



West of England

Bath & North East
Somerset Council



North
Somerset
COUNCIL

South Gloucestershire
Council

Letters of Support

The West of England Major Transport Scheme Programme has received over 125 letters of support.

The letters in support of the five schemes and the three rapid transit schemes are attached.

Letters in support of the Bath Package and the Weston Package are attached to their Best and Final Bid forms.

Our Ref: HLMB - Michael Bothamley
 Your Ref:
 6 September 2011

The Rt Hon Philip Hammond MP
 Secretary of State for Transport
 Department for Transport
 Great Minster House
 76 Marsham Street
 London
 SW1P 4DR

Dear Secretary of State

Major Transport Schemes – Bristol and the West of England

I am a partner in Beachcroft LLP, a law firm with offices in Bristol, London, Leeds, Manchester, Birmingham, Newcastle, Winchester and Newport in the UK as well as overseas offices in Dublin, Auckland, Wellington and Singapore. I am also President of Bristol Chamber of Commerce and Initiative.

Our Bristol office is located in the centre of the city and we employ 500 people there. Accessibility to our office is a very high priority for us so that our people are able to travel to work easily and cost effectively. We also require good local transport to access client businesses across the city region and to our wide network of offices in the UK. Over the years we have experienced rising and increasingly intolerable congestion, particularly to the north and south of the city centre. The delays and uncertainty of travel time causes an unnecessary expense to our business and the people who work here. This in turn affects our competitiveness and the ability to attract talent from other areas.

We are heavily involved in our local Chamber of Commerce and in supporting the West of England Local Enterprise Partnership. Through our local business associations we know of many other businesses who have similar concerns to ourselves as to the parlous state of the local transport system in the Bristol City region.

Beachcroft LLP
 Portwall Place Portwall Lane Bristol BS99 7UD UK
 dir tel: +44 (0) 117 918 2055 tel: +44 (0) 117 918 2000 fax: +44 (0) 117 918 2100 dir fax: +44 (0) 117 918 2265
 email: mbothamley@beachcroft.com DX 7846 Bristol 1

7846128_1.DOC



The Major Transport Schemes proposed for Bristol and the West of England represent a unique opportunity to begin a programme of improvements which will significantly upgrade both public transport provision and the infrastructure necessary to access jobs and businesses.

In particular, the Ashton Vale to Temple Meads rapid bus transport system and, most importantly, its extension to Hengrove as part of the South Bristol Link, will both free up the traffic congestion in south Bristol and also provide a fast and cost effective alternative for staff who travel to our office from this part of the city. The South Bristol Link will also reduce journey times and improve reliability for journeys to and from Bristol Airport. For our business with offices in Ireland and in the north of England this is an essential link to help us conduct our business efficiently.

The North Fringe to Hengrove package of transport measures is also desirable. It would, in our view, reduce congestion to the north of the city centre and again provide fast and cost effective public transport for our staff living in this area as well as providing better access to our client businesses in this area.

We believe that as fast and frequent public transport becomes more available, its usage will increase and it will become the mode of choice for many in our business. We also believe that modern transport systems, such as the schemes proposed, improve the overall image of a city, and in this case would be something we would be proud to show the many visitors to our offices, improving confidence and business relations.

We also note that the major transport schemes incorporate more cycle lanes and better pedestrian facilities, modes of transport that we actively encourage to improving the health and fitness of our people.

I therefore urge you to approve these Major Scheme bids and begin a process that will foster economic growth for this City Region and the success of our business.

Yours sincerely

A handwritten signature in black ink, reading "Michael Bothamley". The signature is fluid and cursive, with the first name "Michael" written in a larger, more prominent script than the surname "Bothamley".

MICHAEL BOTHAMLEY

3rd June 2011

The Joint Transport Executive Committee
West of England Office
Wilder House
Wilder Street, Bristol BS2 8PH

Dear Sirs

West of England Major Transport Schemes

On behalf of Bristol Airport Limited I am pleased to confirm our full support for the five major transport scheme bids under preparation by the West of England Partnership. Bristol Airport Limited supports the package of transport proposals on a strategic basis with particular benefits accruing from each scheme as noted below.

Bristol Airport is the major regional airport for the south west of England handling some 5.72 million passengers in 2010, making it the ninth largest airport in the United Kingdom. Bristol Airport serves a catchment area with a population of between seven and eight million people within a two hour drive time. Flights are available from the Airport to 111 destinations across 30 countries, including 81 destinations served by scheduled services.

