

# Growth & Regeneration Scrutiny Commission 27<sup>th</sup> November 2023 Public Forum



## Public Forum Questions:

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Q1 – Q2	Toby Wells	10. Planning Service Update
Q3	Cllr Patrick McAllister	11. Bristol Avon Flood Strategy
Q4 – Q7	Rob Bryher (attending)	9. City Centre & High Streets Recovery and Renewal
Q8	Martin Rands	Planning Obligations
Q9	Jo Sergeant, on behalf of 'Save the Giant Gorum Campaign' (attending)	9. City Centre & High Streets Recovery and Renewal
Q10 – Q11	David Redgewell (attending)	Transport
Q12 -Q14	Cllr Tom Hathway	10. Planning Service Update
Q15	Mr Sherif Uthman	10. Planning Service Update

## Public Forum Statements:

Ref	Name	Topic
PFS1	David Redgewell (Southwest Transport Network and Railfuture Severnside) (attending)	Public Transport
PFS2	David Redgewell on behalf of Bristol Disability Equalities Forum and in support of Ashton Vale Bus Users Campaign Group and the Oldbury Court and Stapleton Broomhill residents' groups. (attending)	Bus Services

## **PUBLIC FORUM QUESTIONS**

### **Questions 1 – 2, Toby Wells**

#### **Q1 Preamble**

A capable and well-resourced planning department is crucial to enable our city to continue to meet the needs of current and future residents, who must be able to live in a comfortable, safe, and sustainable environment.

Without proper resources, decisions will be delayed, and the pipeline of new housing, commercial and leisure space will not be delivered at a high enough rate to meet the demand. Without the right capability, there is a real risk that developments are delivered but are substandard, resulting in poor living conditions for new residents and disproportionate impact on their neighbours.

Whilst the improvement plan has many measures to reduce the planning backlog, it seems hyper-focussed on adding capacity and reducing processing time.

**Q1)** What measures are being added to provide robust quality assurance, ensuring the policies of the new local plan are adhered to, alongside this new capacity?

#### **Officer Response:**

Ensuring high quality of decision making is integral to the recovery plan. This is being achieved through a combination of measures including (but not exclusively) training, good practice sharing, participation in relevant professional networks, learning lessons from appeals casework, templates and standards, proportionate review mechanisms, front-loading of expectations and taking a firm stance on key requirements. With regard to the Emerging New Local Plan note that is a material consideration in determining applications. However, the weight that can be given to its policies ahead of its adoption (anticipated likely in spring 2025) will depend on a number of factors, including compliance with the National Planning Policy Framework, level of objections to the specific policies in consideration and the extent to which they constitute a continuation or divergence from the existing local plan.

#### **Q2 Preamble**

There are numerous examples around the city of developers acting in breach of their approved Construction Management Plans during the construction phase, or of the approved CMP being poor quality. It is common to see vulnerable road users such as pedestrians and cyclists treated with disdain around building sites, with closures running for years at a time with no safe alternatives provided.

**Q2)** Will the council consider implementing and enforcing a stronger code of conduct for developers who impinge on pedestrian, cyclist and other road user space during construction and street works?

#### **Officer Response:**

Improving enforcement capability, including in the highlighted areas, is part of further medium-term plans. The council seeks to consider all road users when agreeing traffic management proposals with developers as part of construction work. Enforcement action is taken where appropriate.

### **Question 3, Cllr Patrick McAllister**

The Bristol Avon Flood Strategy identifies that “piecemeal development lead[s] to missed opportunity at city level”. However, the Outline Business Case specifically does not “predetermine masterplanning work at strategic regeneration sites”.

**Q3)** Is there a risk that by excluding the strategic sites from the city-wide strategy that the piecemeal nature of

flood defense development will be perpetuated?

**Officer Response:**

The identified risk of piecemeal development recognises that the flood strategy advocates a broader ambition for the city than just providing flood protection. Specifically, the opportunity to activate the river frontage with placemaking-led design, including the incorporation of an active travel route connecting new and existing communities to places of work and recreation, is most effectively realised when approached holistically, at city-level. If individual sites are brought forward that do not reflect this ambition, they will erode this opportunity.

As the Bristol Avon Flood Strategy (BAFS) develops, it will provide a reference design for the city-wide flood defences which must be responded to by all affected site development. The areas of strategic regeneration will develop their own masterplans, including the detailed nature of flood defences in those areas. These areas will however be required to support the BAFS ambition, following its lead in respect of the levels of river defence provided. It is very much the intention for BAFS to guide the flood defence requirements in the regeneration areas, but it will be for the masterplanning process to determine how best to achieve those requirements in the context of the placemaking strategies adopted for those areas. The respective teams are working together to ensure this happens.

