

right to ride network



West of England Partnership
Wilder House
Wilder Street
Bristol
BS2 8PH

Please reply to:

Stephen Kinsella
CTC Right to Ride representative South West Region
The Old Forge, Kingston Bridge
Clevedon
BS21 6TX

Tel : 01934 838624

Email: sjkinsella@cycle4000.wanadoo.co.uk

Date: 27 January 2010

STATEMENT to the Joint Executive Committee meeting on Thurs 4th Feb 2010

SOUTH BRISTOL RING ROAD PROPOSAL

As representative of CTC, the national cyclists' organisation, I write to oppose the proposed South Bristol Ring road on the following grounds:

It is contrary to the aims of the WEP's Joint Local Transport Plan by increasing car traffic and so increasing greenhouse gases and pollution. It will encourage more car journeys which runs counter to the JLTP objectives of reducing congestion and encouraging modal shift from car to bicycle. The running of a road alongside a new cycle track and public transport facility defeats the object of getting people onto bikes and public transport.

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. This will deter people from cycling with consequent disadvantage to their health, pleasure and economy.

It will open up the North Somerset Greenbelt to development. It will destroy the nature of the countryside on the outskirts of the city, discouraging people from gaining the health benefits of recreational cycling.

Stephen Kinsella

Right to Ride is CTC's volunteer campaign network – working for all cyclists at the local level.



CTC - the UK's national cyclists' organisation provides a comprehensive range of services, advice, events and protection for its members. CTC Charitable Trust, CTC's charity arm, works to promote cycling by raising public and political awareness of its health, social and environmental benefits, and by working with all communities to help realise those benefits.

Founded 1878

Patron: Her Majesty the Queen



Joint Local Access Forum (JLAF)

for Bath & North East Somerset, Bristol City and South Gloucestershire

Chris Hogg, Secretary to the JLAF
Floor 2 South, Riverside, Temple Street, Keynsham, BRISTOL. BS31 1LA.

Telephone: 01225 394161
Facsimile: 01225 394205
Email: secretary@jlaf.org.uk
<http://www.jlaf.org.uk>

Ray Newbigin, Chairman, Robin Winfield, Vice Chairman
Ron Phelps, Deputy Chairman

THE JOINT TRANSPORT EXECUTIVE, meeting on the 4 February 2010

The West of England Partnership

My name is Ray Newbigin and I am Chairman of the Joint Local Access Forum (JLAF) which covers three Councils, Bath and North East Somerset, Bristol City and South Gloucestershire. North Somerset has a separate Local Access Forum.

We are a **statutory body** advising the three Councils on the improvement of public access for recreation and enjoyment. For your part, the three Councils have a **statutory obligation** to have regard to our advice. Public access includes walking, cycling and horse riding.

This statement discusses:

- the National Transport Goals
- Transport and Health Benefits and
- the integration of the JLTP3 and the Rights of Way Improvement Plan.

NATIONAL TRANSPORT GOALS.

You are required to meet five National Transport Goals and we can help you implement them:

- 1. Support economic growth**, Public Rights of Way (PROW) reduce congestion and provide a leisure and tourist attraction. For example, the Cotswold Way and other trails attract spending by UK and international visitors.
- 2. Reduce carbon emissions**, walking and cycling are very low-carbon modes of transport
- 3. Promote equality of opportunity**, walking is available to nearly all and cycling is a low-cost transport method which particularly enables young people to access jobs and services.

 Printed on Recycled Paper

The JLAF is a statutory body established by the three councils shown below, to provide advice as to the improvement of public access to land in the area of Bath & North East Somerset, Bristol City and South Gloucestershire for the purposes of open-air recreation and enjoyment of the area. Its views do not necessarily represent those of the three councils.

**Bath & North East
Somerset Council**



**South Gloucestershire
Council**

4. Contribute to better safety, security and health, more people walking and cycling increases natural surveillance and the health benefits are significant.

5. Improve quality of life and a healthy natural environment, PROW improves the look of a locality and aids the easy movement of people. The West of England is already at the forefront in producing Green Infrastructure plans; initiatives such as Cycling City will encourage communities where people want to live.

TRANSPORT & HEALTH BENEFITS

Governments throughout the developed world are concerned about their populations' lack of exercise which leads to poor health. In planning the transport infrastructure for this region you will be concerned with the health benefits of green infrastructure, footpaths and cycle routes – particularly in urban areas.

Natural England and the Department of Health are cooperating in the Walking to Health Initiative (WHI). This is an £11.3m investment over three years and the “*costs averted*” for this initiative are said to be £81m per annum based on three common diseases where the costs are known – cardiovascular disease, strokes and type 2 diabetes. When these figures are extrapolated to the population as a whole, then the “*savings to the NHS could be of the order of £2.1bn per annum.*”

These costs of such ill health are truly momentous. We contend that the new Local Transport Plan should play a part in reducing them. We strongly recommend that walking and cycling networks be maintained and improved throughout the West of England to help all our residents benefit from better health.

INTEGRATION OF THE JLTP3 AND THE RIGHTS OF WAY IMPROVEMENT PLAN

The Joint Transport Executive is concerned with all forms of transport in the region and our submission is that walking and cycling are forms of transport and therefore deserve their fair share of both capital and revenue investment – just like roads, trains and buses. The main difference is that walking and cycling are cheap, healthy and do not harm the environment.

The Public Rights of Way (PROW) network provides a means of sustainable, active travel, particularly for short journeys in both urban and rural areas and can play a significant part in reducing traffic congestion and harmful emissions. They also provide safer routes for vulnerable travellers. The good practice note, “*LTP and ROWIP Integration*” paragraph 11 states that LAFs should be encouraged to play an active part in integrating the Local Transport Plans and ROWIPs.

In order for the integration of new Joint Local Transport Plan and ROWIPs to be inclusive, and also to be seen to be inclusive, we suggest that representatives from the LAFs are invited on to the JLTP3 / ROWIP steering group.

We would welcome your reaction to this suggestion.

CONCLUSION

I have included two appendices, the first one concerns the LAFs relations with the Minister and MPs and the second refers you to a Natural England publication about the health benefits of exercise.

Thank you for giving me the opportunity to make this statement. I would welcome questions.

Ray Newbigin, Chairman, Joint Local Access Forum

Nobel House
17 Smith Square
London SW1A 3JR

Telephone 08459 335577
Email jonathan.shaw@defra.gsi.gov.uk
Website www.defra.gov.uk



To: All Local Access Forums in England

14
Your ref:
Our ref:
January 2008

From Jonathan Shaw MP
Minister for Marine, Landscape & Rural Affairs and Minister for the South East

Dear Local Access Forum member,

As we start a new year, I thought it would be timely to introduce myself to each Local Access Forum as the Minister for Marine, Landscape & Rural Affairs.

We have not long introduced new regulations and guidance for Local Access Forums, and I know that Natural England is also working towards producing a Handbook for Local Access Forum members. I hope that the guidance and regulations have assisted you in developing your role further, so that the support that you receive from Defra, in turn helps you to contribute effectively on issues which are most relevant to your specific locality.

Your recent contribution to the production of Rights of Way Improvement Plans has been invaluable and the achievement in producing the plans is a significant step forward in both raising the profile of the rights of way network and highlighting its importance to tourism and local communities.

I am grateful for the hard work that you put in to this important undertaking, and for the knowledge and expertise you bring in contributing your advice on improving public access. I look forward to working with you all in the future.

JONATHAN SHAW

Quotations from Hansard during the discussions on the Coastal Access Bill in the House of Commons during October 2009

Richard Benyon MP: "The Minister mentioned local access forums. They are feeling a little unloved at the moment, so will he give his leadership and ensure that they are genuinely consulted? Local access forums have a wealth of experience and understand what is required in delivering greater access, and they do that for next to nothing. They are a cheap and welcome addition to the expertise that already exists, but the Minister might like to put his weight behind ensuring that they feel part of the process.

Huw Irranca-Davies MP, Minister: "The hon. Gentleman makes a good point. I met the local access forums two weeks ago, and they want to play a pivotal role in the coastal routes' development. Their members have expertise, they are volunteers, and they know the routes and the lie of the land. I cannot conceive how local access forums would not be part and parcel of the coastal routes' development.

The ethos of the Bill is to use local knowledge from walking the routes to devise the proposal that will go to the Secretary of State. If the hon. Gentleman wants leadership in saying that local access forums, in all different shapes and sizes throughout the country, should be part and parcel of the scheme, I give him that categorical assurance."

Nick Herbert MP: "We would like to see much of the responsibility for the route devolved to voluntary access forums and local authorities. We believe that a top-down approach to coastal access is not the answer and that local groups are much better placed to designate and manage the shape of the route."

2. For Health benefits see: [Natural England Technical Information Note 055](#)

Statement to the Joint Transport Executive Committee of the West of England Partnership 4 Feb 2010

I summarise below a variety of reasons why the plans to build the South Bristol Link are flawed:

- It is claimed that it will help the regeneration of South Bristol. Regeneration is already occurring without the link and would more likely be hampered by a link, which will split communities. There is no evidence that businesses would relocate to the area if the road is built.
- It is claimed that the SBL will reduce congestion. It is the radial routes into Bristol that need improvement, as this is where the restrictions are. Providing an orbital route would merely result in commuters moving from one radial route to another and thus lead to an increase in vehicle miles.
- It is difficult to envisage how the routing of the SBL down King George's Road will do anything other than move congestion from one part of the area to another rather than reducing it. At worst it will bring more traffic into the area thereby increasing congestion. This is not an appropriate way to spend public funds, which should instead be used to provide a more direct bus rapid transit route from the Hartcliffe/Withywood/Bishopsworth areas to the Centre. The existing bus routes would be faster than a route via Long Ashton.
- If the SBL were built there will be an increase in CO₂ emissions. The mandatory reductions now adopted by the government, would seem to rule out any scheme that does not result in a significant reduction in emissions.
- The benefits of the Green Belt to the South of Bristol for the residents of North Somerset, Bath and North East Somerset and Bristol are considerable and these proposals would lead to significant loss of Green Belt land.

John Chamberlain
86 Bifield Rd
Stockwood
Bristol BS14 8TU

29 JAN 2010

Teresa Brty
4 Abbots Close
Whitchurch
Bristol
BS14 0UD

Penny Bell
West of England Partnership Office
Wilder House,
Wilder Street,
Bristol
BS2 8PH

28th January 2010

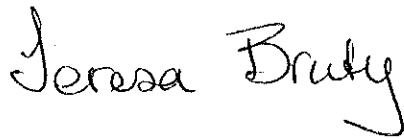
**Statement to the Joint Transport Executive Committee of the
West of England Partnership 4 February 2010**

There are a number of reasons why I am against the plans to build the South Bristol Link road with accompanying bus lane and cycleway.

1. It was stated clearly in the Mott MacDonald Report that, if the road is built, then there will be an increase in CO2 emissions. This alone is enough to question whether the road should be built. It has been demonstrated over and over again that new major road builds increase traffic congestion and CO2 emissions with traffic growing to fit the new roads built and in the surrounding areas.
2. The building of the road will involve considerable destruction of the Green Belt. This cannot be good for residents of Bristol and the surrounding area. Inevitably a road in this position leads to further development and erosion of the Green Belt.
3. The money should instead be spent on sustainable, affordable public transport projects in the Bristol area. This would encourage less car use where as the SBL will only encourage more driver to get into their cars and not use public transport.

4. The final South West Regional Spatial Strategy, (written by an unelected body and therefore wholly undemocratic) has not been signed off by the Government and published. I understand that the number of homes proposed for the area to the South of Bristol (as well as other areas) has been 'brought into question'. It does not seem sensible to carry on with the proposals for the SBL until the issue is resolved.

I hope that you will therefore demand that the West of England Partnership stops the work being carried out on the South Bristol Link road, and save valuable public funds for a more worthwhile sustainable transport projects.

A handwritten signature in cursive script that reads "Teresa Bruty".

Teresa Bruty

29 JAN 2010

33 Gloke Rd
Hong Ashton
BS41 9LJ
January 27th

Dear Ms Bell

I write with my objections to the
South BRISTOL link road. Can I ask you
to submit to the executive please (for
N. Somerset).

Firstly - valuable green belt will be lost
- we need all the land we can
keep for now and the future. Have
you, or any members, read the
recent Peak Oil Report?

Regeneration is just a sweetener and
will be damaged anyway with a
road that could potentially take
business away. On that point too
if Bristol City are allowed to take
forward their plans, their old ground will
become a large supermarket which
will degenerate that area. North St.
traders will not be able to compete.
It will be a disaster for the local

traders in that area.

The A370 is already a traffic problem
the new road will compound it.

New roads = more CO₂ emissions - there
is very good evidence for this.

The Atkins report showed too that
journey times will only reduce by a
slight margin.

Improving rail links for the area would
be a much better option and would
undoubtedly persuade people to leave
their cars at home. This could go
a long way to meeting CO₂ targets.

I understand the N. Somerset Core
Strategy proposes to protect green belt
around Bristol - this proposed venture of
a new road will destroy acres of
green belt & in turn reduce the
value of remaining green belt & end
up being more developed by greedy
money makers.

Please consider these aspects.

Yours E. Fox.