Bristol Airport was granted planning permission for the development and enhancement of the Airport by North Somerset Council in February 2011. The proposed development will deliver the infrastructure and facilities needed to allow the Airport to handle 10 million passengers per annum, which is currently forecast to be reached in 2019. The development is in line with the proposals in the 2003 Future of Air Transport White Paper (ATWP) to improve airports in the South West. The White Paper noted that this development would deliver significant economic benefits. In particular, economic studies submitted in conjunction with the planning application conclude that the development will create nearly 4,000 jobs and deliver total additional income to the region of £1.9 to £2.0 billion.

The ATWP noted that strategic surface access links to Bristol are not as good as at many other airports of a similar size in the UK. It went on to suggest that access to the airport could be significantly improved by routing traffic away from congested urban areas within Bristol and by bringing forward bus priority proposals that would help provide speedy and reliable journey times for the airport express coach service operating from Bristol Temple Meads Station. The ATWP also raises the issue of airport traffic bound for the motorway passing through villages and other built up areas.

The package of transport measures now proposed for the West of England through the five major scheme bids will secure the ATWP objectives for improved surface access to Bristol Airport. Taken together the proposals provide a significant opportunity to transform public transport services within the sub-region and to improve the public transport opportunities for passengers using Bristol Airport. The benefits of each of the schemes for Bristol Airport are set out below.

1. South Bristol Link (SBL)

The proposed road link between the A38 and the A370 will route airport passengers away from the congested areas of Bedminster and Ashton Gate, avoiding the Parson Street gyratory and Winterstoke Road. This will provide a much more satisfactory and logical route between the airport, the city centre and the M5, avoiding the current confusion of roads and signs in the Cumberland Basin, where first time visitors to the airport frequently get lost.

The proposed Rapid Transit Link between the A38 and the A370 will provide a fast link for the Airport Flyer service between the Airport and Bristol City Centre. Bristol Airport is committed to increasing the proportion of passengers using public transport to access the airport and we have set a target to increase this proportion to 15% of all passengers at 10m passengers per annum, from the current level of 9%. We have undertaken, through the planning application proposals, to integrate the Flyer service into the area-wide Bus Rapid Transit (BRT) scheme and we would envisage that the Flyer route would adjust to reflect the BRT route into and around the city centre. In conjunction with the other transport schemes we would anticipate that the BRT scheme would provide efficient connections to the north, south and east of the city centre.

The continuation of the South Bristol Link to the Hartcliffe roundabout would improve connectivity between the airport, South Bristol, Kingswood, Keynsham, Saltford and Bath. This link may prove instrumental in the delivery of a public transport connection between the airport and Bath, facilitating a more efficient and attractive service to be provided than the current road network allows. This bus service would also provide direct connections to South Bristol, Keynsham and Saltford, enhancing connectivity for passengers and providing attractive and accessible employment for local residents. The delivery of an efficient and reliable public transport service between Bristol Airport and Bath will be an important factor to encourage more tourists to the historic city to make use of the local airport for their journey to the UK.

With the delivery of the new transport link there should be no logical reason why airport related traffic should continue to use the B3130 through Barrow Gurney. Traffic destined for the motorway network and North Bristol would be better served by the new road link. The link should provide much needed relief from the effects of traffic in Barrow Gurney, particularly in conjunction with complementary measures to discourage the use of rural roads.

The improved link between the airport and the M5 will improve the accessibility of the airport from the northern fringe of Bristol, making Bristol Airport an even more attractive option for air travel, particularly by business users, compared with Heathrow or Birmingham. This is consistent with policy objectives to meet the demand for air travel where it arises. With the completion of the Hengrove package public transport will also be an option for these passengers. This is particularly important for inbound passengers for whom the only realistic public transport option at the moment is a taxi.

The improved accessibility to South Bristol, particularly by public transport, will be important for to ensure that airport employment opportunities are taken up in these areas. Access to an important international airport could also prove to be an important factor to encourage businesses to relocate to South Bristol.

Bristol Airport has committed to contribute to the cost of the South Bristol Link through a section 106 agreement.

2. Ashton Vale to Temple Meads and Bristol city centre Bus Rapid Transit

Taken together with the South Bristol Link, the Ashton Vale to Temple Meads and Bristol City Centre Bus Rapid Transit will provide a high speed, quality route into the city centre for the Airport Flyer service. The Rapid Transit proposals will also provide opportunities to integrate Airport public transport services with services to other parts of the Greater Bristol area with the potential to provide significant improvements to airport surface access.

Bristol Airport has committed to contribute to the cost of the Bus Rapid Transit scheme through a section 106 agreement.

