiatives. It will remove parking from in front of people's homes where there is no other parking option. It will certainly cause traffic to back up along these main thoroughfares; this is evident from the times when roadworks have taken place, leading to the closing of one (or part) of a lane: the tailbacks become significant. Is this to be the perpetual state of things if the bus lanes are constructed? Currently the flow of traffic is smooth and moving. Adding a bus lane will create more congestion, and will 'fix' a problem that doesn't exist.

My back garden is on Knole Lane, and I see no benefit to the local community in moving ahead with these plans. I strongly disagree with the proposal of bus lanes on Crow and Knole Lanes.

Thank you for your attention,

Allen Hamlin

**Statement: PS09.14**

**Cabinet – 2<sup>nd</sup> May 2023**

**Re: Agenda item 9: Bus Deal - Strategic Corridors update**

**Statement submitted by: Ian Beckey Gloucestershire catch the bus campaign and Brendon Taylor**

Whilst we welcome the bus deal by Bristol city council.

Now part of the bus service improvement plans.

We are concerned about the impact on passengers with reduced mobility and design of bus stops and crossing points and drop kerbs and castle kerbs and the cross of the road A 4018 to join Bus service no 2 2a .

Cribbs causeway bus station to Stockwood via Clifton Down station Bristol city centre and Bristol Temple meads station to Totterdown Knowle Hengrove and Stockwood / Whitchurch

The lack of bus priority is of major concern on the Cribbs Causeway section in South Gloucestershire council area .

Bus lanes are required

Bus lanes are required in the Henbury area .

Despite petition against bus lanes to South Gloucestershire council and Bristol city council.

Bus service improvements are required to the Metro West railway station at Henbury especially with connections to Cribbs Causeway bus station and the new Bristol Zoo .

With the new train service to Filton North Arena Exhibition station , Filton Abbey Wood Ashley Down Stapleton Road Lawrence Hill Bristol Temple meads station.

We welcome the bus priority measures through Crow Lane shops we need to see bus stop improvements castle kerb and drop kerbs Henbury junction and Knowle Lane welcome the new bus lanes on Southmead Road and in Henleaze Holmes Grove is welcome with improvement in bus waiting facilities and lighting.

New bus lanes are welcomed.

Shelters and lighting need improvement on the Downs and Blackboy Hill

Again the bus stops need better access to crossing points and drop kerbs.

But more should have been design work should have been carried out to improve

Interchange facilities like Clifton Down station with other bus services and interchange with the Bristol Temple meads station to Severn Beach railway line Metro West railway.

With service to sea mill, shirehampton Portway parkway, Avonmouth st Andrew's road and Severn Beach and Redland ,Montpellier Bristol Stapleton road and Lawrence hill Bristol Temple meads station.

Especially with the New station at Portway parkway.

Bus shelters design seating and lighting and way finding could have been improved realtime information displays could have show bus and rail departures

Like Penzance bus and coach station interchange and seat and shelter design improved with waiting shelters Queen road and Triangle we welcome the important

But also it's an important interchange point for National Express coaches to London Victoria.

The new North bound bus stops are to be welcomed especially as theses are not on a hill the new bus stop require High quality facilities.

The design does not appear for a wheelchair lift to be lowered for disabled students to join the bus points made by Bristol older people forum and Friends of Bristol suburban railways.

Clifton Down as a interchange is an important interchange for the west of England mayoral combined transport Authority mayor Dan Norris.

Network rail western and first group Great western railway and first group west of England buses/ also the T7 to chepstow bus and coach by trans cymru Transport for Wales service.

Queen road design for passenger is of concern again poor waiting facilities are high lighted .

Park street bus gate would have done to improve the public realm and air quality with the shopping experience the plan being which passenger supported was to stop the through traffic But allow parking for shoppers , local residents and Tourists to museums and parks.

With the city centre we welcome the works to the bus framework. But again the Quality of bus shelters should be improved and seating

The present graffiti covered bus stops give a poor impression of the city centre to residents and tourists and this needs improvements.

College Green bus stop upgrading are welcomed with better seating and lighting.

City centre bus stops need improvements

Passenger information is important in the city centre including clear bus stop information interchanges maps with bus coach and ferry information.

We welcome the investment in Bristol Bridge and Victoria street.

But the Southern end of Victoria street Bus shelters need improvement and seating and lighting.

There is a clear need for better interchange at Bristol Temple meads station both at Temple gate with new bus stops shelters and interchange information and access to the station at the Friary.

We also need bus shelters and stops at Southern Entrance.

We also need to allow for crossing of the main road at Totterdown near southern entrance.

Broad walk shops interchange needs improvements especially with the regeneration of the shopping centre Wells road and bus interchanges

It is very disappointing that no work appears to have been carried out to interchanges bus service Especially with westlink Demand responsive bus services To Bristlington st Anne's park Totterdown and whitchurch estate and Hengrove hospital.

Wotton park and Hengrove.

The Ring Road to south Bristol carry the important bus service to Hengrove park Bishopsworth and Bristol Airport.

And to Bristlington, Hick Gate, Keynsham Salford Newbridge Weston and Bath spa bus and coach station

But now important are design for moving bus stops to interchange.

Between Bus service 2 2a 376 Bristol bus and coach station to Totterdown Knowle, Hengrove, whitchurch, Pensford Clutton, Farrington Gurney wells bus and coach station Glastonbury and street.

172 Bristol bus and coach station Bristol Temple meads station, Totterdown knowle Hengrove whitchurch pensford Clutton, Paulton, Midsomer Norton Westfield, Radstock, peasdown st john and Bath spa bus and coach station

The works to west Town lane is welcomed providing good access is maintained to the imperial sports centre

Stockwood bus stops and shelters need improvement. and a new crossings in stockwood.

The A37 along the wells road corridor to whitchurch and Pensford, Clutton Farrington Gurney wells bus and coach station and Glastonbury and street

We wish to see improvement in waiting facilities and interchanges points with westlink Demand responsive bus services at Gilder parade and whitchurch village in Banes .