Statement to Joint Transport Committee 4 February 2010

We write to register our objections to the proposed SBL, which we feel is being pushed through without due research.

If the government is to be believed we have to cut our CO2 emissions urgently to ensure our future and that of our children.

We are also being told we must look to growing our own food. Yet the countryside is being destroyed to allow cars, which we must all leave at home, to speed along a road to nowhere.

Another fear we have is that of flooding in the area. The fields under threat at present act as sponges collecting the huge amount of water which drains off of Dundry hill, these fields turn into lakes, which have been particularly bad this year no doubt due to global warming, caused by car travel.

Just give us a decent, reasonable, reliable bus service which actually takes you where you want to go and to not subject us to noise, air and light pollutions which none of the people in the will suffer.

Chris & Jan Moody
22 Oldacre Road
Whitchurch
Bristol

Statement Against The South Bristol Link Road

North Somerset Friends Of The Earth (NS FOE) has 5,000+ members in North Somerset. NS FOE wishes to register its opposition to the South Bristol Link Road. We challenge the need for this road, as follows:

- The rationale for the road is supposedly to meet increased traffic demand, due to the possible building of 117,500 new houses, which are proposed to be built in our West of England sub-region (covering the area of Bath & North East Somerset, Bristol City, North Somerset and South Gloucestershire). This is part of possible changes to the Regional Spatial Strategy (RSS). NS FOE refutes the need for these new houses and new roads, such as the South Bristol Link Road.
- The above houses and road are said to be needed due to rising population. We cannot build ourselves out of the UK's potential over-population problem. This needs to be confronted and managed differently.
- Other existing cities and towns could benefit significantly more from employment and housing development than Bristol. For example, 385,000 existing homes lie empty from the Midlands up through the North Of England. Sensitive, sustainable re-development in these northern parts of the country would seem to be the greater priority and would help reduce any sense of North/South Divide.
- As far back as 1938, the Government at the time actually stated that new roads result in "a great increase in traffic". The example of the more recent M25 around London proves this point and the South Bristol Link Road will be another example of how a new road will actually increase traffic and increase car dependency. It will also increase air and noise pollution and greenhouse gases. It will also adversely affect communities adjacent to the road.
- NS FOE totally opposes any expansion of Bristol onto North Somerset Green Belt. Only 12% of land in the UK has Greenbelt protection. This land is meant to be protected by law and must not be developed, unless there are very clear "exceptional circumstances". There are no exceptional circumstances that NS FOE has identified that would allow roads, houses or even stadiums to be built on North Somerset's Green Belt.
- There is clear evidence that world oil production has "peaked" and oil prices will continue to rise. This will mean people will not be able to afford to drive their cars as much as now. People will have to reduce their car travel, shift to other forms of transport and/or travel less. There is therefore no long term strategic need for large road schemes.

Large road schemes will increasingly evidence "Age Of Stupid" thinking. NS FOE therefore strongly believes that the South Bristol Link Road should not be built. Instead, NS FOE supports:

- A review under the Local Transport Act 2008, which would assess the benefits of having a West Of England Integrated Travel Authority (ITA) with control over local bus and rail services.
- Early re-opening of the Portishead rail line, with new stations at Portishead, Pill and Ashton Gate.
- A better, cheaper, faster bus service into and out of Bristol, with consideration of introducing a Bristol tram service.
- Continued promotion of cycling and other less carbon-hungry ways to travel.
- Initiatives that help people make the decision to switch from cars to the above forms of public transport.

Statement for Joint Transport Executive Committee 4 February 2010

STATEMENT AGAINST THE SOUTH BRISTOL LINK by

Mr. R.E.R. Hall of 8, Bifield Rd, Stockwood, Bristol BS14 8TH

During the Consultation process the “do nothing” option was never put to the public for consideration.

Many responses to the initial consultation were disregarded thus leading to a misleading final report as far as recording public opinion is concerned.

Much has been made of the fact that local businesses in South Bristol are not expressing opposition - the reality is that they have not been asked that question and in any case it is irrelevant. They are in South Bristol without the SBL and no evidence has been produced to show that the SBL will bring business to the area. In fact Computershare have already decided not to relocate to the Hengrove Park development and this decision had nothing to do with access.

However leaving aside the flaws in the consultation process and the final report, I submit that developing the SBL will bring no benefits to the economy of South Bristol but many disadvantages:-

1) It will not aid access but simply move traffic to the new route, which will have the effect of taking passing trade from businesses on existing routes.

2) It will increase traffic as has been shown in the case of the Newbury bypass (and others) where congestion in the town is worse than it was before the bypass was built - vide the 2006 Countryside Agency/CPRE report.

3) It will divide communities, particularly in the Highridge Common and King Georges Rd locality and diminish the quality of life of the residents.

4) It will decimate the green belt and lead to inappropriate development. How can North Somerset Council quite rightly be negative about an access route across green belt land to the proposed Bristol City FC stadium and yet support a major thoroughfare from the A370 to the A38 across the same green belt?

5) CO2 emissions will be increased. The claim in the Mott McDonald report that “the percentage increase is not considered to be significant when added to the national growth” is irresponsible. If the decision makers tacitly support this statement by approving the SBL then we might just as well all increase our carbon footprint since it would only be a significantly small increase.

6) Loss of farmland and wildlife habitat.

7) An ongoing public subsidy for the BRT route - how many people wish to travel from the Hartcliffe Roundabout to the Long Ashton bypass and vice-versa? What surveys have been carried out to validate need? Have the results been published? If so, what did they show? It will be a “white elephant”.

Given that the need for the route has not been established but that the damage it will do is a given, the Joint Transport Executive Committee of the West of England Partnership is urged to reject the proposal and to seek to divert the monies, which are to be applied for, to fulfilling the needs which do exist, namely improving public transport from South Bristol to the centre of the City and also perhaps opening up the Portishead rail line. Alternatively the money could be spent on the Callington Rd link, which would indeed improve access to South Bristol with the added benefit of improving traffic flow along the A4 to the benefit of not only Bristol residents but also those who travel to the City from the Bath & North East Somerset area.

Statement to Joint Transport Executive Committee 4 February 2010

When I use First Bus to go into the centre of Bristol with my daughter it costs me the best part of £7. The service for the return journey is sparse; it is far easier and cheaper to go in the car. Motorists need a viable alternative to using the car. Instead of a new link road the whole of Bristol would benefit far more in the long term from continued improvements to a properly integrated, affordable, efficient and reliable public transport system.

The building of the SSRR in itself will release an enormous amount of carbon into the atmosphere from the soil disturbance and construction process while removing a carbon sink that is the green fields, hedges and trees. Have we overlooked that we all have a responsibility to aim to be carbon neutral? One of the objectives of the proposed road is to provide access to Bristol Airport. Are we sure air transport is going to increase to a maintainable level in the light of Peak Oil? If travellers arriving at the airport via the SSRR knew how much local residents had to lose to save them a more circuitous journey, most would gladly rather have left home earlier.

The A370 is already at capacity in peak time. The results of channelling more traffic into it are something that doesn't seem to have been addressed.

I therefore ask the WEP to reject this proposal as well as any similar alternatives proposed by the developers and to allocate the funds to continue the work already carried out to improve public transport in the areas in which it is most needed.

Jo Young
6 Hillside Road
Long Ashton
Bristol
BS41 9LG

Statement to Joint Transport Executive Committee 4 February 2010

I have been a resident in the area for over 30 years and would strongly oppose any plans to build any further large road systems in the area.

Time after time it has shown that simply building more roads does not work, it only shifts traffic problems elsewhere, and road building creates an environment that encourages more traffic!

Pollution must be seen as a major negative impact especially in a green belt area and please note the proposed area is at the foot of a hill which will only trap traffic pollution!

We must protect are green belt areas as they were designed not to be built on.

The solution is to use current road systems and provide excellent public transport services. The aim will be to reduce the amount of traffic on our roads.

Mr David Paul
12 Arrowfield Close
Whitchurch
Bristol
BS14 0UQ

Statement to the Joint Transport Executive Committee of the West of England Partnership 4 February 2010

We live in King Georges Road and we are opposed to the proposal to build the South Bristol Link.

The whole project has been based on the fact that King Georges Road is a safeguarded route and much has been made of the fact that this has been the situation for 40 or 50 years. What does not appear to be appreciated is that at the time the route was chosen all those years ago traffic conditions were very different to what they are today. What was appropriate then is not appropriate now. There are approximately 40 houses on each side of King George's Road and there is no access for vehicles to the rear of these dwellings. It follows that residents will need to access their property from the link road with approximately half of these being across one of the carriageways, cycle ways and bus rapid transit lanes. This, together with the fact that the phase 2 section will include at least 5 traffic light controlled intersections for vehicles, as well as others for pedestrians, means that the road will become very congested. Access to our homes will be very difficult for us and will mean that the flow of traffic on the road would be very poor. The best that the SBL will achieve is to transfer congestion from one part of the area to another, rather than reducing congestion. At worst it will bring more traffic into the area thereby increasing congestion.

There is a very welcome drive at both national and local level to improve health and safety for children. There are a number of schools in the area, two of which are particularly close to the proposed route (St Pius X Primary School and Merchants Academy). Many children will need to cross the SBL as they walk to school and there will need to be a number of controlled crossing points or the risks will not be acceptable. Some parents may decide to drive their children to school thereby increasing congestion at peak times. The road would mean extra through traffic (i.e. not even serving the area), including HGV vehicles, passing directly through a residential area. This is not sensible planning and will inevitably lead to the safety of all pedestrians being put at risk.

It was stated clearly in the Mott MacDonald Report that, if the road is built, then there will be an increase in CO2 emissions. There does not appear to have been any acknowledgement of the increase risk to health arising from the pollution, both in terms of emissions and noise levels, the SBL would bring to residents. There has been considerable research carried out, particularly on children's health, on the effect of emissions. The route chosen for phase 2 is not appropriate.

We believe that this is not an appropriate way to spend public funds. There are many good examples of WEP promoting projects involving improvements to public transport that do not involve blighting the lives of local residents nor destroying the Green Belt. This should be continued rather than building the SBL which would not be 'fit for purpose'.

The benefits of the Green Belt, including Highridge Common, to the South of Bristol for the residents of North Somerset, Bath and North East Somerset and Bristol are well documented and these proposals would lead to significant loss of Green Belt land. Building the SBL would seriously erode the Green Belt and would inevitably lead to further development along the route. Please use any public funds for a much more acceptable project that would give better value for money.

Thank you

Carol and Keith Smart - 38 King Georges Road

Blanche and Clive Strange - 82 King Georges Road

Ian and Patsy Walton – 52 King Georges Road

Submission to West of England Partnership

Joint Executive Committee Meeting 4th February 2010

By James Smith – Cliftonwood & Hotwells Action for a Sustainable Environment (CHASE)

CHASE is part of TfGBA, and connected to the Bristol Civic Society. We completely support the submissions made by those organisations as well as those made by other TfGBA members.

Not having the technical expertise of our friends we would draw your attention to the longer view. We are nearly at the 50th anniversary of the Beeching Report. It must be remembered that the Report and its implementation spanned both Labour and Conservative administrations so I make no party political points here.

In summary, between Dr Beeching condemning most of the rail network and Mr Marples championing the construction of the first motorways, a structural shift from public transport to car & lorry transport was made. In order to understand this decision we need to recall the context of the time:

The rail network, track and rolling stock, had suffered dreadfully during the war. Less than 10 years had elapsed after the final end of rationing and the country had many calls on limited resources, few of which had found their way to the railway.

We were trying to look forward; energy was cheap and predicted to get cheaper. The new nuclear power stations were going to produce power “too cheap to meter in homes” The North Sea was promising unlimited cheap gas and oil; petrol would be 3 gallons for less than £1 as far as we could project. The government wanted to encourage the skilled jobs that our motor industry would create.

Looked at like this it is possible to understand why Beeching / Marples happened and perhaps history can be a little forgiving.

Today, here in the west country in the early part of 21st century, we face a similar choice but in very different circumstances. We have almost 50 years of experience to draw on and far more information to guide our decisions.

We know from vast research that the more roads you build the more traffic you create. We know that the dream of the open road has turned into a slow procession into and out of towns twice a day. We know that road traffic is a major source of environmental pollution, causing respiratory and related diseases along the crowded routes. In short we know that roads have limitations and we are up against them.

Looking forward we also know that energy is not cheap and it is getting more expensive at a rapid rate. Before Christmas 2008 road fuel was 85p / litre (£3.87 / gallon), now it is £1.12 / litre (£5.10 / gallon) a 30% increase. If we consider that this may be exceptional and that a quarter of this rate of increase is more likely (7%) then in 5 years, when a south Bristol link road could be operational, fuel will be £1.60 / litre (£7.28 / gallon). Less optimistic inflation assumptions are truly frightening.

Who in South Bristol will be able to afford to drive on it?

It is also becoming clear that a national deficit of £178 billion and debt projected at £800bn this year is not going to allow the steady flow of investment funds we have been cheerfully expecting and projecting. When almost 1/3rd of every cheque written by the government has to be borrowed (interest paid and eventually paid back) then cheques are not going to be written as freely. The probability is that only one major new infrastructure project will be funded for quite a number of years in our area.