The Local Plan review includes a new policy FR2 Local plan review ([bristol.gov.uk](http://bristol.gov.uk)), which supports this cohesive approach. The policy wording is clear that “Flood risk from the River Avon will be addressed on a strategic basis consistent with the Bristol Avon Flood Strategy”, also “development located within or adjacent to areas that are essential for the delivery of future flood defences and enhanced multi-purpose greenway as shown on the Policies Map will be expected to accommodate space for and/or deliver flood protection infrastructure required as part of the development of the area including an enhanced greenway”.

**Questions 4 – 7, Rob Bryher**

**Q4 Preamble**

It's good to see that one of the objectives of the programme is to "Enhance the street scene and green infrastructure by improving the appearance of the areas and supporting biodiversity and climate priorities" and it is noted that TravelWest, Zedify as well as the council's highways, parking and transport services are all listed in the business information booklet so that business can if they wish understand better how to utilise low-carbon transport options.

**Q4)** Can you give me an estimate (or even better a concrete figure) on how many businesses have proactively approached Bristol City Council for advice on highways, parking and transport and what sort of advice they have been give?

**Officer Response:**

The Business Development Officers within the City Centre & High Streets team have so far dealt with 62 enquiries on highways, parking and transport related matters:

- 30 about bridge and road closures e.g. Gaol Ferry Bridge, Malago Road. These have been supported through webinars on rates relief and promotion through Where's It To Bristol?
- 12 about pavement licences/parking bay suspension – signposted to relevant information.
- 8 businesses attended an event re. Princess Victoria Street closure and were given wider information on pavement licences, electric vehicle loans
- 3 about electric vehicles and Clean Air Zone – signposted to relevant information
- 3 complaints about utility works – raised with Highways
- 2 requests for replacement signage – raised with Highways
- 2 requests for bike racks – raised with Highways

- 2 about parking issues – raised with Parking

Transport deal directly with hundreds of enquiries from businesses on individual projects and schemes. These enquirers are provided with information on the projects and support packages e.g. travel planning support, grants, pavement licences.

#### Q5 Preamble

The report talks about "geographically targeted interventions which focus on a more inclusive culture and events offer to attract people back to high streets, and street scene and green infrastructure enhancements to improve the look and feel." While it is always great to have more culture and events to attract people back to the high street, a key aspect of them being able to dwell and remain there is places to gather. However, the loss of permission for hospitality businesses to use road space for seating has been a blow to a number of businesses.

**Q5)** Can funding secured for the City Centre & High Streets Recovery and Renewal Programme be used to fund TROs or ETROs to remove parking spaces outside hospitality businesses struggling to cope with the cost-of-living crisis and enable them to have outdoors seating (at least during the key warmer months)? If not, what's the barrier to this happening?

#### **Officer Response:**

No, funding secured for the programme cannot be used for this purpose. We will be making small street scene and greening improvements within pedestrianised areas within the City Centre (Old City and King Street) and transport led investment has already taken place in Princess Victoria St (Clifton) and Cotham Hill. These areas have already had parking removed, which has led to an opportunity for hospitality businesses to provide outdoor seating. Similar schemes are also proposed for Denmark Street (City Centre) and Overton Road (off Gloucester Road).

We are unable to suspend parking pays for outdoor hospitality unless vehicular rights are removed. Pavement Licences can only be issued in locations cited in Highways Act section 115 which is essentially footways, pedestrianised areas or carriageway covered by a TRO. The latter is for the full width of the carriageway that would remove vehicular rights. Officers have sought advice on whether it could be applied to areas such as parking bays and the advice was the only possible way of doing it would be to convert the carriageway to footway through a TRO. This has however never been tested and would very likely be challenged. Applying the TRO to only certain times of year would also further complicate matters.

#### Q6 Preamble

While cycle parking and more greenery are both extremely welcome on Church Road, it is also noted in the report that 93% of people come there by walking and cycling (and presumably a further small percentage coming by bus, which isn't noted). Of course, pedestrian space is scarce here due to this being an arterial road and both of the proposed "parklets" on Church Road seem to be sited on the pavement. The point of a parklet is to take car parking spaces out to make room for people, greenery and trees (see here:

<https://www.wearepossible.org/parklets#what-are-parklets>). Removing some, most or all car parking from Church Road would have the added benefit of providing a proper bus priority lane on stretches of the road rather than the pretend one that is currently "there".

**Q6)** Given that more than 93% of people visit the high street by foot or bike, isn't it time to put two and two together and remove car parking from the street to make space for other people-orientated uses? Are there any proposals to take parking spaces out to deliver some *actual* parklets on Church Road?

#### **Officer Response:**

Our interventions on Church Road have not considered parklets within the carriageway due to the issues identified in the answer to Q5.

