

## **Statement from Peter Floyd**

### **Ashton Vale Rapid Transit**

I heartily support the RT proposal.

As the first of several lines, it is essential that it is successful and implemented as quickly as possible after so many failed schemes.

There have been criticisms over vehicles and fuel before ever getting to routes, but the reduced cost and flexibility in use of a road vehicle is to be preferred to a tracked system. This is particularly true here, where, since the full route cannot at once be provided, the buses could use existing roads, for example, to the airport.

The route along Cumberland Road affects BCC's long planned Scope Route, which needs to be looked at as a whole.

Prince Street Bridge needs redesign to keep all modes running as one of only 2 accesses into the CC from the Scope Route.

I do not believe that RT needs to divert to Temple Meads Station and hope that Temple Circus can be made to accommodate an RT stop with covered way to Temple Meads Station.

I support the one way, anti clockwise route around the CC as the best way of accessing the whole CC from the RT.

Considering the huge increase in pedestrians, I hope that RT will not need to use the internal streets through Broadmead.

### **South Bristol Ring Road**

This road has been planned since 1930 (when there were actually two rings - more if you are interested!) and with no good north /south or east/ west roads available, this link needs to be completed as soon as possible.

South Bristol's problems are undoubtedly made worse by inaccessibility, but also, the lack of a good link from east to west across South Bristol limits the wider city region's operation and, with no good alternative route, even forcing a lot of traffic through the city centre which really doesn't want to be there.

The Ring Road has been completed to Hicks Gate and, whilst there are problems, the Ring extends west to Hartcliffe Way, so that the addition of Phases 1 and 2 will allow the ring to work. Phase 3 remains vital and should be pursued as soon as possible.

The alternative routes across Ashton Vale are not yet clear but I believe both may be needed.

If a choice has to be made, then the northern one makes the “ring” legible towards the Portway and offers the chance of also accommodating RT further south to the A38 and thence to Hengrove Park and by A38 to the Airport.

The proposed development at Yanley will surely support the building of this route(s) and should really be discussed at the same time.

It is no surprise that the residents of South Bristol do not want a new road, so it is important for everyone to understand why it is needed and to address all the pluses and the minuses.

This situation is politically very difficult, so an ongoing debate to try and find middle ground is worth a great effort.

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