

# **Statement to the West of England Joint Scrutiny Committee by the Transport for Greater Bristol Alliance against the South Bristol Link**

Yesterday in the Evening Post, the Partnership announced its route for the South Bristol Link as a combined route and Bus Rapid Transit. We oppose the Link in its entirety for the following reasons:

**It will open up the North Somerset Greenbelt to development.** This is opposed by all groups in the Alliance including FOE, FOSBR, Bristol Civic Society, Living Streets, Bristol Cycling Campaign and residents in the surrounding areas such as Dundry, Failand, Long Ashton and Ashton Vale. It will destroy the nature of the countryside on the outskirts of the city. It will cut Highridge Common in half and involve the demolition of homes and buildings to accommodate the width of the combined road and BRT along King Georges' Road which is a residential street.

**It will introduce car traffic** and accompanying noise, air pollution and danger from both car and lorry traffic into what is now a residential area and the road will run between a primary school and social housing on one side and elderly persons very sheltered accommodation and more social housing on the other. Residents of the one of the poorest areas of the city will suffer deterioration in their environment.

**It will defeat the aims of the WEP's Joint Local Transport Plan** by increasing car traffic as a whole and so increasing greenhouse gases and pollution. It will encourage more car journeys, which runs counter to the JLTP objectives of reducing congestion. The running of a road alongside a new public transport facility is a nonsense because it defeats the whole object of getting people onto public transport.

**The Partnership has given no evidence as to how a new road will translate into real economic benefits and jobs for local people** to balance against all the environmental costs of a road.

**The Link as proposed will face massive opposition** from local residents and environmental groups and you should abandon it and bring forward the Portishead rail reopening instead. Portishead has much wider support and has been campaigned for by groups in both Bristol and North Somerset. This will give time for a public debate with local residents on the best way of regenerating by improved transport those parts of South Bristol such as Bishopsworth and Witherwood that suffer from lack of jobs and inadequate transport included the establishment of an ITA.

Pip Sheard

Transport for Greater Bristol Alliance