### Q7 Preamble

Many of our high streets are still open to through traffic and the associated air pollution, traffic noise and space domination by moving and parked vehicles can make them less attractive and less pleasant places to sit or just be out on the street, causing less money to be spent.

**Q7)** Please can you provide a list of high streets in the programme ranked by air pollution readings? Do any of our high streets fall within the WHO's standards for safe levels of air pollution?

### **Officer Response:**

The locations at which BCC currently monitor air pollution, and the levels of pollution measured in those locations, can be found on the BCC Air Quality Dashboard. The WHO Guideline levels for air pollution are set lower than the pollution levels that are experienced at even 'background' locations in the city, those that are a significant distance from any roads, so it can safely be stated, even without specific monitoring data for every high street, that none of them will currently fall within the WHO's Guideline levels for air pollution. DEFRA publish background pollution maps for every 1x1km grid square in the UK. In Bristol, the lowest annual average background concentration for PM2.5 pollution in this dataset, for 2023, is 7.1µg/m<sup>3</sup>. This is higher than the WHO annual average guideline value of 5µg/m<sup>3</sup> for PM2.5. A majority of the background concentrations, predicted in this DEFRA dataset in Bristol for NO<sub>2</sub> in 2023, also exceed the WHO annual average guideline value for NO<sub>2</sub> which is set at 10µg/m<sup>3</sup>.

### **Question 8, Martin Rands**

#### Q8 Preamble

A shared space and replacement trees at Avon Crescent were conditions of the Metrobus AVTM scheme, permission for which was granted in March 2014. Two s,73 amendment planning applications have since been heard and rejected by DC Committee B. Three more have been scheduled, but pulled before hearing.

The latest application 22/05943/X attempted to wipe all the awkward conditions, as the 2014 planning conditions are said to be satisfied finally when 'Western Harbour' is built.

As a 'short to medium term' solution to the 2014 planning obligations, a white line has been painted on the highway. Very few people risk using this because of the substantial number of HGVs and coaches thundering along the highway. My question is:

**Q8)** Please define 'short to medium term' We have already been waiting nine years for the Metrobus AVTM conditions to be satisfied. How many years will it be until 'Western Harbour' is built and a safe and satisfactory alternative scheme at Avon Crescent is given planning consent?

### **Officer Response:**

The original 'shared space' consented scheme no longer complies with current road safety guidance, and in light of this planning officers are engaging with transport and highways officers to ensure that outstanding conditions will still be discharged. A further update from transport and highways in the capacity of planning applicant is anticipated in the coming weeks.

### **Question 9, Jo Sergeant (On behalf of Save the Giant Goram Campaign)**

**Q9,** What is Bristol City Council doing to protect the empty shops and pubs, on our high streets and in other parts of our communities, from willful neglect by property owners?

**Officer Response:**

The council is using planning policy, other planning and environmental tools, and high streets funding to protect and promote the use of spaces. The following are examples:

The council has strengthened its policy to support the protection of pubs within the emerging Local Plan, stating: 'Proposals involving the loss of all or part of an established public house will not be permitted unless it is demonstrated that:

- i. The public house is no longer and cannot feasibly be made economically viable; or
- ii. An adequate and diverse range of alternative public house provision exists within the locality.

Where development is permitted any extensions or alterations should not harm the identity or architectural character of the public house.'

The council has issued Community Protection Notices on the former Gainsborough Pub in Gainsborough Square and Kernow Building, Mina Road. See <https://news.bristol.gov.uk/press-releases/24d4f296-e29c-4b56-af6b-00d7262d19df/property-owner-fined-for-poor-state-of-properties>

The council took possession of the former Gainsborough pub on 27th August via a CPO. One commercial unit fronting Gainsborough Square has been secured as part of the planning permission, in addition to 47 homes which covers the pub site and the land behind. The council is in the process of appointing a demolition contractor to demolish the former pub. The development is due to start on site in spring 24, following which the process for identifying a tenant for the commercial unit will commence.

The level of enquiries for our Vacant Commercial Property Grant demonstrate demand from businesses and organisations for space within our high streets. We have so far granted 107 businesses/organisations with capital funding to bring a vacant property back into use.

We are hoping that High Street Rental Auctions will provide the council with more powers to bring vacant properties back into use, further details on the mechanism are awaited.

**Questions 10 – 11, David Redgewell, South West Transport Network**

**Q10)** What progress is being made with the Transport levy for 2024 / 2025 budget from Bristol city council to the West of England Mayoral Combined Transport Authority ?

Bristol City Council to restore a bus service to Ashton vale estate, Stapleton Broomhill, Oldbury Court, part of Brislington and St Anne's park the Dings part of Easton.

Leaving these communities with no access to public transport is some poorest communities in Greater Bristol City Region.

