



TfGB would like to draw the attention of the Place Scrutiny Commission to the continued absence of published plans for this.

- TfGB and the other transport and amenity groups that we represent have long awaited a masterplan for a transport hub at Temple Meads, and we would like to flag up our concern that this still remains the subject of rumour and conjecture.
- Indeed there has also been apparent reluctance by council planners to engage with our groups.
- References to the retaining of the existing badly located and scattered bus stops recently displayed on the map of the proposed transformation of the Temple Circus area published in Bristol 24/7 on 29th Oct have also added to the disquiet.
- Ideally the bus interchange should be on one site adjacent to the proposed new main entrance to Temple Meads Station with a wide public open-air concourse between the station and much of the length of Friary.
- This would present easy choice of fastest bus services to rail passengers and allow TM to also act as a bus-bus interchange (facilitated eventually by transferable ticketing and smart cards) in the same way that the bus hubs at Cribbs and at UWE Frenchay already do.
- However we recognise the practical difficulties for buses to/from the Wells and Bath Road directions and we welcome the possible use of the land adjacent to the junction of Lower Approach Road and Temple Gate for stops for these routes, provided that the location of buses to/from Wells and Bath Road directions is clearly signed with an attractive walking route from the main bus hub and the rail station.
- The new concourse area adjacent to Friary should promote walking access to the ferry terminal, the river-side walk and the bridges across the river.
- We strongly recommend the use of Temple Back East as part of a through route for those buses to/from Temple Way though the interchange and Friary.
- This will increase the capacity of the interchange, speed up any buses to/from the

Temple Way directions, remove some buses from the inevitable congestion around the new road junction for one part of their journey, and avoid the old-fashioned look of a spur interchange.

- We note with concern that Temple Back East is currently earmarked as a primary pedestrian route rather than a through approach for buses. The parallel river-side walk to Temple Way is a more attractive approach to and from Temple Way and removes pedestrians from the noise and fumes of vehicle routes.
- Finally we note that the **modal split and interchange models** being used in replanning Temple Meads station are essentially 'trend planning', using basically the existing observed modal split. This is unrealistic, and fails to take into account:
 - a. the need to actively discourage the use of the private car and promote public transport and other modes to access the station, rather than following present patterns.
 - b. the need to plan for modal shift from cars, brought about by the planned improvements in public transport.
 - c. the mayor's Residents Only Parking programme;
 - d. the intended development of MetroWest as a city rail system.
 - e. the potential for a Workplace Parking Levy (as in Nottingham) or Road User Charging (as in London).

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on behalf of Transport for Greater Bristol 13 November 2014