Your choice is between the Link Road and the Portishead line. Your decision will show whether any lessons have been learned in the last 50 years or if you still believe in the 1960s Beeching / Marples model of the future. If you make the wrong decision history will look at the context of the time and the information available to you and will not be in the least bit forgiving.

**Statement to the Joint Transport Executive Committee of the West of England
Partnership 4 February 2010**

I support the need to improve transport in the Bristol area and feel the only sustainable way of doing this is to improve public transport. I recognise the achievements Bristol City Council have made in this area, however feel that there is still much to be done and therefore available funds should be used for this purpose. I also believe that the main traffic problems in Bristol occur on the direct routes in to the city centre. The SBL may provide a minimal degree of relief, however alternative schemes specifically designed to alleviate such problems would be a much more effective way of spending limited funds.

I feel there are many reasons why the plans to build this road (with accompanying bus lane and cycleway) are flawed and summarise these briefly as follows: -

- It was stated clearly in the Mott MacDonald Report that, if the road is built, then there will be an increase in CO2 emissions. This alone is enough to question whether the road should be built. As a parent of young children I am increasingly recognising that how we behave in this generation will impact on the next and aim to promote a 'greener future' for my children.
- The building of the road will involve considerable destruction of the Green Belt and inevitably a road in this position will lead to further development and erosion of the Green Belt. As I am lucky enough to have views of open farm land and green belt I strongly oppose the destruction of such area's and feel this irreversible consequence is a far to high a price to pay, and will destroy beautiful areas of country side that Bristol has to offer.
- I understand that the number of homes proposed for the area to the South of Bristol (as well as other areas) has been 'brought into question' and The final South West Regional Spatial Strategy has not been signed off by the Government and published. It does not seem sensible to carry on with the proposals for the SBL until the issue is resolved.

I hope that you will therefore demand that the West of England Partnership stops the work being carried out and save valuable public funds for a more worthwhile transport project.

Yours sincerely
Mrs Catherine Bartlett
88 Bifield Road, Stockwood, Bristol, BS14 8TU

**Statement by the Whitchurch Group of Save Our Green Spaces regarding
Item 7 of the West of England Partnership JTEC meeting on 4th February –
South Bristol Link Major Transport Scheme Bid**

We believe that the SBL scheme as proposed will not achieve its stated objectives and should not be taken forward, for reasons outlined below.

Objective: to facilitate regeneration and growth in South Bristol

We contend that the SBL is not necessary for regeneration and that the environmental effects of the highway would increase deprivation and offset the benefits of any regeneration.

Regeneration is already taking place in South Bristol, and some exciting projects have been proposed. None of this depends on the SBL.

The last road that was intended to bring regeneration to South Bristol (St Philips Causeway, which Bristol City Council rightly opposed) was ineffective and divided communities. There is no reason to believe that the SBL will be any better. Indeed, if building roads were the way to prosperity, the North of England would be booming.

It is suggested in the bid that the SBL would help to reduce the severe multiple deprivation in South Bristol (which is actually confined to part of the large areas of social housing). The suggestion is cruelly misleading. The residents in question are not deprived because they live there; they live there because they are deprived. It is a tragedy, which should be addressed, but building the SBL is, at best, irrelevant to their situation. Historically the unemployment levels in South Bristol, as measured by Jobseeker Claimants, has run at only marginally above the rate for Bristol as a whole as the majority of unemployed in the area are those disadvantages in the labour market. In fact, by improving access from North Somerset the SBL would simply increase competition for any employment that is created in South Bristol. . .

With regard to growth: the SBL might facilitate growth, but that is not necessarily beneficial. It is now widely recognised that growth, with its associated demand on resources, has become a serious threat to our environment and even our survival. We realise that this statement is difficult to accept, because continuous growth has been our overriding socio-economic objective for so many years, but few would disagree with it. Growth beyond that which is necessary to accommodate the needs and natural increase of the local (that is to say, the Bristol region) population should not be promoted, whatever the Government says.

The SBL will dramatically increase the air pollution in the immediate and surrounding area due largely to the prevailing wind direction and the Dundry slopes. This can only contribute further to poor health and deprivation two of the key issues this project is supposed to remove or reduce. Traffic fumes are a major cause of cardiovascular-related disease in children and more recently has also been linked to heart problems (see report issued by COMEAP*).

Objective: to reduce congestion in South Bristol and the adjacent areas of North Somerset

The journey time reductions that the highway offers are small. The Options Appraisal for option 2 predicts an average saving of about 2 minutes during the morning peak for its selected journeys. With the road alignment of the current proposal it will probably be less. It is possible to equate the time saved to cash saving, but what does it mean for private motorists who will be the majority users? Will they be thrilled having an extra minute in the airport lounge or getting up 2 minutes later? Is it really worth the increased CO₂ emissions or the environmental damage?

*Committee on the Medical Effects of Air Pollution

Objective: to improve accessibility from South Bristol to the city centre and to strategic transport links including the trunk road network and BIA

See "Additional Comments.

Additional comments

The SBL would be environmentally destructive.

It includes a major intrusion into the Green Belt, and we would oppose it on that ground alone.

It also runs through densely populated areas.

We also fear that it is a disguised bid to provide another route for HGVs through residential areas of South Bristol. If this is the case it should be rejected outright. As the Option Appraisal Report says, "...over much of the area the noise climate is dominated by traffic noise". The SBL highway would add another noise corridor (even without the HGVs). Traffic noise shortens lives and causes deprivation.

The SBL would cause a significant increase in CO₂ emissions at a time when they **must** be reduced. This alone should be sufficient reason to abandon it, especially the highway part. (The necessary emissions reduction for the UK is calculated to be dramatic: 80% or more before the year 2030.)

The SBL will impede people's access to local amenities and open spaces. It will create a physical barrier between where children go to school and where they live and will create difficulties for the elderly and disabled. Rather than be a benefit to the area it will divide communities and may actually cause further deprivation.

The passenger take-up of the RT system is predicted to be small. That is not surprising. We would not expect much demand for public transport from the Long Ashton P&R to South Bristol nor do we believe many will wish to travel to Long Ashton prior to travelling into the city centre.

The **North Fringe to Hengrove Package** is intended to encourage a major shift to public transport within Bristol. It is the sensible way to reduce congestion and requires the smallest land take. It takes a better route from South Bristol to central Bristol than the SBL, and should be promoted ahead of (preferably instead of) the SBL.

The highway part of the SBL would attract potential passengers away from either of the proposed Rapid Transit systems in South Bristol, making it more difficult to produce a significant shift to public transport, which is one of the West of England Partnership's avowed goals.

Michael Parsons

Chair of Protect Whitchurch Green Belt Alliance a member of SOGS

BRISTOL SOUTH GREEN PARTY

Statement to the West of England Partnership Joint Transport Executive
4th February 2010

Item 7: South Bristol Link

After all the years of debate and planning, you still have still no persuasive evidence base for this link. This is not just the opinion of the scheme's opponents, it is shared by your colleagues who scrutinised the plans just days ago.

The officers' report today has all the credibility of a 'dodgy dossier'. It offers hearsay as firm evidence, it disregards counter-evidence, and for those few statistics and 'facts' that it presents, no source is quoted.

.....
In this latest manifestation of the South Bristol Link, it's clear that the scheme has two distinct elements that have little to do with each other, apart from sharing a route and competing for the same traffic.

- **The road IS** a ring road. Attempts to rebrand it as a 'local' road offering new connectivity to South Bristol are based on the flimsiest of evidence. Its known disadvantages (in terms of new traffic, neighbourhood severance, air and noise pollution, and 'opportunity cost') far outweigh any known benefits.
- **The Bus Rapid Transit**, we are sad to say, is a very costly green 'fig-leaf' which is unlikely to survive any kind of viability testing in the real world - because it offers very little that anyone will want to buy.
- The most probable form of '**economic development**' prompted by this scheme would be house building in the Green Belt, which both Bristol and North Somerset claim that they wish to protect.
- The road/BRT is intrinsically destructive of the **Green Belt**; the vision of terraced multiple carriageways climbing the Colliters Brook valley is evidence enough.

The West of England Partnership would be wrong to commit its own councils, let alone government, to the heavy costs of this scheme at a time of cutbacks and of competing demands for projects that offer very much greater benefits.

.....
As you know, when the South Bristol Link was under scrutiny by your council colleagues a couple of weeks ago, they felt strongly that a case has not been made, and called for more information. Presumably that is what has prompted the titbits of new information, along with some uncredited statistical claims, in the officers' report. You are also being told that more 'justification' will be available when the scheme reaches the North Somerset and

Bristol executives for their approval - but you, the West of England Executive Members for Transport, can't see it yet.

What new stats we have are in a different form from those offered by your consultants Mott MacDonald in their 'Options Appraisal' of earlier plans, which makes it difficult to compare the two. For instance, today's report quotes only the a.m. peak hour traffic flows (unidirectional? - we're not told...), whereas the earlier appraisal considered Annual Average Daily Traffic. No source for the current figures is given.

There are many questions to be asked - we offer a sample below - and you may get the opportunity when officers make their presentation.

General:

- Although no appraisal has been commissioned for this hybrid scheme, its component parts were appraised as Options 1 (highway) And Option 3 (BRT) in the Mott MacDonald report. *Is there an assumption being made now that the hybrid scheme is less than, or more than, or equal to, the sum of its parts?*
- The current report uses a notional and unexplained 'do nothing' scenario as its reference point. The full 'Options Appraisal' took a 'Do Minimum' scenario, which assumed other measures - including the Hengrove to North Fringe BRT route, plus various bus improvements - would be in place. *Why the difference?*
- *Why has this scheme not been thoroughly tested against the 'Do Minimum' scenario, in the same way as previous options were?*
- 'Consideration is being given to including greater width' beneath the new railway bridge in Ashton Vale 'to facilitate future improvement' . *Why?*

Traffic:

- There is no forecast of the change in a.m. peak journey times into the city (a key DfT yardstick). The earlier appraisal took the Airport to Temple Meads journey and forecast that a link road would **increase** journey times (not surprising, in view of extra traffic in the Cumberland Basin system). *Why is there no prediction of peak inward journey times available for this latest proposal?*
- *Why have the Average Annual Daily Traffic figures not been published?*

BRT: (a map showing the extent of an approximate 400m 'passenger catchment' is attached)

- Last year's Options Appraisal found the BRT scheme to have a BCR of less than 2 - showing 'poor to medium value for money'. This year, all that's changed is the addition of a highway along the same route, competing for the same traffic, but we have been given no BCR for this element of the scheme. *Why not?*
- Para 40 shows comparative public transport journey times (today's 'Showcase' bus v. the future BRT scenario). They're presented as being much the same - but don't take into account that the Showcase route has a much bigger catchment, and we might reasonably expect it to have 'smart' ticketing to speed up boarding at the

many stops by the time a BRT is commissioned. *Any comment?*

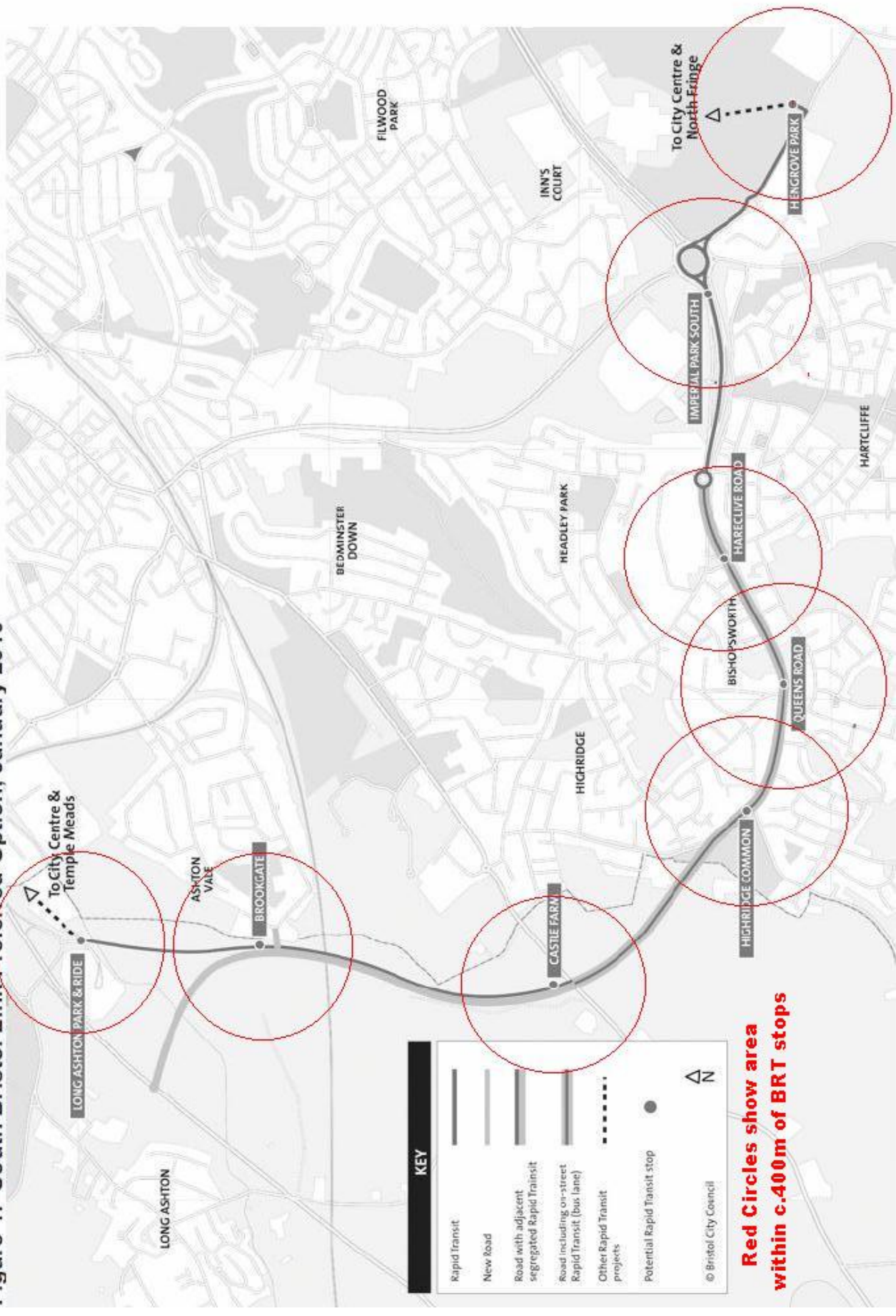
- *Has a business case been made for the BRT, and what balance of fares, subsidy, and patronage would make it viable?*