3. North Fringe to Hengrove Package

One of the challenges we face at Bristol Airport is the provision of public transport services between the airport and the Northern Fringe area of Greater Bristol. At present there are two options: either transferring from the Flyer bus service on to the 75/76 in Bedminster, or connecting to the rail service to Filton Abbey Wood at Bristol Temple Meads. Neither options are satisfactory or attractive to airport passengers. The important benefit that the Northern Fringe to Hengrove Package will deliver is the ability to make a seamless transfer between services in Bristol city centre, in conjunction with the SBL and BRT proposals. This would make public transport a viable alternative for passengers with an origin or destination in the Northern Fringe and contribute to our target to increase public transport use to 15% of air passengers at 10m passengers per annum.

Around 12% of the passengers using Bristol Airport originate from Wales and access to the trains running between London Paddington and Swansea, at Bristol Parkway, would provide a better service to Wales than is currently available through Bristol Temple Meads Station. Bristol Parkway can also serve as a public transport hub with passengers bound for Bristol Airport being picked up and dropped off there. The link to Bristol Parkway Station proposed through this scheme is therefore an important benefit to Bristol Airport.

4. Weston Package

Improved public transport connections between Bristol Airport and Weston-super-Mare are a high priority. The Weston Package proposals will help facilitate the development of the proposed 'Weston Flyer' service which Bristol Airport has committed to provide when air passenger numbers reach eight million per annum.

5. Bath Package

Improvements to public transport in Bath will go some way to improve accessibility between Bristol Airport and Bath for local residents and visitors to the historic city.

Bristol Airport would be pleased to continue to work with the West of England Partnership to secure the success of these transport schemes. Please do not hesitate to contact me if we can be of any further assistance.

Yours faithfully



Robert Sinclair
Chief Executive Officer



The Rt Hon Philip Hammond MP
Secretary of State for Transport
Department for Transport
Great Minster House
76 Marsham Street
London
SW1P 4DR

1 September 2011

Dear Secretary of State

Major Transport Schemes – Bristol and the West of England

I am writing to you as Chief Executive of Bristol City Football Club as we have many concerns about the transport infrastructure in Bristol and the West of England. Problems associated with transport infrastructure in the area are a major problem for us as it limits our business activity on a daily basis and has hampered growth in the region. We actively support our West of England Local Enterprise Partnership.

The Major Transport Schemes proposed for Bristol and the West of England represent a unique opportunity to begin a programme of improvements which will significantly upgrade both the public transport provision and the infrastructure necessary to access both jobs and businesses. As a consequence these schemes are a priority for our business, the economy of the City region and therefore for our Local Enterprise Partnership.

These are especially important to us and of immediate concern as we will soon be moving into a new £92m stadium at Ashton Vale. For us and the city to get full value from this investment it is crucial that the stadium and facilities there are well connected to the rest of the city and region. These major transport schemes will provide fantastic links to the stadium and be of huge benefit to the whole project.

These schemes represent a great opportunity for us and the area. The Rapid Transit Line 2 and South Bristol Link Road particularly will tackle congestion in the area and thus make us more accessible to staff, customers and partners. The immediate benefits to us are obvious but we also welcome the opportunities for employment and inward investment into the area which will also provide the club and the city with a massive boost.

For this reason I am writing to you to urge that you approve these Major Scheme bids which will enable significant economic growth for the entire region.

Yours sincerely

Guy Price
Group Chief Executive



- 1 AUG 2011

Bristol Rovers F.C.

Ms Barbara Davies
West of England Office
Wilder House
Wilder Street
Bristol
BS2 8PH

Dear Ms Davies

BRISTOL ROVERS FOOTBALL CLUB'S DECLARATION OF SUPPORT FOR THE THREE PROPOSED RAPID TRANSIT ROUTES PROPOSED FOR THE WEST OF ENGLAND.

We, the Board of Bristol Rovers Football Club, wish to make known our full support for the three rapid transit routes proposed for the West of England and particularly the proposed North Fringe to Hengrove rapid transit route.

As you will be aware, Bristol Rovers FC is one of two football league Clubs based in Bristol and it has a long association with the City and its sub-region since the Club was established in 1883. The Club has a large fan base that traverses Bristol, the Bristol sub-region and beyond. Therefore, the Club is fully aware of the limited choice of transport modes currently available to supporters who wish to attend games at the Memorial Stadium and the high demand for additional strategic transport infrastructure to serve the City and its environs.

Bristol Rovers FC, in partnership with the University of the West of England (UWE) is actively seeking to move from its historic home at the Memorial Stadium and develop a new 20,000 all-seater stadium adjoining UWE's Frenchay Campus. Therefore, the proposed North Fringe to Hengrove and the two other proposed rapid transit routes would serve the proposed stadium and would be instrumental in encouraging the Club's supporters to use more sustainable modes of transport in accessing the proposed UWE Stadium. The Club is a strong advocate of sustainable public transport and envisages the proposed rapid transit routes as being long overdue.