**Officer Response:**

Supported bus services are the responsibility of the West of England Combined Authority. Bristol City Council provides a levy to WECA each year to cover supported bus service costs. There are no proposals currently to change or increase the BCC levy contribution. Contracts are in place for currently supported bus services.

**Q11)** What progress is being made to support the study of a light rail mass transit in Greater Bristol and Bath City Region? Working with Bristol City Council, BANES, South Gloucestershire county and North Somerset council. On the future West mass transit system which may involve underground overground, Street running, segregated tracks. This light rail system being very important for the future economy growth and social inclusion in the Greater Bristol area.

**Officer Response:**

The Mass Transit project recently completed its Strategic Outline Business case. This was presented to committee in October but no agreement was reached as to next steps for the project. Currently the project is paused awaiting further information and proposals from the Combined Authority who are leading the project. We have been clear throughout the process of the need to consider all options including underground running where

necessary and this was the conclusion of the report and the legal advice provided by the combined authority so it is disappointing that an agreement could not be reached on the next steps of the project.

**Questions 12 -14, Cllr Tom Hathway**

**Q12)** We have several applicants in our ward from February or further waiting to make energy efficiency upgrades like window replacements, but their applications still aren't even allocated to a case officer. How many planning applications 36 weeks or older are yet to be allocated an officer?

**Officer Response:**

There are currently 44 applications that have been with BCC for 36 weeks or longer and had not been allocated by 23/11/23. Some of these will have already been worked on through the latest backlog days and will therefore be turned around quickly despite not having a name against them yet. The remainder are being allocated to our new starters who are joining us on 27/11.

**Q13)** Some applications like these are simple like for like single to double glazed replacements installed by trusted local suppliers, but are still having to go through the planning process due to the conservation area rules. What work is being done to streamline this process to make it simpler to install energy efficiency upgrades in Bristol's conservation areas and also lighten the load for planning officers?

**Officer Response:**

We are keen to enable homeowners in making improvements to the energy performance of their houses whilst also safeguarding the great built heritage of our city. We are aware of Historic England's recently launched consultation (<https://historicengland.org.uk/whats-new/news/climate-change-historic-building-adaptation-consultation/>) and are exploring how to introduce simple measures to facilitate making applications for such energy improvements simpler and quicker. For this we need to strike a balance though in how much time to invest in bringing about these improvements without taking up substantial capacity from progressing applications already in the system. Note there are also window replacement solutions (including for listed buildings) that do not require planning consents that achieve comparable or better energy improvements which may in many cases be a suitable alternative. Wherever appropriate we would therefore encourage the utilization of these options.

**Q14)** Some of those stuck in the backlog seem to be non-contentious quick wins. Is there a process in place for identifying these and prioritising alongside those applications with high-impact or risk?

**Officer Response:**

Yes. However, also straightforward cases typically require a minimum degree of scrutiny to ensure we maintain the quality of our built environment. Given the high number of cases involved it therefore still takes a fair amount of officer time to progress all these applications in parallel to managing the higher impact/risk applications.

**Question 15, Mr Sherif Uthman**

**Q15 Preamble**

I have put in three planning applications for a modest porch on my house in a cul-de-sac. None of the neighbours object, far from it they support the idea. The porch would have given extra space for my growing family, improved access for my disabled father who visits regularly and improved energy efficiency. The price will now have increased substantially due to inflation since my first application. It was rejected on various grounds that do not seem proportionate to the size or impact it will have on the neighbourhood or my immediate neighbours.

The third one was submitted on 12<sup>th</sup> May 2023, still does not have a case officer allocated and in total we have been waiting over 2.5 years. It appears to me that there has been a great deal of scrutiny of my modest porch, but major developers like Bristol Rovers get away with commencing construction without consent and are fast tracked.

**Q15)** I don't want to burden the Planning Service with a complaint, but what do I have to do I have to get this resolved?

Why should people like me have any faith in the Planning system in Bristol?

**Officer Response:**

Without knowing the details of the case it is not possible to respond to the specific situation. I would expect, however, that there will have been clear planning reasons for the officers to have refused the previous applications. I know that my officers do not take such decisions lightly. In light of all the measures we have taken to accelerate our rate of progress in dealing with the backlog I expect that we will now be able to allocate your current application within the next few weeks.

Where decisions are appealed the Planning Inspectorate upholds most of Bristol planning officers' decision on appeal (27% year to date). This is better than the national average and indicates that the decisions of our planning officers are robust and made in line with planning policy and legislation.

**Public Forum Statements**

**PFS1: David Redgewell (SouthWest Transport Network and Railfuture Severnside).**

We are concerned during the budget setting process for Bristol City Council, BANES, South Gloucestershire County Council and North Somerset Council. Under the West of England Combined Authority Act, the councils have to raise a transport levy to pay the West of England Mayoral Combined Transport Authority, money to run support bus, Ferry, Train services. This amount has been frozen resulting in some of the deepest bus service cuts in the Southwest of England. Cutting of 40 communities in the City Region.