Regeneration:

- Scrutiny (and others) have asked about the economic analysis work commissioned at public expense for this project. *When will it be released, and can decisions be confidently made without it?*
- In 2006, Business West commentary on the 'full' Ring Road scheme observed that we "Need facts and figures to support the economic development arguments particularly as more recent evidence on new road provision would not support this case (!). They asked then, and we ask now :
"If Cater Road and Hawkfield Business Parks will benefit, where is the evidence?"
- Para 35 attributes the need for road access, as an investment incentive, to 'business opinion'. *Is there any more concrete evidence that a new road will bring that investment?*
- Para 35 also claims that residents will be better able to access job opportunities using the road. *Won't this really mean that more people will travel further by car to reach employment - whether to, from, or right through south Bristol?*
- Para 35 also claims that BRT would provide residents without access to a car with a new opportunity to find employment in the city centre or the North Fringe. *In practice, aren't these journey opportunities either there already, or being anticipated with the more direct Hengrove to North Fringe BRT ?*
- Para 36, after quoting some incomplete and uncredited 'research', asserts - rather obscurely - that 'the commitment to the SBL would be taken as a clear signal to the private sector that local and national policy makers are tackling the current poor perception of south Bristol's ability to address its economic problems'. *What is the evidence for this, or - more important - that the private sector would actually respond with investment?*
- There is no mention of the changing face of business models in the age of Peak Oil, rising fuel costs, and climate change. *Aren't these factors going to materially change investment and travel patterns ?*

.....

Figure 1: South Bristol Link Preferred Option, January 2010



**Statement to the Joint Transport Executive Committee of the West of England
Partnership 4 Feb 2010**

Submitted on behalf of Stockwood Residents against the SBRR / SBL

Our reasons for objecting to the proposals can be split into 3 groups:

1. Environmental

- If a new road is built it will generate more traffic as evidenced by previous studies of the effects of new road building
- More traffic will generate more CO2 emissions which goes against government policy
- The proposed route, if used as a means of getting into Bristol, will increase journey lengths and merely move bottlenecks from one location to another
- There will be a loss of green belt (which makes South Bristol a very pleasant place to live)
- There will be a loss of farmland (which may well be vital for food production in the future) and of wildlife habitat.

2. Social

- It will divide communities and diminish quality of life, especially in the Highridge Common & King George's road area

3. Commercial

- There is no evidence that the SBL will bring new businesses to the area
- It will remove passing trade from existing businesses on existing routes

We agree that transport needs to be improved in the Bristol area, but believe that any funds available for the SBL would be better used in improving public transport directly from South Bristol into the centre of the city.

Submitted on behalf of Stockwood Residents against the SBRR / SBL by

John Chamberlain
86 Bifield Rd
Stockwood
Bristol BS14 8TU

SAVE HIGHRIDGE COMMON
FROM DESTRUCTION BY
SOUTH BRISTOL LINK ROAD

The residents who live adjacent to Highridge Common have grave concerns that if the proposed South Bristol Link Road cuts through this area it will encourage more traffic into our community resulting in increased pollution and noise. This will inevitably increase the chance of accidents with residents trying to negotiate the busy road.

This proposed route will destroy green belt land and with it the important wildlife and flora it currently has. The Common is considered to be a rich wildflower meadow and is therefore protected by only cutting once per year.

This open space is used for leisure by young and old within our community. Families picnic there in the summer. It has magnificent views across the city.

Many people use the paths across the Common to access bus routes, shops, schools, GP and chemists. The community will be cut in half should there be a busy link road.

We are at a loss to understand the need for a link road between Hartcliffe and the Long Ashton Park and Ride. This road would not be the most direct route such as extending Hartcliffe Way to accept the proposed transport improvement. As stated in a letter from Mike Sweet (Transport Studies Manager) Bristol City Council as follows:

“Whilst there may be limited demand for the full orbital journey between Hartcliffe roundabout and Long Ashton there will be demand for journeys to Hengrove Park and into the city centre.”

Public transport must be a priority. We require improvements to the services already in place, more affordable with current routes being improved **not** a link road for a service that is not viable and with a bendy bus, which is being discarded by other operators.

What is being proposed will not be a solution but just moving the traffic problem elsewhere. This has been on the books for over 60 years and it is to our city's shame that nothing proactive has been acted upon. We desperately need a complete overhaul of the transport system for the South of Bristol to include rail and or tram links as well as good planning of our road requirements for the future.

Mary and Nick Walker
Save Highridge Common Group

- 2 FEB 2010

Whitewood Farm,
Norton Lane,
Whitchurch,
BRISTOL BS14 0BU
29th January, 2010

Penny Bell
West of England Partnership Office,
Wilder House,
Wilder Street,
BRISTOL BS2 8PH.

Dear Penny Bell,

Integrated Transport Authority (ITA) for the West of England

ITA is an absolute must for the West of England but Government Funding should go into Public Transport and not Road Building.

Using Green Belt Land for the building of roads is very short sighted. It will serve to increase the use of cars with the resultant increase in pollution and congestion and thus decrease the use of public transport forcing up their costs to fares. Green belt land should continue to receive its protection for the five original reasons PPGs were enacted.

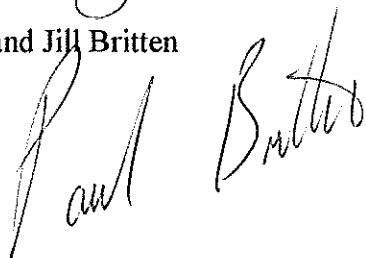
We would like the following considered.

1. A review under the Local Transport Act 2008 which would assess the benefits of becoming an ITA and taking on new powers over bus and rail services should be supported. This then would enable planning of integration and improvement of local bus, rail and rapid transport services by sharing resources and funds and develop local expertise that councils now pay consultants to provide – good housekeeping and cost cutting at the same time.
2. The Portishead rail line is a wonderful opportunity to provide public transport. Bring forward the reopening project. There would be stations at Ashton Gate, Portishead and Pill. This could then go forward for programme entry for Gov. funding in April 2010 instead of the combined south Bristol link road and bus rapid transit.

Yours sincerely,



Paul and Jill Britten



**Statement to BANES Cabinet and WoE Joint Transport Board
from Transport South West Transport Planning Network
Also to go to: North Somerset Council 23 rd March and Bristol Council Cabinet 25th
March**

1 Buses in Greater Bristol and Bath

We still have a number of concerns about the bus network at Brislington, Radstock, Farrington Gurney, Whitchurch and Clutton specifically the 178 Bristol to Bath via Radstock and the effects of the 379 Fastbus on 376 Bristol Wells and 178.

We welcome the slight improvements to Sunday services but are concerned that the verbal report to the Safer Communities Committee came with no written report meaning that stakeholders cannot easily participate.

We are now concerned about consultation on Keynsham local services, the 20 orbital services in Bath and the 76 Bath.

We would like to see this all included in the Greater Bristol Review as it affect both Bristol and Somerset.

We are extremely concerned about lack of through ticketing on service 178 and 376 and 379 Wessex Connect and First from the 1st April within the context of the Greater Bristol Bus network.

We are concerned about the recent contracts to Webber and Wessex connect, in terms of through ticketing and staff being tuped from one company to the other to protect jobs. First Group have 8,500 in the West of England. Each time services are cut on rail and bus staff lose their jobs, and therefore need to be tuped to new undertakings.

2 Rapid Transit and prioritisation of funds

We are very concerned that while we support rapid transit, that with 40 to

50 % cuts in the region, we are not going to afford all the rapid transit lines. Therefore we feel that Hengrove hospital to Cribbs and Emersons Green line is laudable and supportable and should be a top priority, along with the circle from Temple Meads via Cabot Circus and the centre to Ashton Vale. However this should be able to track-shared with the Portishead project and any tram train proposals.

While it is desirable to have a rapid transit link from Whitchurch hospital we cannot see that this is a top priority in the same way, especially as the housing is not going to be built at Yarnley. There is a real risk we think that this public transport scheme could revert to a pure road scheme the idea of a Barrow Gurney Bypass or of a orbital freight route was NOT in the minds of regional bodies when awarding this money to access the new South West Bristol extension.

The South Bristol Ring Road is supposed a boulevard serving new housing with rapid transit, not a bypass.

3 Portishead Railway

We therefore feel that the Portishead Railway line RFA2 project is fast-tracked as soon as possible. This is at Grip2 status which means that it is being worked up now and is getting all-party support in the House of Commons. The concept that this could be a bus-way instead of a railway line is a non-starter, because the buses or rapid transit vehicles would be stuck in the congestion at Leigh Woods or Clifton Bridge. There may also be landscape objections if a bus-way was attempted, as well as safety issues with bus rapid transit right next to freight trains.

4 Delivery considerations for rail and rapid transit

As an organisation recently been set up to look at planning issues in the context of public transport, it would be very useful if you could make clear what legislation you are using for the various rapid transit and rail projects, so that that public can understand and participate in the process.

With the Westbury Bypass, local people found it necessary to use a planning solicitor to get their views across in the context of a specialist organisation.

5 Type of vehicle for rapid transit

We fully support real rapid transit as in the mock below and as in the presentation given to the Regional Transport Board and the RDA. However we are very concerned at the erosion of quality to London-style bendy buses on tarmac roads, as in the photo below from the Bath package exhibition. We do believe that the Bath Package (line 1) is a good idea but as per Mrs Locks letter of CfBT much more work needs to be done on the design of vehicles, stations, track and cycle track.

We are alarmed at the lack of interchanged work at Bath station it is stalled on lifts, cafes, toilets. The bus station awaits completion because of the needed demolition of the ramp. Can we please have an update on this front? Rail and bus union colleagues are hearing many complaints on this subject. The BANES cabinet and WoE need to have start dates for more work ASAP!!

6 Integrated transport authority

We are still convinced that an ITA is needed to deliver public transport to this growing and major urban area. Bristol has lost out too many times to getting the equality of public transport that it needs.

We note that in the Quarterly High Level Report on the North Fringe to Hengrove Package that the risk of failure of participating authorities to agree funding, scope, continuity options, mode of operating regime, procurement etc., and sufficient procurement funding not identified to facilitate service provision and maintenance are listed. These risks would in our view be much diminished with an ITA in place and may apply to other rapid transit bids and rail projects.

The sheer number of different officer teams involved to deliver rapid transit and rail or even contracted bus services, let alone working cross-boundary and with adjacent shire authorities too, makes governance and coordination so unwieldy. It seems to unfair to the

public not to set up an operational body similar to Solent Transport Partnership or the South East Wales Transport Alliance. Please do go to their web sites!!!

7 Somerset Core Strategy

We note the lack of public transports mention in the Somerset Core Strategy with some concern what is the point of planning without transport being in the picture from the start?

8 Rolling stock

We thank the officers for writing to Lord Anois about the rolling stock issue that is by the day becoming urgent. Can you please send this to all MPs in the sub-region and to the Welsh Assembly Government.

We maintain that those with ITAs or equivalent are doing better on rolling stock than us!

STATEMENT TO WEST OF ENGLAND PARTNERSHIP

1-FEB-2010/RE-CH

I am speaking on behalf of 500 paid up households of the Portishead Railway Group and we have support from many local businesses and organisations and the vast majority of local residents.

Taking into account the extremely limited access to Portishead town, re-instatement of the Portishead passenger rail service to Bristol Temple Meads and various places beyond has been quoted by politicians as a “No Brainer”. It is difficult to find any local residents who would disagree with this. People cannot understand why this obvious transport opportunity has been ignored for so long.

Central government policy to encourage road transport over local rail projects seems to have made all levels of government blind to adopting the obvious solution.

The South Bristol Link road proposal is a concept for a future proposed development. It will increase traffic volume and do nothing to revitalise the use of public transport in the wider Bristol area. The re-instatement of the Portishead passenger rail service is a blindingly obvious solution to a long-standing existing situation that will enable, promote and encourage the use of public transport.

