

STATEMENT – DAVID REDGEWELL – SOUTH WEST TRANSPORT NETWORK AND RAILFUTURE SEVERNSIDE

Public transport users and voters are concerned about the Bristol City Council and the city mayor, Banes and South Gloucestershire councils passporting the support bus subsidies to the west of England mayoral combined Transport Authority for the supported service bus network which provides bus services to some of the poorest communities in Greater Bristol in South, East and West Bristol.

At present the metro mayor Dan Norris has no precepting powers to main bus services and public transport infrastructure like the mayor of the West Midlands, Andy Street and Andy Burnham mayor of Greater Manchester.

The support bus and coach Network is important alongside covid 19 bus operators' recovery grant from the Department for transport grant to maintain the important Great Bristol and Bath city region and North Somerset council bus Network. Which is under threat from the Department for transport buses minister Baroness Vere of Norborton.

We need to retain covid 19 bus operators' recovery grant post April 2022.

As bus services in the west of England mayoral combined Transport Authority and North Somerset council area no buses are commercial and carrying 60 % on pre-covid 19 levels. We have bus service cuts from 30th January 2022.

On services 4 Bristol city centre, Sea Mills Shirehampton, Lawrence Weston and Henbury no longer services Cribbs causeway bus station and food shops.

services 23 24:

Ashton vale to Bristol city centre has no evening and Sunday service.

services 3 3a Bristol bus and coach Ashton Gate, Bower Ashton, Pill and Portishead

services 17 Keynsham Kingswood, Southmead hospital bus station.

The service is withdrawn in the Longwell Green and Speedwell and Soundwell areas.

Service 71 is no longer serving Gloucester Road North Filton Ave and is now operating along Gloucester Road from UWE bus station to Parson Street but not UWE at Bower Ashton.

Bristol city centre, Gloucester Road, Bristol parkway station and Cribbs causeway bus station is diverted in the Bradley Stoke area.

Whilst there is a link between Bristol city centre Lawrence Hill, St George, Hanham, Longwell Green, Bitton, Cherry Garden service 45 change for Bath service 19 via Bitton, Kelston, Weston and Bath spa bus station.

Whist we welcome the connections the public transport interchange at Cherry Gardens has no lighting CCTV cameras or proper passenger facilities. This is the same at Henbury crow lane.

Portishead town centre.

With need for the Town services to meet the x4 x5 to Bristol via pill or Avonmouth. X5 to Clevedon and Weston Super Mare.

6 and 7 Fairfield Park and Larkhall terminal is Grand Parade for interchange with poor shelters for interchanges for services number 3 to the bus and coach station railway station and the RUH.

We welcome the funding by the mayor of the 178 from Midsomer Norton, Paulton, Timsbury, Marksbury, Keynsham, Brislington, Arnos Vale, Bristol Temple Meads and Bristol bus and coach station and would welcome a shuttle bus from Radstock, Westfield, Midsomer Norton to the Chew Valley. Also, a better Radstock, Westfield, Midsomer Norton, Paulton Town service 82.

Improvements to 424, 414 Radstock, Midsomer Norton to Frome via the villages.

184 Midsomer Norton, Coleford, Mells bus service.

If parking charges are put in place at Radstock, Midsomer Norton and Paulton, then money needs to be passported to the West of England mayoral combined transport Authority to improve bus services.

As part of Parking charges. This was the policy in Mendip District Council a few years ago. In Weston Super Mare, Somerset whilst welcoming the new bus and coach interchanges at £6.8 million pounds.

We are very Concerned about the Design of the bus and coach station shelters which we feel should be more wind and waterproof similar to Bridgwater bus and coach station design or Wells bus and coach station.

Thornbury must have a well-designed bus interchange in the high street and Rock Street.

We must restore bus service 18 from UWE bus station to Downend, Staple Hill, Kingswood, Warmley, North Common, Oldland, Willsbridge and Keynsham Railway station and town centre.

We also need proper budgets for bus stops, bus shelters and interchanges, coach stops which are part of the West of England mayoral combined transport Authority Network.

In all other mayoral combined transport authorities, all the infrastructure and staff work for the combined transport Authority.

We also clear budgets for graffiti removals from public transport interchanges and bus stops and more enforcement by the Police and Crime Commissioner and the Avon and Somerset Police and the British Transport Police.

Alex Reake, public transport safety partnership, is working well with the public transport operators, taxis, ferries, British Transport Police, Avon and Somerset Police and police and crime commissioner office, the west of England mayoral combined Transport Authority North Somerset council, Banes council, and

We need to repair broken bus shelters and stops in Odd Down, Southdown, Twerton, Peasedown St John, Radstock, South Gloucestershire council.

However, public transport interchanges and bus stops are very important and we must remove graffiti, repair shelters, lighting and real-time information systems. We must have clear maintenance budgets and prosecution by the city council west of England mayoral combined Authority and the Avon and Somerset police.

The community, even with budget savings to keep the city clean as per the mayoral campaign for cleaner streets and for Bristol waste limited to remove graffiti from across the city again, another successful metro mayor policy which must be funded.

We must remove graffiti from buildings and bus infrastructure in South Gloucestershire.

Midsomer Norton and Paulton.

A large number of bus shelters need repair and passenger information timetables upgraded.

As these are City region transport corridor and we need public bus shelter upgrades and repairs this is a west of England mayoral combined transport Authority and North Somerset council bus service improvements plan responsibility.

