

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?

Answer:

We have plans for transformation of Bristol's road network, introducing quicker and more reliable bus travel, cleaner air, and improved walking and cycling routes. Improvements to the number 2 bus route, or A37/A4018, is part of this transformation.

In 2020, we asked people for their suggested improvements and then we consulted on our proposals in 2022. We listened to the feedback we received, and as a result we removed the proposed banned left turn from West Town Lane into Wells Road.

The banned right turn from Wells Road into West Town Lane is still proposed to help with the overall efficiency of the junction.

Feedback from the public consultation suggested that rat running on Hazelbury Road and Mowbray Road is already an issue. Subject to feasibility and funding, there may be scope to consider traffic calming measures along these roads.

Thank you for your engagement on this issue.

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.

Answer:

The proposed changes at the West Town Lane/Wells Road junction are required to facilitate the new pedestrian crossing facilities.

In 2020, we asked people for their suggested improvements and then we consulted on our proposals in 2021/22. We listened to the feedback we received in the public consultation, and as a result we removed the proposed banned left turn from West Town Lane into Wells Road.

Question 2: How much investigation has there been on the impact of these proposals on the 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.

Answer:

One of the key objectives of the project is to improve bus journey times, punctuality, and reliability; bus priority measures are a key intervention to help achieve this. Following public consultation and a review of the proposals, it is now proposed to install 7am – 7pm bus lanes south of West Town Lane towards Gilda Parade.

Feedback from the public consultation suggested that rat running on Hazelbury Road and Mowbray Road is already an issue. Subject to feasibility and funding, there may be scope to consider traffic calming measures along these roads.

Thank you for your engagement on this issue.

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?

Answer:

It is proposed to ban the right turn from Wells Rd into West Town Lane, and the right turn from Wells Rd into Hengrove Lane.

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?

Answer:

We have plans for transformation of Bristol's Road network, introducing quicker and more reliable bus travel, cleaner air, and improved walking and cycling routes. Improvements to the number 2 bus route, or A37/A4018, is part of this transformation.

In 2020, we asked people for their suggested improvements and then we consulted on our proposals in 2021/22.

The proposal at the West Town Lane/Wells Road junction is designed to facilitate the addition of pedestrian crossings, which were requested during the early engagement on the project.

The proposed pedestrian crossings will have a positive impact with regards to improved safety for pedestrians and cyclists.

The junction will be equipped with the latest traffic signals equipment, and the proposed banned movements will help the overall efficiency of the junction.

The proposals for the Stockwood to Henbury route are designed to encourage more people to use public transport and other sustainable modes such as walking and cycling and reduce the amount of general traffic using the route.

Thank you for your engagement on this issue.

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 even more 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?

Answer:

We have plans for transformation of Bristol's Road network, introducing quicker and more reliable bus travel, cleaner air, and improved walking and cycling routes. Improvements to the number 2 bus route, or A37/A4018, is part of this transformation.

The proposed bus priority measures are designed to enable higher bus frequencies and reduced journey times, as well as improved punctuality and reliability.

The WECA Bus Strategy sets out the vision for what bus network could look like in the future, including frequencies of 5-6 minutes on core urban routes. New and upgraded bus priority measures are central to achieving that vision.

Following the results of the public consultation, the hours of operation of the proposed bus lanes south of West Town Lane toward Gilda Parade has changed from 24 hours to 7am to 7pm.

Thank you for your engagement on this issue.

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

As is standard with projects of this scale, there will be a monitoring and evaluation plan to assess the benefits and impacts of the measures post implementation. There will be further statutory consultation on the proposals later this year where citizens will have the opportunity to make representations on the full business plan.

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?

Answer:

We have plans for transformation of Bristol's Road network, introducing quicker and more reliable bus travel, cleaner air, and improved walking and cycling routes. Improvements to the number 2 bus route, or A37/A4018, is part of this transformation.

In 2020, we asked people for their suggested improvements and then we consulted on our proposals in 2021/22. We listened to the feedback we received in the public consultation, and as a result we removed the proposed banned left turn from West Town Lane into Wells Road.

There are currently no 24-hour buses that use this route. However, the proposed 12-hour bus lanes will help to future proof the network and encourage the future use of public transport. This should provide additional services or facilities such as park and ride be introduced. They will also contribute to the project's objectives for existing services.

Thank you for your engagement on this issue.

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?

Answer:

We have plans for transformation of Bristol's Road network, introducing quicker and more reliable bus travel, cleaner air, and improved walking and cycling routes. Improvements to the number 2 bus route, or A37/A4018, is part of this transformation.

In 2020, we asked people for their suggested improvements and then we consulted on our proposals in 2021/22. We listened to the feedback we received in the public consultation, and as a result we removed the proposed banned left turn from West Town Lane into Wells Road.

There are currently no 24-hour buses that use this route. However, the proposed 12-hour bus lanes will help to future proof the network and encourage the future use of public transport. This should provide additional services or facilities such as park and ride be introduced. They will also contribute to the project's objectives for existing services.

Thank you for your engagement on this issue.

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. Cribs 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.

Answers:

Answers were providing in the meeting. The recording can be found at [Cabinet - Tuesday, 2nd May, 2023 4.00 pm - YouTube](#)

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?

Answers:

Answers were providing in the meeting. The recording can be found at [Cabinet - Tuesday, 2nd May, 2023 4.00 pm - YouTube](#)

I am aware you have since arranged meetings with the Mayor's office to discuss this issue.

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.

Answers:

Answers were providing in the meeting. The recording can be found at [Cabinet - Tuesday, 2nd May, 2023 4.00 pm - YouTube](#)

I am aware you have since arranged meetings with the Mayor's Office to discuss this issue.

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?

Answer:

The current programme for the corridor is for the central section Full Business Case to be presented to Cabinet in December 2023. Subject to agreement at Cabinet and subsequent WECA Committee to secure funding, works should commence in Summer 2024.

An element of the corridor has been accelerated to bring forward benefits. The restriction of traffic on Bristol Bridge made through an Experimental Order and subsequently made permanent in July 2021, secured significant benefits for bus journey times and reliability through the area. Following this, the Bristol Bridge junction is being redesigned to improve the crossings for pedestrians and cyclists. These proposals were approved at Cabinet in September 2022, and the works are due to commence in May/June 2023.

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?

Answer:

Network Rail is responsible for operating and managing Britain's railway infrastructure.

Network Rail operates under a network licence that contains a set of conditions that must be complied with and can be enforced by the Office of Road and Rail.

The rail parking spaces at Bristol Temple Meads are protected under these arrangements as a rail regulated facility. So, whilst there is no direct legislation that stipulates that Network Rail staff must be able to park at major stations, there are licence obligations and statutory protections for the current facilities that exist at Temple Meads that have informed the requirements for the Temple Quarter Regeneration Programme.

By relocating station parking to the proposed multi-storey at the Southern Gateway, we can enable the delivery of new homes, commercial space, and public realm to the north of the station, which is currently inefficiently used for parking. This will help us create a world-class welcome to Bristol that has been sorely lacking for too long.

We support car parks at railway stations as they encourage people to use trains. Without these car parks, many more travellers would drive for the duration of their journey.