The preparations for the Portishead passenger railway service are well under way. The line has been purchased; studies are well advanced; At least £800,000 of ‘section 106’ money is still available for any future studies required.

There is the possibility of linking Portishead with the Severn Beach Line. This is a golden opportunity to demonstrate that the West of England Partnership can work together to deliver a project that would produce real benefits to the community by the possible linking of 15 stations for commuters, shoppers, industry, tourism and long distance travellers.

After more than ten years of debate Portishead town residents believe that it is now time to deliver.

Statement of the Friends of Suburban Bristol Railways on the South Bristol Link

The Friends of Suburban Bristol Railways (FOSBR), besides individual members is supported by the following affiliates:

- Amicus (Avon Staff branch)
- ASLEF
- Bristol City UNISON
- Bristol Cycling Campaign
- Bristol Respect
- Bristol South and Bristol West Green Party
- Bristol West and Cotham Liberal Democrats Party
- Cotham and Redland Labour Party
- Henbury Community Council
- Pilning & Severn Beach Parish Council
- Railfuture Severnside
- Ramblers' Association
- RMT

FOSBR has the following objectives:

- A **30 minute service** on all local rail services stations in the West of England, including between Bristol Temple Meads and Avonmouth (in line with the Joint Local Transport Plan)
- The restoration of passenger services to the **Portishead line** as a matter of urgency, using money allocated for the South Bristol Link Road
- The restoration of passenger services between **Avonmouth and Bristol Parkway** (the Henbury loop)
- The **reopening of local stations** on existing rail lines
- Better **connections** to other rail services and other modes of transport to turn local stations into interchanges

- a) Many of the arguments for and against the South Bristol Link, such as economic development or the protection of the Greenbelt are beyond the scope of a railway group.
- b) FOSBR's contention is that the money would be better spent reopening the Portishead branch railway.
- c) Between Portishead and Bristol there is a real and urgent problem of congestion, economically damaging and personally frustrating. Though we suspect the quoted cost of £40,000,000 to reopen the line is grossly exaggerated, even if it is accurate that is rather less than the price of two miles of Motorway or major road.
- d) Reopening the line would be a popular way to solve a real problem. Building a section of road always seems to create a new congestion problem that necessitates yet another stretch of road. For decades, this country has tried to build its way out of congestion on the roads without conspicuous success.
- e) FOSBR calls upon you to show a little commonsense, a little imagination, reject the Link and spend our money more wisely

Peter Gould

Statement to the Joint Transport Executive Committee of the West of England
Partnership 4 February 2010

Submitted on behalf of the Alliance Against the South Bristol Ring Road.

The Executive Members have received a copy of our submission to the Second Consultation and this is appended to this statement.

Since our submission the officers have produced a report and therefore we wish to make some further comments. We also thought that you would find it useful to have a summary of our position on the SBL prior to making your decision.

General Comments on the SBL

1. If the consultations had been fair and unbiased then they would have included the 'do nothing' option. The documentation for the second consultation contained the following statement: 'we now have a preferred scheme that reflects what you told us'. This is not true as there were at least 327 responses to the first consultation indicating opposition to the SBL.

2. It is claimed that it will help the regeneration of South Bristol. Regeneration is already occurring without the SBL. No evidence is given to suggest that this objective can only be met by the construction of a road. We believe that our proposed alternative (see below) would achieve this. There is no evidence that businesses would relocate to the area because a road is built. We do not believe Tesco, one of the most successful businesses in the UK, would have opened a large store at Imperial Park if they had thought that transporting goods to the store would be a problem. Spending the funds on improving public transport in the area would be a far more effective way of achieving further regeneration.

3. If the SBL is built there will be an increase in CO₂ emissions. The mandatory reductions now adopted by the government, would seem to rule out any scheme that does not result in a significant reduction in emissions. The claim in the Mott McDonald report that 'the percentage increases are not considered to be significant when added to the national growth' is a disgrace.

4. There is ample evidence that a road of this type generates extra traffic to the area

Comments on Phase 1

1. Part of the Green Belt will be destroyed and lead to inappropriate development. North Somerset is opposing the level of new homes indicated in the draft South West Regional Spatial Strategy yet supports the SBL when there is evidence that such a road inevitably leads to development along the route. How can North Somerset Council quite rightly be negative about an access route across Green Belt land to the proposed Bristol City FC stadium and yet support a major thoroughfare from the A370 to the A38 across the same green belt?

2. There will be an adverse effect on landscape & biodiversity. There will be a loss of farmland.
3. We agree with the Transport Studies Manager's stated view about the bus rapid transit that 'there may be limited demand for the full orbital journey between Hartcliffe roundabout and Long Ashton'. How can you support a rapid transit route part of which is not likely to be economic?
4. The SBL could make the problems on the A370 even worse

Comments on Phase 2

1. The whole project has been based on the fact that King Georges Road is a safeguarded route and much has been made of the fact that this has been the situation for 40 or 50 years. What does not appear to be appreciated is that at the time the route was chosen all those years ago traffic conditions were very different to what they are today. What was appropriate then is not appropriate now. There are approximately 40 houses on each side of King George's Road and there is no access for vehicles to the rear of these dwellings. It follows that residents will need to access their property from the link road with approximately half of these being across one of the carriageways, cycle ways and bus rapid transit lanes. This, together with the fact that the phase 2 section will include at least 5 traffic light controlled intersections for vehicles, as well as others for pedestrians, means that the road will become very congested. Access to homes will be very difficult and it will mean that the flow of traffic on the road would be very poor. The best that the SBL will achieve is to transfer congestion from one part of the area to another, rather than reducing congestion. At worst it will bring more traffic into the area thereby increasing congestion.
2. There is a very welcome drive at both national and local level to improve health and safety for children. There are a number of schools in the area, two of which are particularly close to the proposed route (St Pius X Primary School and Merchants Academy). Many children will need to cross the SBL as they walk to school and there will need to be a number of controlled crossing points or the risks will not be acceptable. Some parents may decide to drive their children to school thereby increasing congestion at peak times. The road would mean extra through traffic (i.e. not even serving the area), including HGV vehicles, passing directly through a residential area. This is not sensible planning and will inevitably lead to the safety of all pedestrians being put at risk.
3. Highridge Common will be destroyed and, although an alternative site must be found, it cannot replace the Common.
4. Traffic through a residential area will be massively increased and this includes heavy goods traffic. It is pointless spending a huge amount of money to transfer a problem in one area of South Bristol to another area. The route chosen is not appropriate for a road of this type.

Alternatives to the SBL

The Alliance has always acknowledged that there are congestion problems within the Greater Bristol area and we have been very pleased that the main thrust to alleviate congestion has been through improvement in public transport. Indeed we have campaigned for this during the last four years. We believe that the funds needed to fund this project would be far better spent on continuing to improve public transport.

Comments made by Business West

You will be interested in comments made in a paper in 2006 produced by Business West regarding what was then called the South Bristol Ring Road and our response to these.

The comments from the paper are in italics.

Against

- *_ Increase in noise and air pollution*
- *_ 20% increase in CO2 emissions*
- *_ Adverse effect on landscape & biodiversity*
- *_ Creates potential severance between communities*
- *_ Reduces access for pedestrians and cyclists*
- *_ Over reliance on car transport*
- *_ More roads lead to more overall traffic*
- *_ Division of communities*
- *_ Impediments to public transport, walking and cycling*
- *_ Major local disruption during construction*

Think about a new name for the road – it has a serious image problem! South Bristol Link Road, Bedminster Bypass – anything to get away from the idea of a ring road – “ring roads take people through places, not to them”.

The argument for the ring road suggests it will have a beneficial impact in access to existing employment sites (and may even open up new). If this is the case then these need to be clearly identified. If Cater Road and Hawkfield Business Parks will benefit, where is the evidence? Need facts and figures to support the economic development arguments particularly as more recent evidence on new road provision would not support this case.

We accept that the increase in CO2 emissions will not be as high for the SBL and we also accept that the penultimate reason would not apply but the rest are no different.

We now know why the name was changed. A stated reason for building the SBL is that it will take traffic through South Bristol, not to it and it is a ring road in all but name.

We note that the facts and figures to support the economic development arguments still do not exist.

In conclusion we do not believe that the issues that the members raised have been answered in the report prepared for this meeting. We therefore ask the WEP to reject this proposal as well as any similar alternatives proposed by the developers and to allocate the funds to continue the work already carried out to improve public transport in the areas in which it is most needed.

Appendix

Response to Consultation on the South Bristol Link on behalf of the Alliance Against the South Bristol Ring Road (December 2009)

1 The Consultation

During the early part of the appraisal work on the SBL we were told that there was a 'do nothing' option. We believe that this option should have been placed before the public and that respondents should have been given the opportunity to select this option in their response.

The explanation to the present consultation states that in the November (2008) consultation 'the responses showed that people recognise the need for better transport infrastructure to help improve access and contain congestion'. This is true but what is not stated is that a substantial number of respondents were of the opinion that the SBL will not achieve this objective and that the funds should be spent on further improvements to public transport. Also there is no evidence for stating that 'we now have a preferred scheme that reflects what you told us'. Clearly this does not reflect what a large number of respondents told you.

As with any scheme of this type there are 'pros and cons' but the Alliance against the SBRR believes that any arguments in favour of the scheme are far outweighed by those against. However in the documentation that was published with the questionnaire there is no mention of the fact that a substantial part of the proposed road would be built on Green Belt and a small part on Highridge Common. There is no mention of the impact on the environment as a result of increased carbon dioxide emissions loss of wildlife habitat and increased noise levels.

As a result of these half truths and omissions both local businesses and the general public have not been given a full and unbiased overview of the proposed scheme.

2 Overview

The present consultation does not differ significantly from the November 2008 consultation so the evidence we wish you to consider is also quite similar to that we presented early. We hope that on this occasion you will give it serious consideration.

We recognise the progress that has been made to improve public transport links and we wish this to continue with a real thrust to include improvements in the use of rail as well as considering an ultra light rail system.

3 Detailed Observations

Some claims are being made as a justification for building the road that are false.

- It is claimed that it will help the regeneration of South Bristol. Regeneration is already occurring without the link and would more likely to be hampered by a link. No evidence is given to suggest that this objective can only be met by the construction of a road. We believe that our proposed alternative would achieve this (see below). There is no evidence that businesses would relocate to the area if the road is built.
- It is claimed that the SBL will reduce congestion. In fact the SBL will lead to an increase in traffic on the A370. This route is currently at capacity during peak hours and building the road will not achieve any benefit during peak hours and is likely to increase congestion rather than reducing it. We have previously argued that the radial routes into Bristol need improvement, as this is where the restrictions are. Providing an orbital route would merely result in commuters moving from one radial route to another and thus lead to an increase in vehicle miles.
- There are approximately 40 houses on each side of King George's Road and there is no access for vehicles to the rear of these dwellings. It follows that residents will need to access their property from the link road with approximately half of these being across one of the carriageways, cycle ways and bus rapid transit lanes. This, together with the fact that the phase 2 section will include at least 4 traffic light controlled intersections, means that the road is likely to become very congested at peak times. The best that the SBL will achieve is to transfer congestion from one part of the area to another rather than reducing congestion. At worst it will bring more traffic into the area thereby increasing congestion. This is not an appropriate way to spend public funds.
- It is claimed that the SBL will improve accessibility and link to the Airport. As noted above, the A370 is at full capacity at peak times. The previous study by Atkins showed a negligible effect from the link on journey times from the centre of Bristol to the airport.
- It is claimed that it will provide a more attractive alternative to car driving which presumably refers to the bus rapid transit part of the project. However this will not provide potential passengers with a direct route to the centre of Bristol and in the words of the Transport Studies Manager in a response to one of our supporters 'there may be limited demand for the full orbital journey between Hartcliffe roundabout and Long Ashton'. We agree with this and therefore do not believe that the phase 1 part of the bus rapid transit will be economically viable. Surely it would be preferable to seek a more direct bus rapid transit route from the Hartcliffe/Withywood/Bishopsworth areas to the Centre. The existing bus routes would be faster than a route via Long Ashton.

4 Environmental Impact

- If the SBL were built there will be an increase in CO₂ emissions. The mandatory reductions now adopted by the government, would seem to rule out any scheme that does not result in a significant reduction in emissions. The claim in the Mott McDonald report that 'the percentage increases are not considered to be significant when added to the national growth' is a disgrace. The WEP should reject this statement and not accept any proposal that increases carbon emissions otherwise it

would give completely the ‘wrong message’ both to the local councils and individuals. If accepted we all might as well increase our carbon footprint since it would only be an insignificantly small percentage.