On service 2 2a we note with service 1

Modern brand new vehicle were purchased these modern buses are still in First group plc west of England fleet, But older buses are at present on the service an issue the west of England mayoral combined transport Authority and North Somerset council need to deal with the bus service improvement plans Mayor Dan Norris.

We should also get 2 2 a to loop into Southmead hospital bus station to make connections to other bus services and westlink bus services to Noth Bristol towards Southmead westbury Cribbs causeway bus station,Olverton,Alverston Thornbury Hortham.

Provision should be made at west Town lane for interchanges facilities with westlink Demand responsive bus services in the Brislington and st Anne's park area including Hungerford road area.

Demand responsive bus services interchanges needs building into this plan

Issue west of England mayoral combined transport Authority and mayor Dan Norris should address is frequentice within the service 1 2 2 a on this corridor in the Evening Sundays and weekends.

through the enhanced quality partnership with first group plc stagecoach west and other operators

We are concerned that points made by equalities Groups are not reported in the report in detail.

Bristol disability equalities forum.

Bristol older people forum.

South Gloucestershire disability and equalities Network.

LGBTQ groups.

Or Black south west.

With a city and county of Bristol of 90 languages and cultures we are concerned their voices are not being heard by the west of England mayoral combined transport Authority Bristol city council Banes and South Gloucestershire council in the bus service corridor improvements in the city Region .

**Statement: PS09.15**

**Cabinet – 2<sup>nd</sup> May 2023**

**Re: Agenda item 9: Bus Deal - Strategic Corridors update**

**Statement submitted by: David Redgewell South west transport Network and Gordon Richardson Bristol disability equalities forum.**

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172 Bristol bus and coach station Bristol Temple meads station, Totterdown knowle Hengrove whitchurch pensford Clutton, Paulton, Midsomer Norton Westfield, Radstock, peasdown st john and Bath spa bus and coach station

The works to west Town lane is welcomed providing good access is maintained to the imperial sports centre

Stockwood bus stops and shelters need improvement. and a new crossings in stockwood.

The A37 along the wells road corridor to whitchurch and Pensford, Clutton Farrington Gurney wells bus and coach station and Glastonbury and street

We wish to see improvement in waiting facilities and interchanges points with westlink Demand responsive bus services at Gilder parade and whitchurch village in Banes .

On service 2 2a we note with service 1

Modern brand new vehicle were purchased these modern buses are still in First group plc west of England fleet, But older buses are at present on the service an issue the west of England mayoral combined transport Authority and North Somerset council need to deal with the bus service improvement plans Mayor Dan Norris.

We should also get 2 2 a to loop into Southmead hospital bus station to make connections to other bus services and westlink bus services to Noth Bristol towards Southmead westbury Cribbs causeway bus station,Olverton,Alverston Thornbury Hortham.

Provision should be made at west Town lane for interchanges facilities with westlink Demand responsive bus services in the Brislington and st Anne's park area including Hungerford road area.

Demand responsive bus services interchanges needs building into this plan

Issue west of England mayoral combined transport Authority and mayor Dan Norris should address is frequentice within the service 1 2 2 a on this corridor in the Evening Sundays and weekends.

through the enhanced quality partnership with first group plc stagecoach west and other operators

We are concerned that points made by equalities Groups are not reported in the report in detail.

Bristol disability equalities forum.

Bristol older people forum.

South Gloucestershire disability and equalities Network.

LGBTQ groups.

Or Black south west.

With a city and county of Bristol of 90 languages and cultures we are concerned their voices are not being heard by the west of England mayoral combined transport Authority Bristol city council Banes and South Gloucestershire council in the bus service corridor improvements in the city Region .

We also welcome the cycling and walking improvement within the scheme

But would like to see continues pavements and separate cycle infrastructure and very carefully designed floating bus stops .

On the A4 Bristol bus and coach station Broadmead Bristol Temple meads station, Arnos vale ,Bristolington keynsham Salford, Newbridge Weston and Bath spa bus and coach station.

We welcome this metro bus route .

This should also allow the use of the Former North Somerset railway line through Arnos vale and Bristolington to callington road as a bus rapid transit Cycling and walking route towards Bristolington trading estate and keynsham and Salford Newbridge Weston and Bath spa bus and coach. And Hengrove south Bristol toward Bristol Airport.

This can be light rail system in the future

If the route operators along the keynsham bypass then stops will need to added at on the bypass near Keynsham railway station and Broadmead lane .

This route needs cycle provision and implementation to walking facilities with continues pavements Floating bus stops need to be redesigned.

We welcome the Bristol Temple meads station to Bristol, Broadmead shopping centre city centre Hotwells,sea mills shirehampton Portway parkway and park and ride.

We welcome the new bus lanes cycling and walking facilities

But we also need the bus interchange to Avonmouth and Severnside.

Lawrence Weston, Westbury on Trym southmead hospital bus station , uwe bus station and Bristol parkway station.

We welcome the south Bristol loop metro bus route from Bristol Temple meads Bristol city centre,Harbourside Ashton Gate Withywood Hartcliffe Hengrove knowle, Bristlington ,

Bath Road and Brislington Bristol Temple meads station and Bristol city centre/bus and coach station.

again this service needs bus links with westlink Demand responsive bus services in Hengrove hospital and whitchurch estate and Ashton vale park and ride for a bus link to Ashton vale.

The 505 Southmead hospital bus station Clifton Down Hotwells and Ashton park and ride extended to Ashton vale.

And a westlink connections from The new metro bus route .

Its must be noted in the west of England mayoral combined transport Authority and North Somerset council bus service improvement plan. States that plan will have orbital routes.

These have been withdrawn

Like service 96 st Anne's park Bristlington knowle Hengrove whitchurch Hartcliffe.

23 Ashton vale Southville Bedminster Redcliffe Bristol city centre.

10 11 Avonmouth Dock shirehampton Lawrence Weston Westbury on Trym Southmead hospital bus station to uwe bus station and coach station Bristol parkway station Bradley stoke Aztec west Hortham Alverston Thornbury.