In Bristol the worst area hit areas are Ashton Vale estate, Stapleton, Broomhill, Oldbury Court, Bromley Heath and Downend, Brislington and St Anne's Park south Bristol, estates Of Knowle, Hengrove, Bishopsworth, Whitchurch estate.

We would ask the Council to negotiate with the Metro Mayor Dan Norris to restore these bus services as part of an uplift in the Transport levy payment 2024-2025 budget to the West of England Mayoral Combined Transport Authority for bus services.

This issue needs discussion with the BANES council North Somerset Council and South Gloucestershire County Council to maintain the bus network. And to be incorporated into 2024-2025 budget.

We also need to review progress on Future West the light rail overground underground sections, street running segregated sections of track which at present is stuck in discussion between The West of England Mayoral Combined Transport Authority committee, joint committee with North Somerset council.

We need to make progress on routes to South Bristol, especially using the Bristol City Centre, Bristol Temple Meads Station, Arnos Vale Brislington, Sandy Park Road Tesco to Hengrove Whitchurch estate, Hartcliffe Bishopsworth, Bristol Airport.

Looking back around the south Bristol link Road, Cumberland Road, Bristol Harbour railway and City centre, Bristol Cabot Circus Bristol Temple Meads station. Link Bristol City Centre, Bristol Temple Meads, Arnos Vale, Brislington, Keynsham, Saltford, Newbridge, Weston, Bath spa bus and coach station railway station. East Bristol fringe via Bristol city centre, Bristol Temple Meads, Lawrence Hill, Fishponds, Staple Hill, Kingswood,



Mangotsfield, Warmley, Oldland Common, Bitterne, Saltford, Newbridge, Weston, Bath bus and coach station interchange. Bristol Temple Meads station, Bristol city centre, Broadmead, Montpellier Station to the North, fringe Henbury, Cribbs causeway, Almondsbury.

Over the last few months the secretary of state for Transport Mark Harper and Buses Minister Richard Holden has written to the West of England Mayoral Combined Transport Authority Mayor Dan Norris and Councillor Mike Bell and Hannah Young, transport executive North Somerset council, about the need to redirect money from the bus service improvement into important local support bus services by run by the West of England Mayoral Combined Transport Authority and North Somerset council.

Some of the deepest bus cuts has happened in Greater Bristol and Bath city region and into the counties of Gloucestershire, Somerset and Wiltshire and Swindon, with over 40 communities in the West of England Mayoral Combined Transport Authority and North Somerset council having no public bus services or public transport service.

When buses are required to get people to work school, college, university, hospital, shopping and leisure and tourism facilities. Many communities are unable to make even the basic food shopping trips or to school and colleges or health care.

Passengers have attended the bus conversion meetings with Mayor Dan Norris, the online meeting of Somerset bus partnership had 70 people from across Somerset but a lot of communities in BANES council North Somerset council and South Bristol attended, including Councillors Parish and Ward Councillors, passenger and user groups. There have been youth protests and marches with passengers' groups to the West of England Mayoral Combined Transport Authority offices, with councillors and user groups including Ashton Vale estate and Oldbury Court, Downend, Stapleton and Broomhill, Brislington, Southmead, Olverton, Tytherington, Easton, Eastville, the Dings parts of South Bristol, Paulton, Midsomer Norton, Westfield and Radstock. Westbury on Trym, Horsham, Alveston, Thornbury, Tunley, Timsbury, Chew Valley and Blagdon, Cheddar, Axbridge, Winscombe, Banwell, and locking all these communities have lost their bus service under the West of England Mayoral Combined Transport Authority and North Somerset council bus service improvement plan area.

These communities who vote and pay taxes have lost their vital bus services. Some areas do not even have a Westlink Demand responsive bus service or local Metro West railway Network train service or local ferry service.

Many local resident's groups and tenant's associations, youth groups, Bristol Older People's Forum and Bristol Disability Equalities Forum have asked via MPs Kerry McCarthy and Luke Hall if the West of England Mayoral Combined Transport Authority and North Somerset Council bus service improvement plan money could be reallocated to supported Bus services and to reconnect these communities to bus services and the public transport network.

Many community groups and residents have been unable to attend big conversation meetings due to no public transport in areas like the Sommer Valley or South Bristol Ashton Vale or Oldbury Court estate, Stapleton, Broomhill or Hortham, parts of Brislington. But no daytime meeting or zoom or hybrid meetings are arranged by the West of England Mayoral Combined Transport Authority or North Somerset council. This has been requested by Bristol Older People's Forum and Bristol Disability Equalities Forum. Also, that the West of England Mayoral Combined Authority meetings are hybrid and can be watched live on YouTube like Bristol City Council, South Gloucestershire Council, North Somerset Council and BANES.