Main
Kit Supplier

Memorial Stadium, Filton Avenue, Horfield, Bristol BS7 0BF
T: 0117 909 66 48 | F: 0117 907 43 12
E: admin@bristolrovers.co.uk | W: www.bristolrovers.co.uk

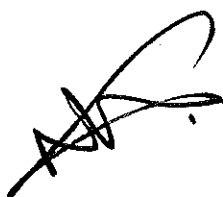
Company Reg. No. 51828 England | VAT Reg. No. 927-5881-80

Furthermore, the three proposed rapid transit routes will play an important role in enhancing connectivity in Bristol and its environs and they will make many services and facilities (including football games) more accessible, thereby increasing people's quality of life and the desirability of Bristol as a place to live and work. The proposed rapid transit route will inevitably tackle traffic congestion and associated adverse environmental impacts which represent two deterrents to new investment and growth. Therefore, the development of the rapid transit routes would facilitate Bristol and its sub-region's pursuit of sustainable economic growth and prosperity in accordance with the Ministerial Statement of 23 March 2011 regarding 'planning for growth' and indeed the objectives of the recently published Draft National Planning Policy Framework (Draft NPPF) which seeks to deliver sustainable development. The Draft NPPF states that the:

'... transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel' (Paragraph 82, Draft National Planning Policy Framework, July 2011).

We trust that Bristol Rovers' strong support of the three proposed rapid transit routes will be taken into account. We are very happy that this letter is passed onto the Department for Transport however please do not hesitate in contacting us should you require any further information or assistance in demonstrating our support.

Yours sincerely

A handwritten signature in black ink, appearing to be 'N J Higgs', written in a cursive style.

N J Higgs
Chairman
Bristol Rovers Football Club

JRD/smg

31 August 2011

The Rt Hon Philip Hammond MP
Secretary of State for Transport
Department for Transport
Great Minster House
76 Marsham Street
London
SW1P 4DR

Dear Secretary of State

Major Transport Scheme Bids – Bristol and the West of England

Business West represents some 2000 business members as the Chambers of Commerce for Bristol, Bath, South Gloucestershire and Gloucestershire and through our business leadership team, The Initiative, we operate right across the Bristol, Bath and the West of England area and in Swindon & Wiltshire. As the powerful voice for business, with members ranging from companies from small to large, we play a major role in shaping and supporting economic growth and success.

Improvement of the transport infrastructure is a critical issue for business in the Bristol, Bath and West of England area. Our members have consistently informed us that the increasing difficulty in movement is having a direct ability on their ability to both operate and grow.

The cost of congestion is already estimated to be £350m in lost time annually, time that could be put to so much better use. Growing pressure is being placed on our existing infrastructure causing delays, disruption and unreliable journey times together also with reducing air quality. Access to key services and facilities is becoming increasingly difficult for many, including those in rural areas and the one in five households without access to a car.

Our Local Enterprise Partnership for the West of England area, which we are centrally involved in, recognises the central role major transport investment has on our ability to create new jobs and grow our economy and hence it is one its top priorities.

It is therefore with great enthusiasm that we are able to offer our strongest support for all the Major Transport Schemes in Bath, Weston Super Mare, Bristol and South Gloucestershire, because they affect the entire West of England and the planned improvements all possess overlapping benefits. They represent a unique opportunity for major public transport and infrastructure investment into our city region for its future growth and prosperity.

I therefore strongly urge you to approve our bids.

Yours sincerely

A handwritten signature in dark ink, appearing to read "J Durie".

James Durie
Director of the Initiative and Chamber - Bristol

Leigh Court Business Centre Abbots Leigh Bristol BS8 3RA
T 01275 373 373 F 01275 370 706 E info@businesswest.co.uk
www.businesswest.co.uk

The Rt Hon Philip Hammond MP
Secretary of State for Transport
Department for Transport
Great Minster House
76 Marsham Street
London
SW1P 4DR

1 September 2011

Major Transport Scheme Bids – Bristol and the West of England

I am writing on behalf of CBI members in the West of England. Our member companies are found in all sectors of the economy and are of every size. One of the many factors that unites them is a dependence on a quality transport system. CBI members see improvement of the transport infrastructure in the Bristol, Bath and West of England area as a critical issue for business.

Growing pressure is being placed on our existing infrastructure causing delays, disruption and unreliable journey times. A more accessible and comprehensive public transport system is also key to improving economic activity rates in the region as economic recovery takes place.

Our Local Enterprise Partnership for the West of England area, in which we are involved, recognises the central role major transport investment has on our ability to create new jobs and grow our economy and hence it is one its top priorities.

I am therefore very happy to offer our strongest support for all the Major Transport Schemes in Bath, Weston Super Mare, Bristol and South Gloucestershire, because they affect the entire West of England and the planned improvements all possess overlapping benefits. They represent a unique opportunity for major public transport and infrastructure investment into our city region for its future growth and prosperity. I therefore strongly urge you to approve our bids.