506 Bristol city centre st Phillips Easton Eastville Horfield Southmead hospital bus station.

Bristol city centre st Paul's st werburges Eastville park Stapleton, Broomhill Fishponds, oidbury court, Downend Emerson green, puckchurch, westerleight yate bus station.

We need to find westlink bus services to serv estate without bus service.

Ashton vale.

Oidbury court.

Filwood and knowle.

Bristlington Hungerford road

Stapleton, Broomhill, Fishponds.

Hortham.

St Phillips, Lawrence hill, Easton.

With link to main line bus services coach services and railway stations

Whilst developing these public transport bus corridors we also need the metro mayor Dan Norris and the west of England mayoral combined transport Authority and North Somerset council.

Carry out a full bus coach rail and ferry service review to make sure Greater Bristol and Bath city region has a universal bus and public transport Network including bus coach rail ferry integrated ticketing.

David Redgewell South west transport Network and Railfuture Severnside.

Bristol disability equalities forum.

Gordon Richardson Bristol disability equalities forum.

**Statement: PS09.16**

**Cabinet – 2<sup>nd</sup> May 2023**

**Re: Agenda item 9: Bus Deal - Strategic Corridors update**

**Statement submitted by: Tomasz Osinski**

Dear Sir/Madam

I would like to inform you of my opposition to the proposed improvements. These short, extra spaces created for buses at this location will not make much of a difference to bus journey times. Instead, they are far more likely to cause difficulties for other road users and hamper traffic flows.

As a result, I maintain that any money spent on installing something which could have a damaging or negative impact on this part of the network would be much better spent on other transport initiatives or genuine road improvements.

**Statement: CS09.01**

**Cabinet – 2 MAY 2023**

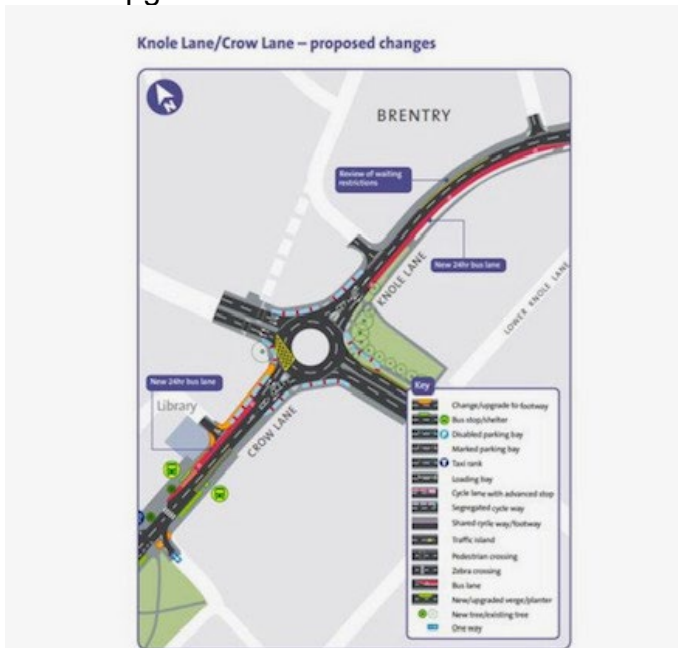
**Re: Agenda item 9 - Bus Deal – Strategic Corridors Update**

**Statement submitted by: Councillors Mark Weston & Chris Windows**

The Mayor and Cabinet will already have had the opportunity to read my Group’s submission to the public consultation conducted last year on proposed improvements to the No.2 Bus Route along the A37/A4108 corridor.

Whilst broadly supportive of the moves to increase bus priority, segregation, and regularity of service provision, as well as other planned cycling and walking improvements but, we also raised concerns about certain aspects of this scheme.

The main problem I have in relation to the report before you today, relates to the continuing inclusion of specific additional bus lane sections at the approaches to the Crow Lane and Knole Lane (pictured below) roundabout, as part of the northern section upgrade.



The survey asked the following questions:

To what extent do you agree or disagree with the proposed transport changes to Knole Lane / Crow Lane?			Response Percent	Response Total
1	Strongly agree	<div style="width: 16.07%; background-color: red;"></div>	16.07%	27
2	Agree	<div style="width: 16.07%; background-color: yellow;"></div>	16.07%	27
3	Neither agree nor disagree	<div style="width: 17.86%; background-color: blue;"></div>	17.86%	30
4	Disagree	<div style="width: 17.86%; background-color: green;"></div>	17.86%	30
5	Strongly disagree	<div style="width: 32.14%; background-color: orange;"></div>	32.14%	54
			answered	168

**Please note that public opposition to this design is particularly strong as set out in the public consultation report.**

Personally, I am still not convinced that these short, extra spaces created for buses at this location will make much of a difference to bus journey times. Instead, they are far more likely to cause difficulties for other road users and hamper traffic flows. As a result, I maintain that any money spent on installing something which could have a damaging or negative impact on this part of the network would be much better spent on other transport initiatives or genuine road improvements.

Considering the representations received, it is puzzling that this proposed change has not been revisited, reconsidered, revised, or refused.

I understand that should the report before you today be approved, there is still time and the opportunity to rework/remodel parts of the northern section – under the concurrent workstream (3) – which will be carried out in preparation of the Outline Business Case for the whole corridor.

To that end, in the spirit of positive cooperation and wishing to be helpful, I would suggest the following modifications:-

- (i) Removing entirely the Crow Lane segment, for 20m of bus lane, it just isn't worth the money being spent.
- (ii) The Knole Lane section should include both removing the verges to allow residents to park (otherwise they will be displaced into the already saturated neighbouring area) and made peak time only.

Consequently, I urge the Executive to take advantage of local knowledge and experience of all those who regularly use the busy Crow Lane roundabout and amend this schema accordingly.



## **Statement: CS09.02**

**Cabinet – 2<sup>nd</sup> May 2023**

**Re: Agenda item 9: Bus Deal - Strategic Corridors update**

**Statement submitted by: Councillor Ed Plowden**

This report is fundamentally unclear as to whether the proposals for Knowle and Totterdown have largely been abandoned or are not being fast tracked, as the only mention of any intervention is the closure of Bellevue Road (which needs to be justified). A 12 hour bus lane is mentioned for the Wells Rd, but there is a lack of clarity as to its location or extent. When and whether the other proposals will be taken forward must be made much more clear for the public to be able to understand.