We must make progress on the restoration of bus services in the Greater Bristol and Bath city region.

We also did not receive Bus service improvement plan plus funding in the West of England Mayoral Combined Transport Authority and North Somerset council like Somerset council (£737079), Gloucestershire County Council (£884079), Wiltshire Council (£2115269), and Swindon Borough Council (£415 830) for 2024-2025.

The Department for Transport has now allowed bus service improvement plan funding to be extended to 2026 for the West of England Mayoral Combined Transport Authority and North Somerset Council for the Westlink Demand responsive bus services which whilst funded by the Department for Transport is manageable but not when it has to be funded by local Taxpayers at about £40 per passenger to the local Taxpayer carrying 1 or 2 passengers on trips of 32 miles. This is now being restricted to 20-minute zones.

To connect with main line bus services and local Metro West Railway Network services and the Falcon coaches, part of Megabus, Scottish City link on the A38 and at Bristol Airport from the Chew Valley.

In the Northern fringe Westlink Demand responsive bus services need to operate to Filton Abbey station Patchway station, UWE bus station Southmead Bus Station, Bristol Parkway railway station, Aztec West roundabout, Bromley Heath, Oldbury court estate, Fishponds, Broomhill, Stapleton, Tesco Eastville, Easton Eastville, Dings and Bristol Temple meads station. And in the south zone to extend the bus service to Long Ashton Park and Ride and Hungerford Road.

On the return bus service improvement plan, X10 Cribbs causeway bus station to Portishead and Clevedon, 522 Bristol bus and coach station, Bristol Temple Meads station, Arnos Vale, Keynsham, Marksbury, Timsbury, Paulton, Midsomer Norton Tesco rerouting Paulton, Timsbury, Tunley, Bath Spa bus and coach station railway interchange instead of Westfield, Radstock and Peasedown St John, and around the Chandag Estate.

Service 525 Yate North, Yate bus station, Westerleigh, Puckchurch, Emerson Green service should extend to Downend, Bromley Heath, Oldbury Court, Fishponds, Broomhill, Stapleton Tesco, Eastville. Maybe not as many services to Yate North as Yate bus station, Yate railway station Park and Ride, Winterbourne, Cabot Circus, Bristol City Centre. Service Y2 operates this service. Service 126 Wells bus and coach station, Easton, Draycott, Cheddar, Axbridge, Winscombe, Banwell locking Hutton, Weston Super Mare, Hospital Weston Super Mare railway station, bus and coach station.

The important missing links are Services 10, 11 Avonmouth Dock, Shirehampton, Avonmouth to Westbury on Trym, Southmead hospital bus station, UWE bus station, Bristol parkway station, Bradley stoke, Aztec West, Hortham, Alverston, Thornbury.

Service 36 Bristol; Bristol City Centre, Cabot Circus, St Anne's Park, Brislington, Hungerford Road Knowle, Hengrove Hospital, Imperial Park Hartcliffe. Service 1-1a; Cribbs Causeway bus and coach station, Henbury, Westbury, Clifton Down station, Park Street, Bristol city centre, Bristol Cabot Circus, Bristol Temple Meads Station, Arnos Vale, Sandy Park Road, shopping centre St Anne's Park, Brislington, Broomhill, Hungerford Road, Village School Road, St Anne's Park, Guilford Road, Sandy Park Road, Arnos Vale. This route would fill the gap in the network.

Former 547 bus route, Service 525; from Yate North, Yate Bus Station, Westerleigh, Puckchurch, Emerson Green service should be extended to Downend, Bromley Heath, Oldbury Court, Fishponds, Broomhill, Stapleton, Eastville Park Tesco, St Werburghs, St Paul's, Bristol City Centre or Tesco Eastville to terminate.

Service 622 Cribbs Causeway Bus Station to Olverton, Alveston, Thornbury, Tytherington and Yate Bus and Coach Station and Chipping Sodbury.

Service 505 Southmead Hospital Bus Station, Horfield Downs, Clifton Down, Hotwells, Ashton Gate and Long Ashton Park and Ride. This service should be extended to Ashton Vale Estate.

Service 126 needs to run from Wells Bus and Coach Station to Easton, Westbury sub-Mendip, Draycott, Cheddar, Axbridge, Winscombe, Banwell, Hutton locking via Weston Super Mare Hospital, and Weston Super Mare Bus and Coach Station.

Service 414, 424 Frome Cork Street Coach Station to Radstock, Westfield, Midsomer Norton, Paulton.

Service 522 Bristol Bus and Coach Station, Bristol Temple Meads Station, Arnos Vale, Keynsham, Marksbury, Timsbury, Paulton, Midsomer Norton Tesco rerouting to Timsbury and Tunley, Bath Spa Bus and Coach Station Transport Interchange.

