

Friends of Suburban Bristol Railways (FoSBR)

Statement to Bristol City Council,

Growth and Regeneration Scrutiny Committee

Thursday 11th March 2021 at 5.30 pm via zoom



Statement:

1. In relation to the Strategic Transport Plans (agenda Item 11):

We welcome mention, in the 10 Year Rail Development Plan, that opening St Anne's and Ashton Gate stations are schemes proposed for possible delivery in the period up to 2030. There is of course much further development needed to bring forward the plans and to secure the necessary funding.

However we wish to register our repeated concern that there is no mention of a possible station at Lockleaze/Constable Road and note that it was proposed as a new station in WECA's Joint Local Transport Plan vs. 4. This is in an area of significant unemployment and low incomes, with lower levels of car ownership and also poor public transport to employment areas. There is local support for a station as shown by the local community's response to a consultation on the proposed housing development on the Bonnington Walk Open Space. This would see 185 homes built within 300 metres of Constable Road; but this is only one of 35 planned or potential housing sites in Lockleaze. The likely site for this station at Dovercourt Road/ Constable Road is currently on three bus routes – 72 from the Centre and Clifton to UWE, 24 from Southmead Hospital to the centre via Eastville, 77 from Southmead Hospital to Thornbury. Thus this station would be a useful transport interchange – enabling people to use this station to then take onward connections by bus to Southmead Hospital and other nearby locations.

2. Glider Bendibus

We note, in the slide presentation for the Strategic Transport Plan, that there appears to plans for development of a 'Belfast Gliderbus' system for Bristol. The diesel hybrid 'bendibus' vehicles runs on road and along bus lanes – and it relies on extensive bus priority along the route to attain fast and reliable journeys. The reliability of the present metrobus system suffers from lack of segregation from other road traffic, especially at 'pinch points' such as traffic lights and we are concerned as to how complete priority can be given to the Glider vehicles in Bristol. Unless this can be achieved, it is difficult to see the advantage of the Glider bus. We also wish to know if this will be a replacement of or addition to the Metrobus – and also the actual advantages over Metrobus. We are concerned that this might be put forward as the 'mass transit' system and that other possibilities, such as trams, will not be considered during development of mass transit plans – despite being told, at a recent webinar held by the WECA Transport Amenity Group, that initial studies would be mode neutral.

3. Avonmouth & Severnside Enterprise Area (ASEA) Transport

There is much concern over the paucity of public transport in the Avonmouth and Severnside Enterprise Area, an area that is projected to see a massive growth in industry

and jobs in the near future – and thus an increase in transport requirement both for people and for freight. Indeed, Peter Tyzack, the Chair of Pilning and Severn Beach Parish Council, have described the Severnside area as a ‘transport desert’. Transport improvements in the area have been piecemeal up to now. What is needed is a *transport masterplan* which integrates all forms of active and public transport in order to reduce car dependency – and thus to help meet carbon reduction/ climate change targets.

ASEA falls under two jurisdictions, Bristol City Council and South Gloucestershire Council and it would make sense for these two authorities to further develop ideas for such a masterplan. Thus we call on the BCC to approach South Gloucestershire to set up a Joint Development Group to progress this further.

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