Knowle and Totterdown have significant opportunities to improve the overall transport environment and reduce congestion, and their proximity to the City Centre presents an opportunity to improve active travel rates with the right interventions. Doing this would be in line with the agreed principle of tackling all the issues on a strategic corridor.

The effects of the recent CAZ boundaries on the edge of the area, including any displacement of non-compliant vehicles and resulting issues for the reliability of buses, also need to be monitored, understood and built into any proposals.

Much more information is needed as to how the decisions have been made based on both consultation responses and evidence of potential effectiveness.

There is a very comprehensive report on the thorough and effective consultation run by officers, and some of the questions I raised have been logged, and a response is given in the relevant table.

However, based on extensive discussions with residents, the comments I submitted on 28th January 2022 have not been listed in the report. For the record, I am repeating them here:

Key issues:

- Concern that Redcatch one way will displace traffic onto other residential roads such as
  - Crowndale Rd\* - Sylvia-Ravenhill\*\* Avenues. (People also worried about the speed of the traffic on Sylvia)
  - Calcott Rd\* and Rookery Rds (neither are Windmill Hill ward but the whole hillside to the west of the A37 are concerned and would like to see much more traffic calming and point closures – I personally have not heard concerns about the closure of Bayham Rd)
    - (\*these two roads already being one way implies to me that these have already been a rat running problem in the dim and distant past)
    - (\*\* 60 cars per hour in the AM peak already Ravenhill Ave that is unsuited to through traffic)
- Not understanding the need for the one way on Redcatch and what this is trying to achieve.
- Concern that there are already increased HGVs on the A37 (due to Bath CAZ?).

- My observation is that they often block buses despite the bus lane due to the narrow width and the trees. Could we have an AM peak weight restriction on the A37?
- The need for continuous pavements right along the A37 first identified back in 2016 or 2017
- The poor provision for bikes in general and in particular to get from A37 to Bayham Rd; whether anything can be done to improve the lot of the many people on bikes that will continue to use the A37
- Concerns that the design for getting bikes onto Bayham Rd might affect the green space by the old YMCA building.
- The closure of the Bellevue Rd link to the A37 puts excessive pressure on the only two other access points to that hill
- The 24hr bus lane and DYLS by the shops – does the data really justify it?
- The proposal for signalling the Bath Rd to Wells Rd junction. If this is to improve the flow from Temple Gate, then this implies more cars will be stacked up the Bath Rd. There is already a problem with rat running via Angers Rd, and this is likely to get worse if no mitigation is put in - especially as this will be potentially a route to avoid the CAZ. In fact...
- ... The impact of the CAZ in general in parallel with all this – will there be any time to let it settle in before final decisions are made?
- The bike lane through Redcatch Park, would it not be better to work with the developer of “Redcatch Quarter” and to get a bike lane the length of Broadwalk?
- Are the posters on the Bath Bridge – being dealt with separately?
- Whether all the one ways proposed are really needed (from memory Winton Rd, Brecknock Rd and Haverstock, but this might be a little wrong)
- Concern that all the work people are putting into feedback to this consultation will not make any difference

## **Statement: CS09.03**

**Cabinet – 2<sup>nd</sup> May 2023**

**Re: Agenda item 9: Bus Deal - Strategic Corridors update**

**Statement submitted by: Councillor Graham Morris and Councillor Jonathan Hucker**

As local councillors we are pleased to see investment in the area into improving traffic infrastructure. Stockwood Ward has long suffered from an underinvestment in enhancements to things like road safety enhancements due to the lack of development in Stockwood Ward. For example there are no safe road crossings on Stockwood Lane and no zebra or pedestrian crossings on Sturminster Road and Craydon Road. There is not enough funds in the Area Committee 6 pot as we have mentioned previously and Stockwood Ward has received less funds than any other ward over the years.

There are many positives in the plans with the new crossings, the enabling safer crossing of Hazelbury Road as well as the promised new crossings for Craydon Road, Stockwood Road and Sturminster Road for example.

We are disappointed to see it has taken 14 months, since the consultation has ended, to bring an update to Cabinet. We are also disappointed to see the lack of engagement with the councillors on the route.

At this report presentation we were expecting to see some idea of what the future will look like. What we have here is the original plans and the feedback and the request to seek funding for the proceeding to Full Business Case. We hope the local councillors will be engaged and officers will work collaboratively with the local councillors to shape the future of active travel / bus transport along the number 2 bus route.

As we do not know what is coming next the comments in this statement are based on the original plans.

**Bike Lane.**

The original plans show an overengineered connecting bike lane to join by Hither Bath Bridge to the National Cycle Network 3 at Manston Close. The plans show a convoluted route which is unlikely to be followed as the desire lines of getting to the two routes are likely to be much shorter. The biggest impact of the suggested route of the bike lane is the movement of the Hither Bath Bridge Bus Stop.

**Hither Bath Bridge Bus Stop**

The bus stop just after the junction with Hither Bath Bridge is the only bus stop on West Town Lane between Wells Road and West Town Lane roundabout. It is an interchange to head up to Stockwood or along West Town Lane to Brislington and

the A4. The proposals will see the bus stop moved by 100 metres, from a safe, straight bus stop to a bus stop on a bend, which will not enable cars to over take safely. It will create an accident prone area and cars will back across the roundabout whilst buses are situated there. Equally importantly the bus stop being moved will mean residents cannot access the bus stop for connection for the number 2 bus. In fact the new, proposed bus stop will be around 100 metres from a bus stop outside of West Town Lane Academy. Currently no buses use this route.

