

PUBLIC STATEMENT – DAVID REDGEWELL

We wish to support the city region sustainable transport plan on the following routes:

Bath to Bristol via Weston, Newbridge, Saltford, Keynsham, Brislington, Arnos Vale, Bristol Temple Meads and Bristol bus station.

Bath Spa bus and coach station to Peasedown St John, Radstock, Westfield, Midsomer Norton, Paulton, Shepton Mallet, Wells bus station corridor. A367.

A37, Street, Glastonbury, Wells bus station, Chewton Mendip, Farrington Gurney, Clutton, Pensford, Whitchurch, Hengrove, Knowle, Bristol Temple Meads Bristol bus station corridor and walking and cycling facilities through the villages.

East Bath spa bus station to Batheaston, Bathford, Box, Corsham, and Chippenham bus service improvements and Corsham station.

Good bus stops and bus lane cycle lane improvements in the city Newbridge Road, Wellsway to Odd Down park and ride.

Bus priority measures east of Bath including cycling and walking improvements on the London road. Traffic management arrangements on Manvers street and Dorchester street to aid buses and coaches. Tourist information office in Bath spa bus and coach station. In rural and city bus stops and shelters with maintenance facilities.

Million Street bus gate also for taxis and disabled access put in to improve the shopping experience and public realm.

We have concerns about floating bus stops and disabled people. Network of cycleways.

Public transport hub in Keynsham, Ashton Way, West of England mayoral combined Transport Authority bus interchange with bus links to Willsbridge, Bitton, Cherry Garden and North Common.

We need to get the mayor team to restore the no. 18 bus from Keynsham to Willsbridge, North Common, Oldland, Warmley and Kingswood and a link to Whitchurch, Hengrove and South Bristol hospital, Imperial Park shopping centre. Radstock, Midsomer Norton and Paulton need improvements to bus shelters and interchange facilities and Peasedown St John walking cycling and public realm. Bath to Paulton via Peasedown St John, Radstock, Westfield, Midsomer Norton. Could also look at bus rapid transit.

Odd Down park and ride and Brislington need access arrangements changes to allow services buses to access the interchanges facilities from at Brislington the A4 and at Odd Down from the A367. These are supported by First Group.

The A4 mass transit corridor needs Gilder buses and could with special stops and interchanges on Keynsham bypass service, Keynsham town centre. We could have a mass transit stop on the bypass with lifts and ramps from station road to the Glider buses and stops at Broadmead Lane.

We must not allow any highway engineer to try and build the Brislington bypass as part of any bus scheme they been trying for years and stopped every time by the community.

The North Somerset railway through Brislington could be a walking cycling and mass transit corridor towards Callington Road then Hicks Gate.

Rural transport hubs at Chewton Mendip or Farrington Gurney and Pensford for the Chew Valley.

South Bath corridor bus improvements to Twerton, Southdown, Combe Down.

I would welcome a discussion on this bid and as the mayor says if we started work on light rail system it would take 15 years to opening and of course we have to sort out Governance of the West of England mayoral combined transport Authority and North Somerset Council becoming a full member.

Brislington and Odd Down park and ride should become the public transport interchange with bus services from Bath Spa, Keynsham, Radstock, Midsomer Norton, Paulton should all call at Brislington park and ride. This would free up the Park and ride services to Bristol Temple Meads and Bristol bus and coach station operated by First Group west of England for the west of England mayoral combined Authority.

Odd Down park and ride Site services should call from Wells bus station, Shepton Mallet, Paulton, Midsomer Norton, Westfield, Radstock, Peasedown St John should operate via Odd Down. park and ride and replace the park and ride site to city centre services provide by first group west of England buses for the west of England mayoral combined transport Authority.

I would welcome discussion with public transport stakeholders and equities group on a realistic bid to the Development for Transport.