David Rosser



David Rosser Director
E: david.rosser@cbi.org.uk

City of Bristol College Main Centres:

Ashley Down Centre

College Green Centre

Parkway Transport Technology Centre

Soundwell Centre

South Bristol Skills Academy



CITY of BRISTOL
COLLEGE

Principal & Chief Executive

Keith Elliott CBE

6 September 2011

The Rt Hon Philip Hammond MP
Secretary of State for Transport
Department for Transport
Great Minster House
76 Marsham Street
London, SW1P 4DR

City of Bristol College

PO Box 2887

Bristol, BS2 2BB

Telephone + 44 (0) 117 312 5000

Fax + 44 (0) 117 312 5051

Minicom + 44 (0) 117 312 5503

Email enquiries@cityofbristol.ac.uk
www.cityofbristol.ac.uk

Dear Secretary of State

Major Transport Schemes – Bristol and the West of England

I represent a major College of further and higher education, and employer, in the Bristol and West of England area and have many concerns about the transport infrastructure, which restricts access to education and training opportunities in the City. City of Bristol College also actively supports the West of England Local Enterprise Partnership in attempting to generate economic growth and jobs in the area.

The Major Transport Schemes proposed for Bristol and the West of England represent a unique opportunity to begin a programme of improvements which will significantly upgrade both the public transport provision and the infrastructure necessary to access education, training, jobs and businesses. As a consequence these schemes are a priority for our College, the economy of the City region and therefore for our Local Enterprise Partnership.

The College operates across five major sites and congestion in the City makes movement between sites difficult. We support attempts to reduce car traffic for staff and students, but this requires enhanced public transport links and road improvements. The development of the South Bristol link road would significantly enhance access for local people to key services and employment. It would also enable us to more easily attract employers and local jobs to a socially deprived area.

I therefore urge you to approve these Major Scheme bids and begin a process that will enable economic growth for this City Region.

Yours sincerely

KEITH ELLIOTT, CBE
Principal & Chief Executive

ACHIEVING POTENTIAL AND CREATING PROSPERITY



2nd September 2011

The Rt Hon Philip Hammond MP
Secretary of State for Transport
Department for Transport
Great Minster House
76 Marsham Street
London
SW1P 4DR

Computershare Investor Services PLC

The Pavilions
Bridgwater Road
Bristol
BS99 6ZZ

Telephone +44 (0) 870 702 0000

Facsimile +44 (0) 870 703 6101

DX 78139 Bristol

Textphone users please call +44 (0) 870 702 0005

www.computershare.com

Dear Philip Hammond MP

Major Transport Schemes – Bristol and the West of England

As a major business in the South Bristol area, employing over 1000 people, Computershare has many concerns about the Transport Infrastructure, which regularly constricts the way our business operates.

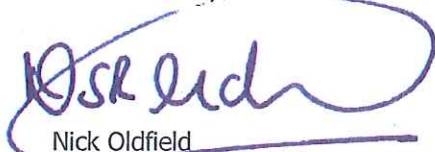
The Major Transport Schemes proposed for Bristol and the West of England represent a unique opportunity to begin a programme of improvements which will significantly upgrade both the public transport provision and the infrastructure necessary to access both jobs and businesses.

The proposed scheme would benefit us and the local community in a number of ways:

- It will enhance the availability of public transport and cycle routes to the locality, providing a green alternative of travel to our employees and local residents;
- It will provide an improved link to the local area and city as a whole, making it easier for people to access jobs and encourage employment within our and other local businesses;
- It will be critical in tackling congestion to and through South Bristol and the city centre;
- It will make access to our site for staff, customers, clients and tenants, quicker and easier;
- It will enhance the area and site, and so be more attractive to other businesses and investment.

I therefore urge you to approve these Major Transport Scheme bids and begin a process that will enable economic growth for this City Region.

Yours sincerely



Nick Oldfield
Director and Chief Financial Officer

John Dowie
Director, Regional and Local Transport
Department for Transport
Great Minster House
76 Marsham Street
London SW1P 4DR

Date: 12 July 2011
Email: Peter.jackson2@westofengland.org
Telephone 0117 922 2729

Dear John

West of England Major Transport Schemes Best and Final Bids

I am sorry that other commitments meant that you were unable to meet with the West of England LEP Board members when we visited Westminster on 14 June. Colleagues were very pleased to meet with Mostaque Ahmed, and I am writing to confirm the discussion with him about the West of England Local Enterprise Partnership's full support for the five Major Transport Scheme funding bids in the area.