- The Mott McDonald report identified concerns in air quality for King George’s Road and the corridor between Queen’s Road and Hengrove Way. So far there has not been any solution proposed to overcome this problem.
- The benefits of the Green Belt to the South of Bristol for the residents of North Somerset, Bath and North East Somerset and Bristol are well documented and these proposals would lead to significant loss of Green Belt land. Indeed the present proposal would result in a greater loss of Green Belt land than that in any of the original proposals that Mott McDonald were asked to consider, since the road and bus rapid transit now diverge towards Long Ashton. There are particular environmental concerns relating to Highridge Common and no practical solutions to mitigating these are given, presumably because there are none. Highridge Common is a relatively small area and building a road across it will have a large adverse impact.
- We understand that North Somerset County Council is opposing the building of a large number of homes as envisaged in the draft South West Regional Spatial Strategy. We applaud this as we also wish to preserve the Green Belt. We do not understand why North Somerset County Council is supporting the SBL. As stated above the SBL would lead to the loss of Green Belt but it would also lead to much greater pressure for the land near to the SBL to be released for housing and light industry. There is evidence that a road in this position (i.e. close to a major conurbation but with available land between the road and the conurbation) will inevitably lead to development along the route. This may not happen ‘overnight’ but happen it will, at some point in the future.
- Building the SBL along the proposed route would have a detrimental effect on wildlife mainly due to the loss of habitat.
- The consequences of loss of farm land have not been considered. Retention of the ability to grow food locally will become more important as oil becomes more expensive and the world demand for food increases.
- The Mott McDonald report did not consider the effect of the inevitable limitations on the supply of oil, which will occur before the proposed link could be opened. The government is just starting to accept that action will be required to mitigate the effects.

4 Alternatives to the SBL

We do not believe the proposal to build the SBL represents the ‘best value for money’ nor would be ‘fit for purpose’ for the reasons outlined above. The Alliance has always acknowledged that there are congestion problems within the Greater Bristol area and we have been very pleased that the main thrust to alleviate congestion has been through improvement

in public transport. Indeed we have campaigned for this during the last four years. We believe that the funds needed to fund this project would be far better spent on continuing to improve public transport and some of the possibilities are outlined below.

- We have previously suggested running a BRT along Winterstoke Road and Hartcliffe Way. The option of road improvements along these routes was dismissed, but that of running a BRT was not even considered. Whilst this option would require some construction it would not destroy Green Belt land and would service the commercial outlets in Winterstoke Road. It would also offer the option to extend the proposed BRT from Temple Meads to Ashton Vale and on to the A38 and Bristol Airport.
- Improvements to the railway from Ashton Vale to Bristol Temple Meads were rejected without proper justification. This would offer multiple benefits and would link with the possible re-opening of the much needed rail link to Portishead.
- Some interesting work has been carried out in other parts of the country on Ultra Light Rail that suggests such a system, costing much less than a conventional light rail system, may provide a solution to some of the existing congestion problems.

5 Conclusions

We believe that the road would result in a failure to meet many of the national, regional and local policies, particularly those concerned with the environment. We note that for Phase 1 the proposed road conflicts with a number of North Somerset Council's Environmental policies and Phase 2 conflicts with some elements of Bristol City Council's Environmental policies. Although this does not apply to the bus rapid transit part of the proposal we do not believe that the proposed route will be economically viable and there are better routes available that would not impinge on Green Belt land.

We do not believe the proposal to build phase 2 through a quite densely populated area is a sensible proposal. As well as the practical difficulties outlined above it would divide the community and lead to more difficult walking journeys for local people, including home to school travel. We think that this could lead to an increase in accidents, particularly for pedestrians.

We therefore ask the WEP to reject this proposal as well as any similar alternatives proposed by the developers and to allocate the funds to continue the work already carried out to improve public transport in the areas in which it is most needed.

Statement to the Joint Executive Members of the West of England Partnership from Hartcliffe and Withywood Ventures (HWV).

Hartcliffe and Withywood Ventures (HWV) is a not a for private profit local economic and community development trust founded by local people in 1985. The board of directors, who are also charitable trustees, are mainly local residents. HWV is a significant local business and employs around 90 people. It owns and manages the Gatehouse Centre which includes business units, training space, a café and a nursery. The Centre is used by hundreds of people from the local area and further a field every week.

It is against this background that the directors of HWV have decided to make a statement on the proposed South Bristol Link.

If we felt that there were any significant advantages flowing from this proposal we would support it.

We do not believe that the arguments in favour of a new link are convincing.

We base our objection on economic, social and environmental grounds, although of course each of these impacts on the other.

.

1. The Economic Case

Supporters of the road claim that there will be economic benefits and jobs generated. We would argue that:

A) Unemployment, as measured by Job Seekers Allowance claimants in Hartcliffe and Withywood has closely mirrored the city-wide rate for several years;

B) The majority of the adult population who are not working are not currently active job seekers but likely to be people disadvantaged in the labour market. These people need support with issues such as childcare, training, confidence building and basic skills if they are to enter employment or training. Our experience has taught us that they are also likely to seek jobs close to home rather than in the City Centre or North Bristol;

C) There has been major public and private sector investment in the area in recent years without a new link, notably the Imperial Retail Park on the former Will's site and the redevelopment of Symes Avenue, led by Morrison's supermarket. Major retailers – (Imperial Park includes B&Q, Argos, DW Sports, Pizza Hut, Next and Tesco) – do not invest in places people find it hard to get to.

Cater Business Park has been upgraded and is almost fully occupied. The former Parkers Bakery was divided into medium-size business units and is fully let. Our conclusion is that the current transport infrastructure does not appear to be deterring inward investment and job creation.

The proposed link would have some economic disadvantages:

A) There is already evidence of impact on house prices through planning blight;

B) Roads take people through places as well as to them and could, as has happened in the past, lead to businesses relocating nearer to motorway networks or in adjacent local authority areas with lower business rates with a resulting loss of local jobs;

C) The link is seen by some as necessary to expansion of the airport, whose website states that flight volumes have increased by a factor of five since 1987, again with no significant changes to the road infrastructure.

Further expansion will not necessarily be of local economic benefit.

2. Social Issues

We feel strongly that a link along the currently 'reserved' route will divide communities and impede peoples' access to amenities and open spaces.

It will create a physical barrier between where children live and where they go to school. Residents in long established neighbourhoods will be divided and the isolation of many will be increased rather than enhanced as pedestrian access to facilities – shopping, banks, leisure and recreation are made more difficult.

3. Environmental

Inevitably any new roads have environmental impacts in the loss of green open space as would occur along the Dundry Slopes, adjacent to the Gatehouse Centre and on Highridge Common.

Increased noise and air pollution will result – and this will be worsened if the road enables airport expansion to take place.

This effect will be worsened through road congestion. Whichever route the road might take crosses existing roads. This will mean a need for traffic lights, roundabouts and other traffic management measures and a knock- on effect of slower journey times and delays on these existing routes. In other areas the result of this has been an increase of congestion, noise and pollution in residential streets as drivers as car and particularly commercial vehicle drivers have sought to avoid bottlenecks.

In conclusion we feel that the arguments made above outweigh any potential local benefits, and we oppose its development.

Statement to the Joint Transport Executive Committee of the West of England Partnership 4
February 2010

Agenda Item 7

Although I would not be directly affected by the South Bristol Link I live in Bristol and do pay local council tax and income tax and wish to submit my views.

The building of the road will involve considerable destruction of the Green Belt which would lead to a reduction in leisure opportunities as well as loss of wildlife habitat. Inevitably a road in this position will lead to further development and erosion of the Green Belt.

There is no evidence that building the SBL would help the local economy and it would be far more sensible to use the funds to improve public transport rather than more road building. There are a number of case studies that show that building a road of this type generates more traffic and does not lead to a reduction in congestion. I use public transport to commute to work and there is ample scope to improve services to the centre of Bristol from south Bristol.

If the SBL were built there will be an increase in CO₂ emissions. We should be setting an example and promoting projects that lead to a reduction in emissions.

The chosen route is not appropriate as it is far too close to people's homes and to schools. The effect of the increased pollution on their lives is not acceptable.

I hope that you will stop the SBL from being built and save valuable public funds for a more worthwhile transport project.

Yours sincerely,
Jayne Reed

30 Westbook Road
Brislington
Bristol
BS4 5EF

Submission by Hands Off Long Ashton Relating to South Bristol Link

West of England Transport Executive Committee meeting 4th February 2010

Dear Executive Member

I am writing on behalf of Hands Off Long Ashton to request that you do not approve recommendation 2 of the Officers' Report, South Bristol Link Major Transport Scheme Agenda Item 7 and that the South Bristol Link be abandoned.

Our main objections are:

Use of green belt land. The current proposal would cut a huge swathe through the green belt farmland and leave a substantial triangle of inaccessible land.

Increased traffic, congestion, noise and pollution, which are the inevitable consequences of any new road.

Development pressures that would occur on the route of the road and lead to further creeping erosion of the green belt.

We have long contested the claims made for the benefits of the SBL and see no evidence in the latest report that the purported benefits would be realised. Conversely we believe that the adverse impacts are most likely to be understated. A recent report by Campaign for Better Transport ("The Highways Agency's billion pound gamble") highlights the failings of most recent transport schemes to achieve their objectives. The report shows that the schemes result in higher environmental damage than predicted and the predictions of traffic improvements are often grossly in error, indeed in many cases the roads that were supposed to be relieved ended up with more traffic. The report is also scathing of the DfT methodology for assessment of the benefit to cost ratio, saying that it places too much emphasis on the supposed economic benefit of small savings in journey time.

We believe that the report on the "consultations" does not reflect the feelings of, for example the people of Long Ashton. If 6000 leaflets were distributed, why were these not delivered to households in Long Ashton? Why were the Alliance Against the South Bristol Ring Road only provided with a minimal number of leaflets? There is significant opposition to this scheme in Long Ashton. Paragraph 57 of the report is untrue, as I know of one business which replied saying the SBL would not be of benefit. Of course it is easy for businesses to support new schemes they don't suffer the negative consequences and do not consider the effect on the environment.

The main justification for the SBL seems to be the regeneration of South Bristol. No evidence is presented in the Officer's report as to how taking traffic and potential business around South Bristol leads to its regeneration. Logic would say completely the reverse. The option of using Winterstoke Road and Hartcliffe Way has not been investigated. Regeneration is already taking place in this area. As the scheme would not be completed for at least 7 years, other, quicker, means of regeneration need to be sought.

It is noted that the Bristol Metro and reopening of the Portishead rail link are mentioned and stated to complement the SBL. This is hard to see as part of the route is very similar. If the Portishead rail link was reopened then justification for the SBL would be even weaker. The rail link would use existing facilities and service the businesses in Winterstoke Road. This would reduce car traffic rather than increase it, do more than the SBL to regenerate South Bristol and could be implemented more quickly.

By the time of completion of the SBL, peak oil production will be well passed, oil supplies will be more limited and oil costs higher than today. The likely effect will be to reduce the number of car journey miles. In addition there will be pressure to reduce carbon dioxide emissions and consequently to reduce car miles. Given these two constraints, construction of any new road, which inevitably would increase car miles makes no sense.

The risk management section of the report appears to accept the possibility of capital cost increases, which would be borne by council tax payers. However, this section does not acknowledge the risk that the BRT element would not be financially viable; given the route, a rather likely outcome. This cost would fall on council tax payers. In the current economic climate it is far from certain that any new road scheme would be sanctioned by the DfT. As such it would be far better to stop any further work on this scheme and save the council tax payers money.

In the current economic climate it is far from certain that any new road scheme would be sanctioned by the DfT. As such it would be far better to stop any further work on this scheme and save the council tax payers money.

In summary, this is a very unpopular scheme with those who will have to live with its consequences. The justification is weak, whilst there are serious adverse environment impacts. There are alternatives, which are more widely accepted with minimal environmental impact.

P R Sterland (Chairman of Hands Off Long Ashton)

Hands Off Long Ashton is a group of concerned residents of Long Ashton who campaign to maintain the village environment.

Statement of the Transport for Greater Bristol Alliance on the South Bristol Link

The TfGB asks you to reject the officer recommendation to approve the South Bristol Link today and to bring forward the Portishead rail reopening scheme for programme entry this spring instead. We understand the need to put forward a transport project as soon as possible in order not to lose Government funds. However, we advise you against approving the proposed South Bristol Link in the absence of any evidence of 'potential' regeneration or economic growth (for which we have been waiting since 2007) and in view of the uneconomic nature of the Bus Rapid Transit element now revealed by the officers report. Work undertaken since the consultants appraisal has revealed the Link section of the BRT to be a very weak link in the proposed Rapid Transit network. The proposed 5 minute frequency is now reduced to 18 minutes and every third Bus. It will carry only 100 passengers in the peak. The presence of the 'free' to use road and cycle path alongside the BRT has the effect of reducing BRT patronage.

Portishead is more popular with the public than the SBL and so less likely to result in public opposition which will delay the project and increase its cost. It is also cheaper and you have been asked to make cuts in your transport programme. Unlike the Link, Portishead does not involve the opening up of the countryside to development nor encourage car commuting nor increased traffic. A successful Portishead could lead to further rail station and line re-openings elsewhere. Please abandon the South Bristol Link today and spend the next year undertaking consultation with local residents and businesses to produce a more informed and better targeted transport /economic plan for South Bristol. This could be put forward for programme entry next spring.

Our suggestions for the consultation include:

A toll system for Barrow Gurney with exceptions for locals to dissuade journeys through the village. To be undertaken as a six month trial and the results monitored. To see if there are better and quicker ways of reducing traffic rather than waiting six years for the SBL or longer for a by-pass.