We therefore question this proposal on grounds of:

Safety – it will create a more dangerous situation than by leaving where the bus stop currently is. Also the bike lane will have a sharp corner and will come into conflict with residents and visitors to the local school; and

Cost – there is no need for the new bus stop as there is already one in close proximity

Future Travel – the bus stop provides good access for parents of pupils at the 3 form primary school at West Town Lane Academy. It is currently the nearest bus stop. It is also the nearest bus stop for patrons of the South Bristol Sports Centre, a destination which receives literally thousands of visitors a week. At a time when we should be trying to boost public transport this will have the opposite impact and make bus usage less attractive.

Another consequence of the bike lane will be the removal of the grass verge down Sturminster Road. This verge acts as buffer and protection for pedestrians and residents currently.

We question the decision to remove the verge for the following reasons:

Sustainability – the grass verge absorbs a lot of rain water which will channel down the road to West Town Lane.

#### West Town Lane / Wells Road Junction

This has proven to be the most controversial aspect of the consultation with an overwhelming majority against the idea to ban the left hand turn from West Town Lane into Wells Road. Agenda item 9 does nothing to confirm whether the banned left hand turn is still proceeding or whether, as the majority of us want, it will be banned. In fact the report does not provide us with any details regarding the movements at this junction, particularly concerned regarding the consideration on turning right into West Town Lane from Wells Road. Will there be any bans in place?

The traffic movements at this junction are critical to an increase in rat running on secondary roads to the Wells Road (such as Woodleigh Gardens, Davids Road, Hazelbury Road, Mowbray Road, Imperial Road, Beryl Grove, Warmington Road and Kinsale Road. If the traffic movements at this junction are impaired what

consideration is the council providing to reduce / prevent an increase in rat running at the turn offs the Wells Road.

The Wells Road bus lanes are suggested for 12 hrs. We don't believe they are currently required due to the dearth of bus services in this part of Bristol. The Wells Road functions relatively well the key issues along the road are:

- Poor road surface;
- Volume of HGVs using the road;
- the pressure on the existing road infrastructure.

The displaced on road parking caused by the bus lane introduction will cause a lot of issues around the Mowbray Road / Petherton Road junctions. This will also get worse as the New Fosseyway development is delivered.

We welcome the council's proposal for the crossings on Sturminster Road and at Manston Close.

We also understand the council is shaping plans to include many of the crossings indicated on maps produced by the Stockwood Ward Councillors. We thank officers for this important consideration.

Other concerns:

1. There is nothing to cross Stockwood Lane near the junction with Craydon Road. A zebra crossing here would be wonderful. It is flat and will join up two areas over a road which can be very fast due to rat running.
2. The work on Sturminster Road Craydon Road on the bend is great but more is needed to slow traffic down due to the number of accidents which occur on this route. Could we have speed tables at the junctions to slow the traffic down. We present a petition to show residents' concerns regarding speeding in this area. Failure to mitigate the speed will lead to a reduction in reliability on the bus services due to the number of times the road has to be closed due to driving incidents. This was looked at a couple of years ago and officers have a suggestion as to what needs to be done.
3. The Craydon Road / Pensford Court bus stops have no crossing points and a central reservation here would be really good.
4. Stockwood can be used as a drive through by those speeding to get to and from Keynsham. If there is scope to do something to mitigate some of the speeding this would be really appreciated.
5. Any changes will lead to displaced parking. Please work with us to discuss these points so we can get maximum benefit for all.

6. I know Cllr Alexander was looking to see if a bid can via Active Travel Fund 4 can enable a signal controlled crossing to join up the NCN and provide a safe route to the new bike track.
7. Whatever the designs please take this opportunity to slow the traffic down to sensible levels on our roads.

We present a petition which has been signed by many residents of Sturminster Road who live between Dutton Road and Hooper Road on both sides. We ask this is taken into consideration and provide a safer living experience for these residents and for the other residents on Sturminster Road who are impacted daily by speeding cars.

We would welcome the opportunity to work with Transport to design solutions for the area.

**Statement: CS09.04**

**Cabinet – 2<sup>nd</sup> May 2023**

**Re: Agenda item 9: Bus Deal – Strategic Corridors Update**

**Statement submitted by: Councillor Marley Bennett**

I welcome the additional funding for transport corridors – as I will welcome any funding for public transport. I was pleased to join Transpora Bus for the launch of the no.25 services, which connects Horfield and Eastgate to the centre, via communities that had previously lost a service, like St Werburgh's and St Paul's.

I used the opportunity to speak with the Managing Director, to ask for them to consider opening a new service for Stapleton, which currently does not have a bus service. I would appreciate it if Cllr Alexander could get back to me in writing about whether he envisages any funding pots that could support a service in Stapleton becoming available in the future.

**Question: PQ09.01**

**Cabinet – 2 MAY 2023**

**Re: Agenda item 9 – Bus Deal – Strategic Corridors Update**

**Question submitted by: Katie Bennett**

**Question 1:** The proposed alterations to the West Town Lane / Wells Road junction and the banning of left or right turns will result in Mowbury Road and Hazelbury Road becoming a rat run for drivers who want to avoid the junction.

What consideration has been given to the inevitable increase in traffic, higher levels of emissions and likely reduction in pedestrian safety for the residents of Hazelbury Road and Mowbury Road?



**Question: PQ09.02 & PQ09.03**

**Cabinet – 2 MAY 2023**

**Re: Agenda item 9 – Bus Deal – Strategic Corridors Update**

**Question submitted by: Peter Lidington**

**Question 1:** How can you justify the proposed changes to the West Town Lane/A37 junction given that 78% of those who responded to the survey (201 people) disagreed with the proposals (66% strongly disagreed!)? Hardly democracy in action.

**Question 2:** How much investigation has there been on the impact of these proposals on the local residents and communities in this area, particularly the A37 (west side), Beryl Grove, Imperial Road, Hazelbury Road, Mowbray Road & Long Eaton Drive? In particular, the impact of a 24 hour bus lane - not needed as no buses run overnight and there is no traffic problem between 10am - 4pm (the A4 Bath Road only has a peak hour restriction between 7am- 10am inbound in Brislington); the banning of the left - turn from West Town Lane onto the A37, which will cause huge problems for residents in Beryl Grove, especially, when trying to get home; and the banning of a right-turn from the A37 onto West Town Lane which will create havoc on the surrounding side roads (Beryl Grove, Mowbray Road, Hazelbury Road, Imperial Road) which will all become 'rat runs' far worse than they already are.