The business community is as one in its conviction that these schemes are essential to maintain the economic competitiveness and deliver growth within the West of England. Without these schemes the LEP will not be able to deliver its targets for economic growth and new jobs.

Because of the importance of these major transport schemes, the LEP Board nominated Robert Sinclair to work closely with the local authorities to ensure a fully co-ordinated approach that incorporated the views of business.

You will be aware that we have selected Temple Quarter as an enterprise zone to act as a focus for inward investment. This decision was partly based on the excellent fit with the proposed rapid transit scheme and the revitalised rail network. This development alone should create almost 17,000 new jobs.

The combination of Temple Quarter and the five designated enterprise areas should deliver more than 50,000 new jobs. The five major transport schemes directly serve five of these six key employment locations and are a key component in the early delivery of jobs and economic growth.

You can be assured that the business community and other partners are fully committed to the delivery of these schemes.

Yours sincerely



Colin Skellett, Chair of the West of England Local Enterprise Partnership

The Rt Hon Philip Hammond MP
Secretary of State for Transport
Department for Transport
Great Minster House
76 Marsham Street
London
SW1P 4DR

Thursday, 1 September, 2011

Direct line: +44 (0)117 937 1205

Dear Secretary of State

Major Transport Schemes - Bristol and the West of England

I am the Managing Director of Elizabeth Shaw, a company with a long history supplying fine chocolate from within the Bristol and West of England area. I have many concerns about the transport infrastructure, which regularly constrains the way my business operates. Delays and traffic congestion are significant frustrations for us, and were a contributory factor to our locating our Finished Goods warehouse in Wolverhampton.

The Major Transport Schemes proposed for Bristol and the West of England represent a unique opportunity to begin a programme of improvements which will significantly upgrade both public transport provision and the infrastructure necessary to access both jobs and businesses. As a consequence these schemes are a priority for our business, the economy of the City region, and therefore for our Local Enterprise Partnership, of which we are active supporters.

We are currently located on the North Eastern perimeter of Bristol, and find that travel times to and from our offices are a major frustration for employees having to travel across or around the city. An improved public transport network, particularly linking to the cycle network in our area, would reduce those frustrations and could persuade some individuals to use a combination of bus and cycling.

We are also located close to the proposed Emerson's Green starting point for the link to South Bristol via the city centre, and the reduction in congestion in North Bristol and South Gloucestershire which this link will deliver will be very welcome. Currently, on your own department's projections, Bristol is the only UK city where commuter travel times have been projected to increase from their 2005 levels.

I therefore urge you to approve these Major Scheme bids and begin a process that will facilitate economic growth for this City Region.

Yours sincerely,

Malachy McReynolds
Managing Director



West of England Partnership, Bristol.

6th September 2011.

Proposed Bristol Transport Schemes.

I am writing on behalf of the 1100 members of the Weston super Mare branch of the FSB covering Weston and North Somerset, in support of the Bristol transport scheme.

Whilst we have serious concerns about the methods being discussed regarding how and who would be paying for the scheme, we have no doubt that the City of Bristol as a major economic driver in the South West with World, and European trade significance in the West Country, desperately needs major improvements to the road and transport links into, and around the City, truly befitting a modern City of it's size.

We believe the new schemes will aid the City in reducing congestion, and enable fast movement of large numbers of people efficiently across the City to places of work and entertainment. We also believe that through creating better transport links, it will help in creating more job opportunities for people in some of the more deprived areas of the City and increase the longer term prospects over a wider area generally, for economic growth.

Yours sincerely

Steve Sharp
Somerset and Wiltshire Region FSB
FSB South West Inter Regional Group FSB

26 August 2011

Barbara Davies
Head of Joint Transport Team
West of England Office
Wilder House
Wilder Street
Bristol BS2 8PH

Enterprise House
Easton Road
Bristol BS5 0DZ
Tel: 0117 955 8211
Fax: 0117 955 1248

- 1 SEP 2011

Dear Barbara,

Bus Rapid Transit

First is pleased to continue its support for the West of England's rapid transit major schemes. We have demonstrated a committed track record of partnership working with the Councils to deliver the Greater Bristol Bus Network.

First is well placed to build on the success of GBBN, through the upgrading of key corridors to provide a rapid transit level of service, our experience of implementing the Swansea BRT project and current involvement in the Hampshire BRT scheme indicates our commitment to Bus Rapid Transport, and our ability to invest in dynamic projects.

Our BRT experience indicates that the routes proposed in Bristol should become commercially viable, and are keen to confirm this through our own economic assessment of the proposals. Further to our discussion at the Operator Briefing in July, I would also emphasise the need to integrate the core rapid transit network with the conventional bus network to ensure successful delivery.