An ultra light tram route from Queens Road Withywood to Hengrove Park (to link with the Hengrove to Northern Fringe BRT. The rest of the land now laid aside to become a linear park and small retail outlets with a local public space to serve as a new Withywood centre.

A tram/train apprenticeship or training course to be introduced at the new Hengrove College.

West of England Partnership to introduce a new half price card/reduced fares for local residents who are unemployed or students to ensure better access for those without a car to training and jobs.

Work with local businesses wishing to expand to ascertain their precise access, transport and training needs. **Traffic surveys to be carried out** in those residential and retail streets (Kings Head Lane, Highridge Road, Whitchurch Road and Grange Road) which experience rat running and heavy traffic on route to A38 to ascertain an effective local solution than the SBL.

Our comments on the objectives of the South Bristol Link

To improve accessibility to BIA – We support only improved public transport access as more passengers by car means more traffic on local roads. At current passenger levels, a BRT to BIA would be a waste of money and there is plenty of scope for increasing the use of their Flyer bus by reducing fares, creating more stops and promoting it more vigorously. The proposal for the Flyer to use the

BRT route would result in even less bus patronage as it would take longer to get to Temple Meads (its most popular stop) and miss out Bedminster Parade (its second most popular stop).

To improve accessibility to the City Centre- we do not support increased car travel to the Centre and the City Council are currently consulting on ways to keep cars out in order to give priority to buses. We support better public transport and essential business traffic. Building a road that ends at the Hartcliffe Way roundabout will simply deliver more traffic to all the exits off it and particularly in the direction of the city centre.

To support regeneration and economic growth- A road is not a precise instrument for delivering jobs. Transport monies need to be more effectively targeted to achieve an economic result. Neither your officers, the consultants nor GWE Business West have put forward any evidence of what type of regeneration the road will bring. The evidence we need is – which companies might expand and create more jobs for local residents and which companies will simply leave the area after selling their land for housing or office development with jobs going largely to outsiders (e.g. Wills building and Cater Park Service station now housing and Somerfield now a new council headquarters).

The projects that are currently regenerating South Bristol are largely public or voluntary sector led with years of joint working between local councillors, the local MP, Council officers and local residents including the thriving Gatehouse Centre, the new Withywood Centre, Hengrove Hospital, the new Academies and the Hartcliffe campus. The main private sector activity has been the sale of land for housing or retail (Imperial Park and Wills Building). The Council owns a lot of the land in this area and should use planning powers to give South Bristol development of a higher quality.

To reduce congestion- New roads increase car journeys, encourage car commuting and hence lead to more congestion. Now is a good time to look at new ways of reducing road capacity to see if we can achieve a ‘reducing’ traffic effect. This could be tried at Barrow Gurney by introducing a six month toll trial. Any profit could be used to carry out the Parish Councils Airport Association proposed cycling and walking project (£1m) or to subsidise local buses. **Rat running on Kings Head Lane, Highridge Road, Whitchurch Road and Grange Road** needs to be monitored to establish the composition of traffic so solutions can be found. The officer report does not demonstrate significant reduction in am peak hour traffic on **Winterstoke Road, A38/A370 or Kings Head Lane** following the construction of the Link.

To improve accessibility to the trunk road network - We and the Highways Agency do not support more cars on the trunk road network. Where on the network do we need more cars at peak times? Business needs access to the network but its needs have to be precisely assessed and catered for.

To facilitate the Regional Spatial Strategy development area – this objective for the SBL has been dropped by both North Somerset and Bristol City Council. The irony is that a road through the Greenbelt will create access for precisely the new development which councillors say they want to resist. Pip Sheard TfGB February 2010

STATEMENT FROM
ASHTON VALE HERITAGE GROUP
AGAINST
THE PROPOSAL FOR THE DEVELOPMENT OF THE SOUTH BRISTOL
LINK ROAD.

February 4th 2010

Ashton Vale Heritage Group is a community group which is campaigning against inappropriate development in the Green Belt bordering Ashton Vale.

We are opposed to the proposal for the South Bristol Link Road for the following reasons:

1. The adverse environmental impact of additional transport in an area already congested together with the poor justification for the development of further road structures.
2. The inappropriate incursion into the Green Belt at Ashton Vale.
3. The lack of creativity demonstrated by each local Authority to find a lasting, ecologically sensitive and practical solution to resolve local transport needs.

Background:

The regeneration of South Bristol particularly in the Ashton Gate and Ashton Vale has centered almost exclusively around developing industrial commercial sites with some additional high density housing developments in South Liberty Lane, North Street and West Street and the re-development of former prefabricated homes in Ashton Vale.

Developed commercial sites in Ashton Gate include, Kentucky Fried Chicken, Halfords, Currys, Staples, PC World, Ford Motors, a range of Tyre and exhaust facilities, Tile and kitchen centers, car showrooms, car auctions houses, Securicor, Roofing Contractors, Haulage and Car and Van Hire services. All of these businesses rely on the use of transport but it is arguable whether they have truly contributed to any real economic growth for residents of South Bristol.

The **South Liberty Lane Trading Estate, Cala Trading Estate and commercial sites all along Winterstoke Road**, has seen a resurgence of commercial sites made available. The down side to this is that additional traffic generated has had a detrimental impact on people living in Ashton

Gate and Ashton Vale. With many some businesses operating over 7 days a week and some twenty four hours.

The Proposed South Bristol Link Road will do nothing to mitigate against the negative impact of traffic experienced by local residents living in and around Ashton Vale. The increase in traffic congestion has reached impossible proportions with near continuous congestion in and around Winterstoke Road.

The South Bristol Link Road, will not bring any respite for residents in Ashton Gate or Ashton Vale. Transport using the South Bristol Link Road will be quickly replaced by traffic using the same roads to visit the proposed 40,000 seat Football Stadium and the yet to be approved Sainsbury's Super Store (reported to be the largest in the South West). There will be additional pressure on this same area if the current Sainsbury's is demolished to provide additional housing and commercial sites.

The public transport links to the present commercial sites is very poor, however there are **excellent potential rail links** which would serve **all** of these areas. With just a little creativity and forward thinking local authorities could embrace an alternative plan. It would ease current transport pressures and demonstrate a real commitment to developing environmentally and sustainable transport solutions. Opening up existing rail links would provide a number of solutions to current transport needs and win the backing and approval of the majority of people.

People living in Ashton Vale stand to lose valuable and much needed natural green space, a wildlife network corridor and site of Important Conservation Interest. This natural green space, within protected Green Belt assists in off setting the harmful environmental impact of past regeneration and transport decisions. The incursion into the Green Belt will further diminish and undermine the quality of life, health and wellbeing of people in Ashton Vale who have felt the full brunt of the urban re-generation in South Bristol.

It's not too late to be creative and imaginative. A new road today is a traffic jam tomorrow. You can't afford to make a mistake, the cost for generations is too great.

We urge you to decline this proposal and to take time to develop plans to open up the Portishead Rail Link which would, we believe, make the opening of other now redundant railway lines attractive and encourage new rail links.

Thank you.

Ashton Vale Heritage Group.
Ashton Vale.
4th February 2010.

Public Statement – Joint Transport Executive Committee 4 February 2010

I have been asked on behalf of Save Warmley and Siston Green Spaces (http://www.saveourgreenspaces.org/swag_index.html) to write to you and ask that our objection to the South Bristol link road be taken into account.

We are a group that is apposed to the development of the Green Belt and it is for that reason that we object to the link road. We feel that the link road is an unsustainable way of tackling Bristol's traffic problems and that the investment in these constrained times would be better spent on improving public transport by driving down costs so increasing the amount of use and increasing the options available, for example the Portishead railway.

To go ahead with the link road would open up areas of green belt land for development and so undermine the principles of the green belt. It would also make it difficult for those on the planning committees to object on the basis of green belt development.

Also if the link road goes ahead it will increase traffic flow around the east and south of Bristol as commuters try to avoid the M4/M5 interchange. This will be further detrimental to those living to the East of Bristol.

We are also concerned that this may be a simple ploy by central government to undermine local authorities and so get their regional development plans through i.e. the Regional Spacial Strategy, which no one in the southwest wants.

When all these points are taken into consideration the South Bristol Link Road cannot be seen to be a solution. In the longer term it will make matter far worse.

I am unable to attend the meeting and speak when the four executive members are discussing this matter but I ask that this note is included in their papers as a written submission.

Thank you

Steve Reade
Deputy Chair
Save Warmley and Siston Green Spaces
C/O Shetland Villa
10 High St
Warmley
South Glos
BS15 4ND

Statement to the Joint Transport Executive Committee of the West of England Partnership 4
February 2010

Agenda Item 7

Although I would not be directly affected by the South Bristol Link I live in Bristol and do pay local council tax and income tax and wish to submit my views.

The building of the road will involve considerable destruction of the Green Belt which would lead to a reduction in leisure opportunities as well as loss of wildlife habitat. Inevitably a road in this position will lead to further development and erosion of the Green Belt.

There is no evidence that building the SBL would help the local economy and it would be far more sensible to use the funds to improve public transport rather than more road building. There are a number of case studies that show that building a road of this type generates more traffic and does not lead to a reduction in congestion. I regularly use public transport and there is a real need to improve services to the centre of Bristol from south Bristol.

If the SBL were built there will be an increase in CO₂ emissions. In the present climate of trying to reduce emissions we should be setting an example and promoting projects that lead to a reduction.

The chosen route is not appropriate as it is far too close to people's homes and to schools. The effect of the increased pollution on their lives is not acceptable.

I hope that you will stop the SBL from being built and save valuable public funds for a more worthwhile public transport project.

Elaine Landen
54 Bifield Road
Bristol
BS14 8TJ

WEST OF ENGLAND PARTNERSHIP

– JOINT TRANSPORT EXECUTIVE Thursday 4th February 2010

ITEM: SOUTH BRISTOL LINK

STATEMENT BY HIGHRIDGE, (SOUTH BRISTOL), NEIGHBOURHOOD FORUM

The Highridge Neighbourhood Forum was formed in 1985 and its aims are to discuss matters affecting the local community and follow up concerns for the local people.

Support for the South Bristol Link

The Forum has promoted over the years the need for better transport links for South Bristol, where the need to overcome well known traffic problems and improve the traffic infrastructure has been a matter of continuing discussion and at recent meetings of the Forum there has been **support for the South Bristol Link proposal** from Long Ashton to Hengrove.

Points mentioned have been:

- Daily traffic queues occurring through Bishopsworth.
- Speeding and “rat runs” created in the area by locally generated traffic, North Somerset commuter traffic and South East Bristol traffic flows in the absence of a proper feeder road.
- The South Bristol Link will address these problems and also provide facilities for Rapid Transport, and designated Cycling and Walking Routes.

Don Smith
Chairman

West of England Partnership

- Joint Transport Executive, Thursday 4th February 2010.

ITEM: SOUTH BRISTOL LINK

STATEMENT BY

WITHYWOOD (SOUTH BRISTOL), COMMUNITY FORUM AND PARK GROUP.

The Withywood Community Forum and Park Group was formed some 15 years ago by local residents to Withywood who wished to have their voices heard in matters that directly or indirectly affected our community. We are now a well respected group who also liaise with local Councillors and Police etc.

Our objectives are simple, we wish to be consulted with and listened to in matters that affect our community. We aim to promote good community standards and safe streets for all. We also refuse to see our area isolated or ignored.

Support for the South Bristol Link

The Withywood Forum has from the outset been supportive of bringing forward road improvement connection from Long Ashton to Hartcliffe and beyond. The South Bristol Link preferred proposal has been discussed within the Forum and members attending meetings have given majority support to the proposal.

Particular points arising from residents have been;

- We value local jobs and local business including the airport, so we must provide good infrastructure to both keep what we have and encourage new business into our area.
- The current road system is disjointed which results in our area being used as a rat run and a daily bottle neck at traffic pinch points.
- We value the health of our people which is diminished by queuing traffic and short cutting.
- We value the greater community of South Bristol who have for years been subjected to high levels of pollution caused by funnelling traffic on Winterstoke Road and the Parson Street system. **The South Bristol Link** would mean a reduction in traffic on the current route.
- We feel that we live in exciting times with the regeneration of the former Wills site, the developments at Hengrove Way, the new or revamped education facilities, the rebirth of Symes Ave and the new hospital. We must invest in their confidence to put roots down in South Bristol by investing in good road infrastructure.
- We see other opportunities that the new **South Bristol Link** could bring.

Mel Clark
Chairman

Public Statement – Joint Transport Executive Committee 4 February 2010

The Dundry Residents Action Group oppose the building of the South Bristol Link. We see no evidence that this will add to the regeneration that is already taking place, and no evidence that it will improve the employment prospects of those people already living in this area. As for the RTS, as local residents, we are at a loss to see what benefits this route would bring and who would make use of it! As a group who campaign for the retention and protection of the Green Belt, we see this Link as a "Trojan Horse" for future development and a way of opening access to the South Bristol Green Belt. We therefore call for the South Bristol Link to be abandoned.