We must make progress on the bus service improvement plan and support bus services via the Department for Transport funding allocation and the transport levy from Bristol City Council, South Gloucestershire County Council, BANES, and North Somerset Council. These communities have had over 6 months with no public transport network service.

Westlink Demand responsive bus services has been failing to operate a number of services within the area target of one hour.

At present the Westlink bus services do not operate to railway stations at Filton Abbey wood station, Patchway station, Bristol Parkway railway station or Aztec West, Cribbs Causeway bus station, Southmead hospital bus station, UWE bus and coach station to make connections with buses, Metro bus services and main line bus services. And South zone to Park and Ride site, Bristol Temple Meads station, Oldbury Court estate, Broomhill, Stapleton village, Easton and the Dings.

Whilst municipalization or franchising may be a way forward but will take 5 years to organise buying Bus Depots buses in the West of England Mayoral Combined Transport Authority and North Somerset Council area. Buying assets from Stagecoach West and First group plc West of England buses, part of First Group plc Wales and West, with North Somerset Council joining the Combined Authority and Precept powers for the mayor Dan Norris, working with Somerset Council, Wiltshire Council, Swindon and Gloucestershire County Council on cross boundary services.

In the meantime, we need to restore the bus network, so all communities have access to the bus network for work, school, college, university, health, shopping and leisure and Tourism facilities.

On the Bristol bus and coach station to Arnos Vale, Keynsham, Saltford, Newbridge, Weston, Bath Spa Bus and Coach Station Transport Interchange.

We welcome the bus lanes cycling provision along the A4 - 24 hours. If First Group plc West of England buses and Rapt Bath bus company operate buses through the night from Bristol Airport to Bishopsworth, South Bristol Hengrove, Keynsham, Saltford, Newbridge, Weston, Bath Spa Railway station interchange.

Bristol bus and coach station, Bristol Temple Meads station, Arnos Vale, Keynsham, Saltford Newbridge, Weston, Bath Spa bus and coach station railway interchange, X39 39 349 - 24-hour service. Similar to X94, Gloucester Transport hub to Cheltenham Spa promenade - 24-hour service.

Whist we do not support the bypass we do support the North Somerset railway line being used for a mass transit light rail system from Bristol City Centre, Bristol Temple Meads Station, St Philips Causeway, Arnos Vale, Keynsham, Saltford, Newbridge, Weston, Bath Spa Bus and Coach Station Interchange, and route via Hengrove and Whitchurch estate to Hartcliffe and Bristol Airport. But first a bus route with a cycleway from Tramway Road to Callington Road.

With good bus stops and interchanges along the A4 at Bristol Temple Meads Station, Arnos Vale, Keynsham, bypass interchange with links to Keynsham Town centre and Railway station, Broadmead roundabout, Saltford Town centre, Saltford railway station, Corston, Newton St Loe, Newbridge and Weston, and Bath spa bus and coach station.

On the mass transit light rail system, we support progress on the network study going forward between Bristol City Centre, Bristol Temple Meads Station, Arnos Vale, Keynsham, Saltford, Newbridge, Weston, Bath Spa Bus and Coach Station Railway Interchange. Bristol Bus and Coach Station and Bristol Temple Meads Station, Arnos Vale, Hengrove Hospital Imperial Park, Hartcliffe, Bristol Airport. Bristol City Centre, Bristol Temple Meads Station, Lawrence Hill Station, St George, Staples Hill, Mangotsfield, Warmley, Bittern, Kelson, Weston, Bath Corridor. Bristol City Centre, Montpellier Railway Station to North Bristol. We welcome the proposal to move forward.

On metro West Railway Network, we need to progress with the Bristol Temple Meads station, Bedminster, Parson Street, and new station at Ashton Gate, Pill and Portishead line. And Bristol Temple Meads station, Bristol Lawrence Hill, Bristol Stapleton Road, Ashley Down, Filton Abbey Wood station, Filton North and Henbury for Cribbs Causeway and Bristol Zoo. Including future proofing the Henbury loop line to Avonmouth Dock.

Bring back passenger services on these routes. And reopening Charfield and Stonehouse Bristol Road on the Bristol Temple Meads station to Filton Abbey Wood, Bristol Parkway, Yate and the Dursley, Gloucester Central, Cheltenham Spa, Ashchurch for Tewkesbury, Worcester Shrub Hill and Worcester, Forgate Street.

We need to make progress on accessibility in stations at Bristol Lawrence Hill, Bristol Stapleton Road, Parson Street, Nailsea and Backwell. Weston super mare lifts. Bridgwater, Keynsham, Oldfield Park, Freshford, Trowbridge. Cheltenham Spa lifts. But we still have no access to working lifts at Bristol Parkway as a regional railway interchange for First Group, Great Western Railway, Metro West, intercity trains services and bus services.