Subject to the above, and the development of an appropriate business case, First will be prepared to invest in a fleet of high quality, low emission vehicles to operate the rapid transit network. I look forward to working with you as the proposals develop.

Yours sincerely



Marc Reddy
Regional Commercial & Business Growth Director
South West & Wales Region

**Forum for the Future
3rd Floor, Bush House
73 Princes Street
Bristol
BS1 4QD**

Karuna Tharmananthar
North Somerset Council
Somerset House
Weston-super-Mare
BS23 1TG

6th June 2011

Dear Karuna,

Support for West for England Major Transport Bids and the 'South Bristol Link'.

As you know, Forum for the Future gives a very high priority to the West of England's major transport schemes going ahead, in particular the three proposed interlinked BRT routes.

The West of England suffers from a public transport infrastructure deficit which manifests itself in a higher than average car dependency. These major schemes are an important part of a package measures now in place (including the smart travel card Forum helped install) to deliver modal shift and carbon reduction.

The West of England missed out on the earlier development of trams, so this subsequent BRT package represents the best option available within current funding. It would simply be economically unacceptable to condemn this sub-region, which powers the whole South West economy, to a further twenty years of inaction and growing congestion which is now threatening to grind local businesses to a halt.

The three interlinked BRT routes are a vital part of the jigsaw, and while there are obviously concerns over the exact details in some areas, overall it is sensible network and capacity building.

In particular, the 'South Bristol Link' not only develops that transport network, it is also crucial to actually delivering the long studied economic redevelopment of some of our poorest communities in south Bristol. I know from my work on the Board of the SWRDA, the high priority given in the South West to tackling unemployment in south Bristol which requires these current proposals for improved access to unlock.

With best wishes,



Peter Madden
Chief Executive

- 5 SEP 2011

31 August 2011

Barbara Davies
Head of Joint Transport Team
West of England Office
Wilder House
Wilder Street
Bristol BS2 8PH

Dear Barbara,

Operator Briefing Day - Rapid Transit in the West of England

Thank you for arranging the operator day on 21 July. I found our discussions immensely helpful and would re-iterate our interest in working further with the councils to help deliver an effective rapid transit network for the Bristol area.

I confirm that we would be prepared to invest in a fleet of high quality vehicles to complement the infrastructure subject to our own assessment of the commercial case of the system and its operating framework, and I would be grateful if you could keep me informed of the progress of the schemes in the months ahead.

Yours sincerely



Matthew Callow
Go-Ahead



Barbara Davies
Head of Joint Transport Team
West of England Partnership
Floor 1, Wilder House
Wilder Street
Bristol
BS2 8PH

26 May 2011

31 MAY 2011

Dear Barbara,

North Fringe Hengrove Package: Filton

I am writing to confirm Goodman's in principle support for the North Fringe Hengrove Package to improve the public transport provision from Bristol City centre, along Highwood Road in Filton, to Cribbs Causeway, North Bristol.

Goodman invests in business parks, office parks, industrial estates and distribution centres in the UK. Goodman's primary business park interest in Filton is Filton Business Park (FBP).

FBP comprises 12.5 ha of Employment Land with planning permission for some 57,000 sq m (613,000 sq ft) of business floorspace. It is anticipated that, when completed, FBP will provide office and industrial employment to over 5,000 people, providing a significant source of employment to Filton and the North Bristol area.

We recognise the economic importance of FBP within the North Bristol area, which links Cribbs Causeway and Aztec West M5 motorway junctions, two of the area's most important economic assets.

Given the desire to reduce congestion, the provision of excellent public transport infrastructure to employment sites is essential to attracting business occupiers to a non-city centre location. As a result of this, we recognise the importance of the proposed works to realising this area's potential to deliver sustainable, private sector-led economic growth and employment for the benefit of local communities and the wider economy.

Yours sincerely,

Jack Kellard
Development Surveyor

cc – Nigel Wright – Goodman
Suzanne Bech – Goodman
Robin Moxon - Goodman

Barbara Davies,
West of England Office,
Wilder House,
Wilder Street,
Bristol
BS2 8PH

- 3 AUG 2011

2nd August 2011

Dear Barbara,

Support for West of England Major Transport Schemes

I am writing on behalf of HF Trust Limited, a national charity, providing local support services for people with learning disabilities throughout England. Our Head Office is based in Emersons Green, Bristol.

We support all five of the major schemes (Weston Package, Bath Package, Ashton Vale to Temple Meads and Bristol City Centre, South Bristol Link, North Fringe to Hengrove Package) as some of our staff are based in each of the proposed areas. The implementation of these packages would encourage travel behaviour change in our employees who are constrained by the lack of reliable public transport options to our site. A new rapid transit option would provide a much needed and welcome choice for our staff offering a real alternative to car use as well as reducing congestion.