Paul Mizen

DUNDRY RESIDENTS ACTION GROUP

BETTER TRANSPORT LINKS

4 SOUTH BRISTOL

Group comprising residents from South Bristol neighbourhoods

West of England Partnership

Joint Transport Executive Thursday 4th February 2010

ITEM : South Bristol Link

STATEMENT

BY MIKE KNIGHT on behalf of the Group.

Better Transport Links 4 South Bristol Residents Group, was formed earlier in the year from neighbourhood representatives to respond to the Consultation exercise on the South Bristol Link. Our group has come together because we need change and know that many people support traffic improvement proposals, particularly, **supporting** the proposals to build the South Bristol Link and we wish to convey a positive view to the West of England Partnership at this critical time of consultation.

South Bristol Link Benefits.

Better Access

Our Group is pleased with the continued progress of the scheme and support the proposed South Bristol Link combining a single carriageway road, rapid transit route and a cycleway with opportunities for walking. The South Bristol Link will provide a definitive route into and out of South Bristol where current roads are under great pressure and the Link will make for easier traffic movements.

Better Traffic Calming and Less Congestion and Pollution

The South Bristol Link will make improved traffic calming possible on adjoining neighbourhood roads and reduce unacceptably high levels of congestion and pollution in the following roads: Winterstoke Road, Parson Street Gyratory, Bedminster Road, Bedminster Down Road, Church Road, Whitchurch Lane, Grange Road, Queens Road, Highridge Road, Kings Head Lane, St Peters Rise.

More Travel Options

We see the rapid transit proposal as providing an attractive alternative public transport option to car usage from South Bristol into the City Centre and beyond, releasing car owners from being tied to their vehicles for journeys in and out of the City. It will also provide South Bristol with an improved opportunity to connect up with the major transport network. The provision of Cycle ways and walking routes is most welcomed, modern in its thinking and no doubt both these mediums of alternative travel will see increasing use when in operation.

Underpinning long awaited regeneration

Members of our Group are in the main long- standing residents of South Bristol, where many neighbourhoods continue to be disadvantaged, in relation to the more prosperous areas north of the city. We therefore support aspirations to regenerate South Bristol and feel the provision of an effective transport infrastructure is the essential basic building block to carry through an effective regeneration programme, which in itself will take many years to achieve fruition. An effective South Bristol Link led regeneration programme will bring in more businesses, more local jobs and the opportunity for the South Bristol workforce to better access Bristol Airport employment opportunities. The Airport needs to accommodate greater numbers in an expanding tourist market and South Bristol could be well placed to benefit from this expansion. Similarly, the South Bristol Link offers up to the South Bristol workforce the opportunity for better links to jobs at both the Ports of Avonmouth and Portbury.

At present, South Bristol does not provide a good showcase for businesses to locate, it is not viewed as a preferred location, but it has the potential to improve the imbalance, which currently exists with North Bristol.

As previously stated, the South Bristol Link will be good for the regeneration of South Bristol as it will open the area to future development. It will alleviate pressure on the current road structure and it will encourage more businesses to locate in the area providing more local employment and convenience, where more local jobs will mean less travelling.

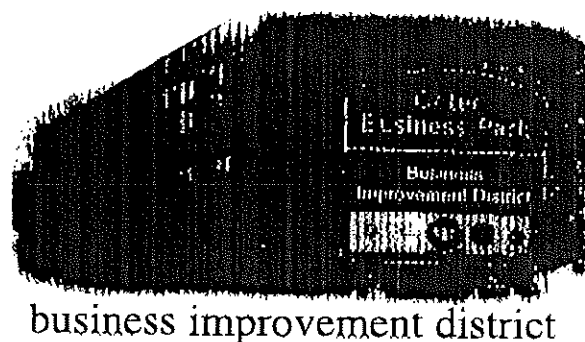
It will provide better ingress and egress into the area for business supplies and customer routes.

As an example we cite the success of Imperial Park, where our research indicates strongly, that those businesses fully support the need for the South Bristol Link.

Similarly, Industrial Estates and Business Parks located at Long Ashton, Ashton, South Liberty Lane, Vale Lane, Cater Business Park and the Hengrove Business Parks will all benefit in their operation from the South Bristol Link.

Regeneration will likely underpin and enlarge the retail sector so that more local people will shop locally rather than travel greater distances to other parts of the city.

Mike Knight
on behalf of the Residents Group.



business improvement district

**West of England Partnership – Joint Transport Executive Meeting
Thursday 4th July 2010**

Statement:

South Bristol Link

By

Philip Pope (Chairman) Cater Business Park Traders Group Ltd

I wish to make a statement to the West of England Joint Transport Executive today on behalf of **sixty companies expressing support to the South Bristol Link Scheme.**

These companies have therefore asked me on their behalf to endorse some of the reasons we believe this Transport Link scheme is an absolute must for the continuing regeneration of our South Bristol locality and a necessity if we are to continue to maintain a healthy environment for business to thrive and provide employment for the area.

- The proposal of an improved road link has been in place for many, many years and has influenced businesses in choosing the Park to locate their businesses.
- Most of our businesses deliver goods to our customers locally, regionally and nationally. We all experience the same key problem in getting our transport out to the Motorway Network. For example a delivery to Newport in South Wales, a 32 mile journey which should take approximately 45 minutes will take our vehicles 40 minutes just to access the A4, Portway. To access the M32 for the M5 to Gloucestershire and the M4 to London takes even longer due to traffic congestion in South Bristol, this means our vehicles are stationary in our local residential areas of Bishopsworth, Ashton and Bedminster emitting pollution and burning fuel.
- We aim to employ a high proportion of local people in our business, however we are not always able to find necessary skills from the local area. Attracting these skills from other localities in Bristol is extremely difficult as potential employees are put off by the poor transport links to our area. We have already seen large employers such as Constellation Plc & Colodense vacate South Bristol, we believe that without improved transport links more companies will follow.
- The new developments at Imperial Park, Hengrove Park and the New Hospital Development brings a welcomed boost in the regeneration of our area but also brings yet more traffic to add to the already over congested local roads which run through residential areas. In contact with those new companies all have expressed support for the South Bristol Link Proposal.

- We are very aware that the proposed scheme will run through some residential areas, in particular King Georges Road and Highridge Common and are aware that local residents may be unhappy in having a new road link. However the proposal for an improved road link has been in place for many, many years and all residents would have been made aware of this situation when acquiring property.
- We would hope that possible inconvenience of a few hundred residents, will be to the benefit of many thousands of other local residents, businesses and visitors to the South Bristol area.

Philip Pope
Chairman
Cater Business Park Traders Group Ltd.



An independent force for a better Bristol

Statement the South Bristol Link proposal to the West of England Joint Transport Committee

4th February 2010

Bristol Civic Society opposes the South Bristol Link proposal on the following grounds:

1. The road would lead to an increase in traffic in Bristol which would lead to increased congestion, pollution and carbon emissions. The increase in traffic is predicted in the option appraisal report section 7.2.1.
2. The road is designed partly to serve new development and will encourage it on the Green Belt. It will enable the growth in car parking space at the airport which will generate further traffic.
3. It has not been made clear how job creation for local people in South Bristol will be helped. It could be impeded if the road encourages commuting into the area.
4. The scheme runs counter to local and national government policy on reducing CO₂ emissions.
5. The A370 is already congested at peak times so could not absorb the extra traffic from the proposed link road and would add to the traffic demand on Hotwells Road, Bristol, which is presently causing congestion in the Centre and Queens Road area. The congestion will be aggravated by proposed remodelling of the Centre required to provide bus priority.
6. The BRT part of the link, between Hartcliffe and Long Ashton, does not seem to serve any strategic purpose. Peak time patronage, forecast in the Option Appraisal Report, is estimated at only around 100 persons per hour per direction. This is hardly enough to justify the cost.
7. The benefit in terms of reduced journey times will be short lived as traffic builds up to occupy the increased road space.
8. The funding for the scheme is urgently needed for projects showing real benefits such as the reopening of the Portishead Line which could reduce peak hour journey times between Portishead and Bristol by up to 75%.
9. No real viable transport alternatives are planned to encourage, and provide for, modal shift for journeys from North Somerset into central Bristol. The proposed BRT service between Hartcliffe and Long Ashton, with its low forecast patronage, is unlikely to have any significant effect on current travel patterns which are generating the present levels of congestion.

Public Statement

Bristol & South West SERA are opposed to the development of a road in South Bristol as put forward in the South Bristol Link proposal. Another road will not achieve any of the Governments targets to either reduce the carbon emissions from road transport, increase local employment or encourage the modal shift from the car to alternative forms of transport.

Road construction was used in the 1960's to divert traffic congestion away from residential areas. There seems to be little wisdom 50 years later to be constructing roads in South Bristol for the following reasons

- Pollution from road transport in this region is already over 30% of all CO2 emissions
- Congestion will be moved to different point as was experienced with the opening of the dual carriageway from Frenchay to Kingswood
- Noise pollution will be increased for the residents

Road construction is now proved to encourage the use of the car with the consequential additions to carbon emissions, congestion, noise pollution and damage to the environment generally.

The alternative of rapid transit by public transport is a more sustainable solution both socially, economically and environmentally.

Ian Crawford

Bristol & S.West SERA

3rd February 2010

GWE Business West Statement South Bristol Link and North Fringe to Hengrove Package

- Improving transport and accessibility across the West of England is a top priority for business whom we represent.
- We have spent enormous amounts of time talking to business, bringing them together when required, to feed into the various consultations. This is always in large numbers. We have done so again recently for the schemes considered today and many of them operate businesses in South Bristol and other adjacent areas. I am here to offer our fullest support to them being endorsed.
- We support these schemes as practical, flexible and realistic options to help improve accessibility to the North Fringe, city centre and South Bristol particularly through public transport.
- South Bristol is identified by all the West of England partners as a key area of regeneration and growth and a very strong case can be made that these schemes will facilitate the regeneration and growth of South Bristol and reduce congestion in the city and undoubtedly improve accessibility. It will improve local opportunities for residents and also transform their ability to access other major areas of employment.
- South Bristol suffers from both a perception and a reality of being a difficult area to get in and out of. Put simply business is attracted to places it is easy to get into and out of.
- Building these two schemes are by no means be the only solutions to regenerating and developing this area but are considered by those that create wealth and bring investment and employment as the first priority that should be tackled. If they proceed they will give a very clear signal and real confidence that these problems are being tackled.
- This is only further enhanced when considered alongside the implementation of the BRT route connecting Ashton Vale and Temple Meads.
- The South Bristol Link is something the business community has been waiting to be delivered for years with many doubting it will ever happen.
- Creating this confidence will consequently put in place an upward spiral of interest, investment and opportunity leading to enterprise and employment.
- In considering possible future growth in South Bristol it is important at this early stage for both schemes to have regard for the reservation of land for any future addition to these routes.
- We believe there is still some more work needed to persuade the business community (and others) of the benefits Bus Rapid Transit can deliver in terms of reliability, flexibility and quality.
- We recognise and consistently promote the benefits the link provides in terms of improving access to our airport and reducing pressure on existing congestion points.
- Whilst assisting the regeneration agenda of South Bristol, The North Fringe to Hengrove package is also considered vital to the strategic vision of the University of

the West of England, which has included a reserved route for the Bus Rapid Transit as part of its masterplan. We see the logic in extending the current suggested route to the Cribbs Causeway shopping centre which would provide a more sustainable use of the BRT route.

- We recognise and support the park and ride element of the North Fringe to Hengrove package for its role in providing maximum patronage on the BRT route but question whether the suggested location on the M32 is the most desirable.
- Whilst we hold a few reservations over the detail of these schemes and more information is needed we simply urge that the momentum is maintained so that schemes can be progressed and moved to be delivered.
- GWE Business West welcomes all the work and progress being made on these major transport schemes and offers its fullest support to the schemes being endorsed today. As projects vital to the future economic development of the West of England it must be added that amongst others the business community will be watching with very great interest to see if the joint transport arrangements put in place by the 4 councils are really equipped to deliver.

James Durie, Director of the Initiative, GWE Business West – 2 February 2010

**Statement to the Joint Transport Executive Committee of the West of
England Partnership 4 February 2010**

I am writing to express my concern over the plans to build the road.

My concerns focus around:

- 1) Destruction of the green belt and surrounding area. Any destruction of the area surrounding the Dundry slopes and hillside must be opposed. We cannot allow the green belt to be damaged
- 2) Experience and previous schemes have shown that when such roads are built there is an increase in CO2 emissions. Ring roads tend to add to the congestion NOT reduce it
- 3) Values of homes will also fall in the area if road noise appears when none previously existed
- 4) South Bristol is a very pleasant area to live and development in the area is happening without the need for a road. It has a close community spirit and the road cannot divide the existing communities or be placed near to existing schools etc

Plans should however focus on

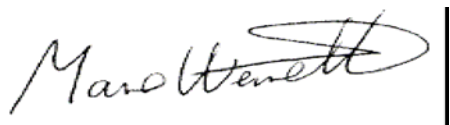
- 5) Improvements in public transport in the area (e.g. light transport systems) which will be a much more effective way of spending limited funds.

Please note my strong objection to any new road for the reasons given above

Marie Werrett

3rd Feb 2010

4 Holbeach Way, Whitchurch, Bristol BS14 OUE

A handwritten signature in cursive script, reading 'Marie Werrett', followed by a vertical line.