But we require Banes to carry out maintenance of the bus shelters and real-time information.

During Covid-19 we successfully funded public toilets in city centres and the harbour. We must have a public toilets policy and community toilets funding within the budget including in South Gloucestershire Council area, Kingswood, Staple Hill, Thornbury, Yate, Charfield, Severn Beach, Cribbs Causeway, Chipping Sodbury and Hanham.

Banes must develop more public toilets in Bath city centre and in Keynsham, Radstock, Peasedown St John, Midsomer Norton and Paulton.

Bus drivers staff and passengers need access to good quality public toilets.

Of course maintaining public service is very difficult at present with covid 19, especially around housing and social care parks and gardens, spots and leisure centres.

We need to invest in Tourism Bristol, and Bath Tourist West as it is worth 4 billion pounds in the bus economy, and we need a tourist information centre in Bristol and Bath. One option is to use empty shops in Bristol and Bath spa bus station.

Tourist information centres in Chipping Sodbury and Thornbury but at other key locations.

However, without access to public transport many people in Bristol cannot access employment, education and shopping facilities, health care, and leisure and Tourism.

On the capital budget it is important that we fund the works to Bristol harbour flood defences.

Bristol city region cannot function without investment in high quality public transport.

The disappointment of the lack of levelling up money for Bristol Temple Meads station and Temple Quay. With the electrification of the London Paddington through to Bath Spa, Bristol Temple Meads, Bristol Parkway and Patchway is disappointing. and that would improve metro west railway services from Bristol Temple Meads to Keynsham Oldfield Park, Bath Spa, Freshford, Avoncliff, Bradford on Avon, Trowbridge, Westbury, Warminster and Frome.

The West of England mayoral Transport Authority and North Somerset council bus service improvements plan and city Region plan.

The A37 Bus corridor from street Glastonbury, Wells bus and coach station.

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

A4018

Bristol city centre, park street, Clifton Down station, Westbury, Henleaze Southmead, Brenty, Henbury and Cribbs causeway bus station. We need bus priority to Cribbs causeway bus station. We want to see progress on The Bristol to Thornbury metro bus corridor.

Bristol city centre to Yate and Chipping Sodbury metro bus corridor.

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

A369 Bristol city centre to Pill and Portishead.

A370 Bristol city centre to Weston super mare.

A38 Bristol bus and coach station and Bond Street to Bristol Airport, Churchill, Brent Knoll, Bridgwater, Taunton, Wellington, Cullompton, Exeter, Newton Abbott and Plymouth as far as the Somerset border.

Metro west railway Network.

Portway parkway.

Bristol Temple meads to Portishead via Pill. New station at Ashton Gate. Bristol Temple Meads, Lawrence Hill, Stapleton Road, Ashley Down, Filton Abbey Wood, Filton North, Henbury for Cribbs causeway.

Bristol Temple Meads to Gloucester central with station at Lawrence Hill, Stapleton Road, Ashley Down, Filton Abbey Wood, Bristol Parkway, Yate, Charfield, Cam and Dursley, Stonehouse, Bristol Road and Gloucester central.

Bristol Temple meads to Avonmouth Dock and Severn Beach via Lawrence hill, Stapleton Road, Montpellier, Redland Clifton Down station, Sea Mills Shirehampton, Avonmouth Dock St Andrew road and Severn Beach.

Bristol Temple meads to Keynsham, Oldfield Park, Bath spa Freshford, Avoncliff, Bradford on Avon Trowbridge Westbury and Warminster.

Bristol Temple meads station to Bedminster parson street Nailsea and Backwell Yatton for Clevedon, Worle parkway, Weston millon, Weston super mare. Highbridge and Burnham on sea Bridgwater and Taunton.

Metro west is a very important public transport project for the Bristol and Bath city region.

with accessible station at Bedminster parson street Nailsea and Backwell Weston super mare, Freshford, Lawrence Hill, Stapleton Road, Avonmouth, pilning.

On mass transit system the key corridor is Bristol city centre bus station Bristol Temple meads Arnos Vale, Brislington, Keynsham, Salford, Newbridge, Weston and Bath spa bus station.

One option is to use the North Somerset railway line as a cycling route walking and mass transit bus route to Callington Road then the ring road to Bath Road to Hick Gate along the Keynsham bypass with interchanges for Keynsham town centre, Saltford Newbridge, Weston Bath spa bus and coach station.

We need a mass transit line in Bristol.

To the South, East Kingwood and North of the city region.

Brislington and Odd Down park and ride sites need to be developed into bus and coach interchanges and we must remove the Odd Down to Bath spa bus station and city centre park and ride service with bus services 171 172 173 174 calling instead.

On Brislington to Bristol Temple meads and Bristol city centre park and ride services with service 178 349 x39 39 services calling instead.

it very important to support the city region Public and sustainable transport fund through the west of England mayoral combined Authority.

We also need the 106 planning agreements from YTI arena and housing Development to be released by the mayor for the west of England mayoral combined Authority jointly with Bristol city council to make progress on bus service provision to Bristol city centre. and to make progress on Bristol Temple meads to Ashley Down Filton Abbey wood Filton North Arena station and Henbury for Cribbs causeway bus station.

We still wish to see the mayor of the west of England mayoral combined transport Authority and North Somerset council set up a bus Advisory Board with passengers and Passengers' forum like Somerset county council and Wiltshire council.

We note the new timeline for the bus services improvements plan and enhanced quality partnership from the Department for transport.