**Question: PQ09.04 & PQ09.05**

**Cabinet – 2 MAY 2023**

**Re: Agenda item 9 – Bus Deal – Strategic Corridors Update**

**Question submitted by: Laura Stokes**

**Question 1:** Can you confirm the planned proposal for the turnings on West Town Lane and Wells Road junction?

**Question 2:** Can you confirm these proposed changes will have a positive impact on the road network and reduce overall traffic flow at peak times, and how?

**Question: PQ09.06 & PQ09.07**

**Cabinet – 2 MAY 2023**

**Re: Agenda item 9 – Bus Deal – Strategic Corridors Update**

**Question submitted by: Tyrone Pearce**

**Background:** I'm disappointed with the lack of communication and transparency with the proposed plans for the number 2 network.

It's unclear if the left-hand turning from West Town Lane onto Wells Road is within the new plans. This junction and road network already creates bottlenecks around South Bristol during peak times, so cannot see how reducing traffic flow further and adding more bus lanes will benefit road users or the residential areas. It will only push more traffic into housing areas.

The removal of grass verges on Sturminster Road to build cycle paths will save the council money as the grass is only cut up to four times a year nowadays, but will reduce greenery and wildlife in the area. Twenty-four hour bus lanes are not required - we do not have buses serving the area 24/7 and certainly do not see this service improving as a result of the proposed changes - the bus lanes will likely be empty apart from 1 bus per hour, if we're lucky, creating more road bottlenecks during peak/and non-peak times. This will not setting a good example of the need for clean air zones with more idle cars waiting in evenmore traffic for longer periods and needing to drive further long-winded distances to get to where they're going.

**Question 1:** Will the number 2 network be improved (regular and more frequent buses for example) by making the proposed changes?

**Question 2:** Can you provide a backout plan for your proposals if they do not work in practice?

**Question: PQ09.09**

**Cabinet – 2 MAY 2023**

**Re: Agenda item 9 – Bus Deal – Strategic Corridors Update**

**Question submitted by: Lisa Stannard**

**Question 1:** I would like to strongly object to the proposals for changing the West Town Lane junction in South Bristol. I would like it noted that I strongly object to the ban on a right hand turn from Hengrove Lane to the Wells Road as well as a ban on a left hand turn from West Town Lane onto to the Wells Road. I am a local resident who works in the community and such a restriction will have a huge impact on my work and daily life.

I would also appreciate a list of the number of 24 hour buses that will use your proposed bus lane along that stretch of the Wells Road? Bus services along that stretch of the road are pretty much non existent never mind 24 hour?

**Question: PQ09.10**

**Cabinet – 2 MAY 2023**

**Re: Agenda item 9 – Bus Deal – Strategic Corridors Update**

**Question submitted by: Matt Stannard**

**Question 1:** I would like to strongly object to the proposals for changing the West Town Lane junction in South Bristol. I would like it noted that I strongly object to the ban on a right hand turn from Hengrove Lane to the Wells Road as well as a ban on a left hand turn from West Town Lane onto to the Wells Road. I am a local resident who works in the community and such a restriction will have a huge impact on my work and daily life.

This will not reduce traffic it shifts traffic and will only add to the congestion with more stationary cars and more cars travelling further in distance which has a negative impact on the environment.

I would also appreciate a list of the number of 24 hour buses that will use your proposed bus lane along that stretch of the Wells Road? Bus services along that stretch of the road are pretty much non existent never mind 24 hour?

**Question: PQ09.11 & PQ09.12**

**Cabinet – 2 MAY 2023**

**Re: Agenda item 9 – Bus Deal – Strategic Corridors Update**

**Question submitted by: South West Transport Network, David Redgewell**

**Question 1:** What progress is being made on the bus service improvement plan. Jointly with west of England mayoral combined transport Authority and North Somerset council. On the bus corridor investment from Stockwood/ whitchurch Hengrove knowle Bristol Temple meads station Broadmead city centre park street Clifton Down station Henleaze Southmead Brenty Henbury cribs causeway bus station. With bus priority measures including In the park street area and in cribs causeway bus station. Working with South Gloucestershire council. The Bristol city centre Bristol Temple meads station Arnos vale, Bristlington keynsham ,Salford ,Newbridge Weston and Bath spa bus and coach station. The bus corridor from Bristol city centre to East Bristol and kingswood. With South Gloucestershire council. As the west of England mayoral combined transport Authority is now in charge of public transport Network with North Somerset council bus service improvement plan area .What progress is now being made to transport staff and resources at Bristol city council to west of England mayoral combined transport Authority. Both in transfer of staff and bus infrastructure interchanges and bus stops and shelters.

**Question 2:** With the cuts in bus service funding from both local government through the transport levy but more importantly The Government funding for bus through covid 19 bus operators recovery grant. In the bus service improvement plan. The west of England mayoral combined transport Authority and North Somerset council as transport Authorities. Have a bus service improvement plan. But the revenue support of being spent On 7 am to 7 pm on the main road service corridor. Across Bristol city region South Bristol via the city centre North Bristol. Bristol bus and coach station to Bath spa bus and coach station. Via Bristlington, keynsham, Salford Newbridge, Weston and Bath spa bus station Bristol to East Bristol and kingswood. Bristol to Bedminster, parson street Withywood Hartcliffe and Hengrove South Bristol. Bristol to cribs causeway bus station. Bristol bus and coach station. To whitchurch Pensford Clutton Farrington Gurney ,Paulton, Midsomer Norton ,Westfield, Radstock, peasdown st john and Bath spa bus and coach station. Bristol bus and coach station Bristol Temple meads station Hengrove whitchurch Pensford Clutton Farrington Gurney wells Bus and coach station Glastonbury and street. Bristol to Bradley stoke Aztec west Alverston and Thornbury. Bristol bus and coach to Hambroke coalpit heath, yate bus station and chipping sodbury. Bristol to pill Portishead. Bristol to Nailsea and clevedon. Bristol to Weston super mare. All via Hotwells road. Cribbs causeway bus station to Bristol and Hengrove .Bristol to long Ashton. Bristol to Emerson green. Bristol city centre to Bristol parkway station Patchway station and cribs causeway bus station. Metro bus routes. £7 million pounds for bus service revenue. 4 million pounds from North Somerset council. But we need a bus service improvement plans that fund evening and Saturday and Sunday services. Link to a secondary bus Network and westlink

.So what progress is city region bus deal making on frequentice in west of England bus service improvement with North Somerset council. So we do not exclude the community from the bus Network and public transport services.