We also need to retain Bookings offices. The Metro West railway Network at Bristol Temple Meads station, Filton Abbey wood station, Bristol parkway, Yate, Gloucester Central, Cheltenham Spa. Bristol Temple Meads Station, Nailsea and Backwell, Yatton for Clevedon, Worle Parkway, Weston Super Mare, Bridgwater and Taunton. Bristol Temple meads station, Keynsham, Oldfield Park, Bath Spa, Bradford on Avon, Trowbridge, Westbury, Warminster, Salisbury, Frome.

We also have revenue risk without ticket machines at Shirehampton, Avonmouth Dock, St Andrews Road, Severn Beach, Piling, Patchway and Freshford when the West of England Mayoral Combined Transport Authority and North Somerset council is funding the local railway network.

On railway station and interchange designs like Bristol Portway park and ride, whilst we welcome the new bus interchange for North Bristol Severnside North Somerset bus network and Westlink Demand responsive bus services.

We would like to see the Portway Parkway Park and ride portacabin being replaced with a new terminal building with waiting room, accessible toilets and changing places EV chargers and catering kiosks.

We need the West of England Mayoral Combined Transport Authority and North Somerset Council to have an interchange design brief for bus shelter to bus and coach stations railway stations and interchanges which are completely acceptable.

We need to make progress on Metro West Bristol Temple Meads station, Bedminster Parson Street, Ashton Gate, Pill, Portishead.

Planning permission is required for Henbury railway station by South Gloucestershire County Council. Lifts urgently need repairing at Bristol parkway railway station and progress Charfield station.

We need to make progress on the Devolution deal and North Somerset Council joining before the Mayoral Elections in 2025, and precepting powers for public transport services.

Whilst Municipalities or Franchising of the Bus and Coach Network will take up to 5 years to bring about and communities need bus services restored now. In the 2024-2025 budget we need to update the Transport levy for public transport from Bristol City Council, North Somerset Council, BANES and South Gloucestershire County Council.

Also, in South Gloucestershire County Council area money raised from car parking charges whilst maintaining car and coach parks can be used to fund local bus coach rail and community transport services. Similar in Bristol and Radstock and Midsomer Norton.

**PFS2: David Redgewell on behalf of Bristol Disability Equalities Forum and in support of Ashton Vale Bus Users Campaign Group, Oldbury Court and Stapleton Broomhill residents' groups.**

We would like to address the committee on the need to restore the bus service between Bristol City Centre to Ashton Vale via Redcliffe, Bedminster Southville, Ashton Gate.

Or Southmead Hospital bus station to Horfield Downs Clifton Hotwells, Ashton Gate, Long Ashton park and ride site.

Extension to Ashton Vale in a loop through to estate to the park and ride.

Allowing residents to take a connection Bus to Bristol City Centre from Long Ashton Park and Ride.

Operated by stagecoach west.

For the West of England Mayoral Combined Transport Authority.

And service 5,5 25 Bristol City Centre St Paul's, St Werburghs, Eastville Park Stapleton, Broomhill Fishponds Oldbury Court estate, Downend Bromley Heath to be reinstated.

These services serve some of the most deprived wards in Greater Bristol City Region.

And have with the Dings and Brislington and St Anne's Park been left without public transport services.

In the Greater Bristol and Bath city region over 40 services have been cut.

Including part of Brislington St Anne's park and Easton.

We would ask Bristol City Council with BANES, South Gloucestershire County Council and North Somerset council, to raise the Transport Levy funding in council tax to the West of England mayoral combined transport Authority.

We need to restore abus services to Ashton Vale to the City Centre either a direct route or by Extension of 505 stagecoach west.

West of England Mayoral combined transport Authority Mayor Dan Norris.

Services from Southmead Hospital bus station to Horfield Downs Clifton Hotwells Ashton gate long Ashton Park and Ride and Loop around the estate and to the park and ride to connection with Metro Bus to Bristol City Centre Cabot Circus Broadmead and Bristol Temple Meads.

Or change at Hotwells for buses to Bristol city Centre Bristol Bus and coach station.

The other is Bristol City Centre, St Paul's St Werburghs, Eastville Park Stapleton Broomhill Fishponds Oldbury Court

Bromley Heath Downend. Which need to restore in the 5 / 25 service talking to South Gloucestershire County Council and Transport Bus Group

Services

Service 1 Bristol city Centre Bristol Broadmead Bristol Temple Meads station Arnos Vale, Sandy Park St Park Broomhill, Hungerford road Brislington school Road loop 1 A

1 to run Normal route Bristol city Centre to Bristol Temple meads station Arnos vale Brislington Sandy Park Road shopping Centre Alison Road and Broomhill.