**Question: CQ09.01 & CQ09.02**

**Cabinet – 2 MAY 2023**

**Re: Agenda item 9 – Bus Deal – Strategic Corridors Update**

**Question submitted by: Cllr Graham Morris**

**Question 1:** Why do the plans include Floating Bus Stops when other floating bus stops are causing delays in plans elsewhere in the city?

**Question 2:** Stockwood Ward has the second highest proportion of residents over the age of 70 in the city (at 16%). 14% of Stockwood Ward residents' daily activities are impacted 'a lot' by illness or health condition. The removal of the bus stop at Hither Bath Bridge will cut off residents from a main bus route, greatly impact public transport users to get to West Town Lane Academy and Imperial Sports Ground just to allow an over engineered cycle route. It is also an important local bus interchange (when buses return to normality.) Can the Mayor advise what takes priority in the Strategic Corridors – bus users or cyclists?



**Question: CQ09.03 & CQ09.04**

**Cabinet – 2 MAY 2023**

**Re: Agenda item 9 – Bus Deal – Strategic Corridors Update**

**Question submitted by: Cllr Jonathan Hucker**

**Question 1:** The original proposals included a significant remodelling of the junction of Wells Road / West Town Lane. This included banning the right turn into West Town Lane from Wells Road and the left turn into Wells Road from West Town Lane. The consultation results revealed very significant opposition to this, with 77.89% who disagreed (including 66.27% who strongly disagreed). Please confirm whether the proposal to ban these turns have been removed from the plans.

**Question 2:** The revised proposal for the A37 Wells Road appears to seek to deliver 12 hour bus lanes. The original proposal envisaged 24 hour bus lanes as far south as Whitchurch Village. Please indicate whether the 12 hour bus lanes would also be operative between the West Town Lane junction and Whitchurch Village.

**Question: CQ09.05**

**Cabinet – 2 MAY 2023**

**Re: Agenda item 9 – Bus Deal – Strategic Corridors Update**

**Question submitted by: Cllr David Wilcox**

**Question 1:** I welcome this report to cabinet; the citizens of Bristol have been waiting since the consultation on this route was first announced as part of the Bus Deal Cabinet Report in October 2019, for something to happen. Can the cabinet member for transport please detail a timeline for the Full Business Case being presented to cabinet and when spades might actually be in the ground, please?

## **Statement: PS10.01**

**Cabinet – 2<sup>nd</sup> May 2023**

**Re: Agenda item 10: Temple Quarter Update**

**Statement submitted by: David Redgewell South west transport Network and Railfuture Severnside. Bristol disability equalities forum**

We welcome this public update cabinet report on the consultation and the modernisation of Bristol Temple meads station in to modern European Railway station and Public transport interchange .

New Entrance to the station Eastern Entrance to the new university quarter And st Phillips marsh.

The Southern entrance with car park with Electric charging points.

Bristol Temple meads station is regional Public transport interchange and requires car parking for passengers And staff and the British transport police 24 7 .

For Network rail western, First group plc Great western railway and German state railway arriva cross country trains.

All theses companies have staff based at Bristol Temple meads station. And Bristol and Exeter House. 24 7 train crew

First group plc staff GWR use first buses to work but theses are not 24 7 .

Car parking Must not be removed by Bristol city council or the west of England mayoral combined transport Authority station car parking is a requirement of ORR .

Cycle parking and bus services stops for south Bristol North east Somerset and Somerset bus Network are important at Southern Entrance.

The Transport interchange in the Frairy And new station entrance is to be welcomed But we need a covered walkways to the bus stop with good quality facilities and to the country bus service stopping at new stops at Temple Gate for bus service to the city centre, Broadmead shopping centre Clifton Down station, Henbury Southmead hospital. Cribbs causeway bus station.

Metro bus service to Harbourside and long Ashton.

Bus service 172 Knowle, Hengrove whitchurch ,Pensford , Clutton to Paulton, Midsomer Norton, Westfield, Radstock peasdown st john Bath bus and coach station.

376 Bristol Temple meads station

Totterdown, knowle, Hengrove whitchurch ,Pensford, Clutton, Farrington Gurney ,wells bus and coach station Glastonbury and street.

We also like to regional coach service also link up at Bristol Temple meads station for routes like the Falcon coach service to Bristol Airport Churchill east Brent Bridgwater ,Taunton ,Wellington cullompton ,Exeter, Newton Abbott and Plymouth coach station.

Alot of regional coach service operator to destination without railway service's.

We also need to see Buses from East Bristol and Kingswood calling at the back of Temple Meads station Eastern Entrance. To serve the university campus and St Phillips Marsh and the waterside area.

With regards to the Railway station We need better waiting facilities. The present waiting room do not have accessible doors on the Great Western railway waiting facilities.

By that comment I do mean GWR not First Group plc. Great Western Railway brand.

The station door Public waiting room and restaurants and cafe need automatic doors for disabled access.

The quality of the Restaurant at Bristol Temple Meads station need major improvement by Network Rail Western. Especially the loss of the restaurant on platform 3 is a major loss.

The cater offer from select service partner is poor compared with London terminals Birmingham New Street Manchester, Piccadilly, Edinburgh Waverley Leeds or York

We welcome reuse of the Midland train shed for passengers use and the use of platform 1.

With the improvement in shopping facilities.

Provision needs to be made for a light rail interchange facilities.

The station also needs changing places Toilets and modernisation of waiting facilities.

The station needs modern cafe and shopping facilities including shops like Boots and Sainsbury's.

Even Plymouth has a small supermarket we also need lifts and escalators To the station approach on the Friary especially for passengers with reduced mobility.

British Transport Police station need to remain in the main station it a major operation police station for Network Rail Western route. With a fully accessible new footbridge to the Eastern entrance.

We welcome the new station forecourt pedestrian facilities and Taxis rank

The facilities on the Friary will need to include the Airport Flyer with improvement in waiting facilities.

The station need good quality hotel facilities in Temple Quay or Temple Island with conference facilities.

The Governor Hotel and George and Railway Hotel both need to be Regenerated this gateway site needs sorting

On Temple Quay we need full accessible ferry landing stages and new landing stages

Welcome the development of housing and student flats around the station Temple Quay and the Feeder canal. Including the new school.

A ferry service is welcomed on the Feeder canal to Netham Lock.

We must see a mixture of private housing affordable home and rented homes.

St Phillips Marsh.

Employment is very important especially with the Network rail Depot and maintenance facilities for first group plc Great western railway. for local regional trains and metro west railway services.

With more metro west Railway service from Bristol Temple meads to Bath spa station and Westbury.

Bristol Temple meads station to Gloucester central.

Bristol Temple meads to Pill and Portishead including Ashton Gate.

Bristol Temple meads station to Filton Abbey wood Filton North station and Henbury for cribs causeway.

We need to Electrification of Greater Bristol metro Railway Network.

From Chippenham Bath spa and Bristol Temple meads station and Bristol parkway / Patchway.

The Henbury loop line.

Bristol Temple meads station to Avonmouth and Severn Beach line .

Bristol Temple meads station to Portishead.

Bristol Temple meads station to Weston super mare and Taunton.

From may 2023

Required maintenance train care facilities and staff base

Along with many local manufacturers business

Many local people work in st Phillips marsh and Bristol Temple meads station area

From Bristlington, knowle ,Arnos vale Totterdown, keynsham st Anne's Barton hill Easton st George, Hanham ,kingswood .

So we are very concerned about moving jobs to cribs causeway/ Patchway Avonmouth and Severn Beach, Severnside. With poor bus and railway links .

The building of more homes and apartments again on st Phillips marsh May be welcomed but the area also has a railway Depot that can not be moved

We would not support re location of the Regional railway facilities.

We loss maintenance facilities to Exeter. During the Bristol Development corporation days.

The Bristol Temple meads station marsh junction line to Bristlington callington road corridor need keeping for a light rail system to South Bristol Hengrove and toward keynsham and Bath .

Bristol waste company could move to a location.

The Regional fruit and vegetables market would need relocation. If a sports complex and stadium is to be built .

But again this need a site in the south of city not again in the North of the city . May be alongside the South Bristol link road.

In st Phillips we also coach Depots which need to remain in the city central area .

Theses are employment area the city requires.

We must be careful not to turn the area into miles of London style regeneration. Or just an extension of Bristol Harbour. But a community with housing flat student and employment area .

We welcome the work on the flats housing and a conference centre on Temple island.

The work on the flood defences around the Bristol Harbour and st Phillips marsh is to be welcomed.

Along with the sustainable transport corridor to Bedminster green and metro west railway station at Bedminster.

Which need improve passenger facilities. CCTV cameras and better waiting facilities and disabled access.

Bus services st Phillips need a Network on Bus service it regrettable that Bristol city council are due to lack of funding to the west of England mayoral combined transport Authority Dan Norris. Withdrawing the only bus service From Bristol city centre st Phillip Marsh .Lawrence hill , Easton, Eastville, Horfield Southmead hospital bus station.

Service 506 .

We need this bus service replaced by westlink Demand responsive bus services.

A mass transit light rail corridor needs to be implemented in this scheme towards Arnos vale Bristlington keynsham Salford Newbridge Weston and Bath spa bus and coach interchanges.

Via the North Somerset railway corridor to callington road Bristlington,Hengrove Toward Hartcliffe and Bristol Airport.

On Gateway to st Phillip Bristol Temple meads quarter and st Phillips marsh.

Need improvement from oid market and west street. Lawrence hill roundabout needs redevelopment.

The Gateway from Arnos vale and Bristlington.

We welcome master planning for Temple meads station , Temple quarter and st Phillips marsh.

The area needs the kind of regeneration of the area around London kings cross. and st pancras station and Birmingham new street Leeds station with its waterfront

Please bring our comments to the Bristol city council west of England mayoral combined transport Authority and Network rail western .

We also like to see more consultation with railway bus and ferry passengers local stakeholder business and the Railway trade unions RMT union Aslef TSSA and unite the union.

South Gloucestershire council Banes and North Somerset council.

Western gateway transport Board and Peninsula transport Board.

Due to Bristol Temple meads station Being a South west region transport hub .

The plan need to be fully accessible for passengers with reduced mobility at Bristol Temple meads station and diversity impact assessments.

The master plan needs be full accessible to all the community.

With better public realm around Bristol Temple meads station and Temple Quater and st Phillips public realm

**Statement: CS10.01**

**Cabinet – 2<sup>nd</sup> May 2023**

**Re: Agenda item 10: Temple Quarter Update**

**Statement submitted by: Councillor Steve Pearce**

I look forward to people moving into new affordable homes in Temple Quarter, being in active travel distance of a new business district, and having train connections from a refurbished Temple Meads to a new train stations in Ashley Down, the Portway, or the Arena – all thanks to the work of the Labour administration.



**Question: CQ10.01**

**Cabinet – 2 MAY 2023**

**Re: Agenda item 10 – Temple Quarter Update**

**Question submitted by: Cllr David Wilcox**

**Question 1:** One of the reasons officers have cited for building a Multi Storey Car park in the Southern Quarter – pages 180-181 – is that there is legislation from Westminster that Network Rail Staff must have on-site parking for major stations. Can the Cabinet Member for Transport please provide a reference to this legislation, please?