We are happy for our letter to be passed to the Department for Transport if this would help in the success of any of the schemes.

Yours sincerely,



Mrs. Karla Howes
PA to Simon MacSorley
Director of Estates and Facilities

The Rt Hon Philip Hammond MP
Secretary of State for Transport
Department for Transport
Great Minster House
76 Marsham Street
London
SW1P 4DR

- 5 SEP 2011

Hotel du Vin
&
Bistro

BRISTOL

I think. Therefore I du Vin.

5th September 2011

Dear Secretary of State

Major Transport Schemes – Bristol and the West of England

I represent a business operating within the West of England, based in Bristol and have had many concerns about the Transport Infrastructure, which regularly constricts the way my business operates.

The Major Transport Schemes proposed for Bristol and the West of England represent a unique opportunity to begin a programme of improvements which will significantly upgrade both the public transport provision and the infrastructure necessary to access both jobs and businesses.

Our two areas of concern are the ability of our staff to get to work and our accessibility to our customers. Firstly, many of our staff live in outer residential areas and it is very difficult and expensive for them to get to work and to park in the city centre, especially when they are doing shift patterns. This inability for residents to get to work makes recruitment very difficult for us. For staff who choose to drive to work, congestion on the roads at peak hours makes it very difficult for them to get to work on time.

Secondly, being in the centre of a one-way system, with no parking, and being 25 minutes walk from the nearest train station makes a poor incentive for clients to come to us to stay or do business. A better transport system around the city would allow customers quicker, easier and faster access to us and would be a significant benefit to ourselves and other businesses in the local area

I therefore urge you to approve these Major Scheme bids and begin a process that will enable economic growth for this City Region.

Yours sincerely



Lorraine Jarvie
General Manager
Hotel du Vin, Bristol

Hotel du Vin & Bistro Bristol
The Sugar House, Narrow Lewins Mead, Bristol BS1 2NU
Telephone: 0117 925 5577 Fax: 0117 910 5408
Web: www.hotelduvin.com

BIRMINGHAM ■ BRIGHTON ■ BRISTOL ■ CAMBRIDGE ■ CHELTENHAM ■ EDINBURGH ■ GLASGOW
HARROGATE ■ HENLEY-ON-THAMES ■ NEWCASTLE ■ POOLE ■ TUNBRIDGE WELLS ■ WINCHESTER ■ YORK

HOTEL DU VIN (BRISTOL) LIMITED REGISTRATION NO. 03569323 REGISTERED OFFICE 179 Great Portland Street London W1W 6LS VAT NO. 684 7601 05

The Rt Hon Philip Hammond MP
Secretary of State for Transport
Department for Transport
Great Minster House
76 Marsham Street
London
SW1P 4DR



6th September 2011

Dear Secretary of State

Major Transport Schemes – Bristol and the West of England

I write to you as Chairman of the Bristol Institute of Directors. The Bristol IoD represents approximately 550 business leaders who come from organisations ranging from owner managed companies through to multi-national concerns. Across the South West of England, the IoD represents circa 2,700 business leaders.

As you will be aware, Bristol is a vital economic hub which has performed well despite the difficult economic climate. Bristol's future growth and ability to attract inward investment is, however, hampered by the region's inadequate transport infrastructure.

Our members regularly express their frustration at the current infrastructure and the constraint that it places on their business. For many years it has had a direct impact on business leaders' ability to maximise the potential of their businesses and in so doing their ability to create jobs.

The Major Transport Schemes proposed for Bristol and the West of England represent a unique opportunity to begin a programme of improvements which will significantly upgrade both the public transport provision and the infrastructure necessary to access both jobs and businesses. As a consequence these schemes are a priority for our businesses, the economy of the City region and therefore for our Local Enterprise Partnership.

We need a system that enables businesses to move goods with greater ease, that gives staff and consumers a genuine alternative to the car, that encourages more people to use bikes, that links the city centre to its hinterland, that attracts both established businesses and entrepreneurs to set up in the area, and that improves the quality of life for the region's population.

We believe that the Major Transport Schemes in Bristol, Bath, Weston Super Mare, and South Gloucestershire will achieve these goals and we therefore urge you to approve these Major Scheme bids and to begin a process that will enable economic growth for this City Region.

Yours sincerely

Tom McCarthy
Chairman of the Bristol Institute of Directors

The Right Hon Philip Hammond MP
Secretary of State for transport
Department for Transport
Great Minster House
76 Marsham Street
London SW1P 4DP

4th September 2011

Dear Secretary of State

Major Transport Schemes – Bristol and the West of England

I represent a significant new business; The National Composites Centre, based at Emerson's Green, Bristol. Due to the current public transport provision the majority of our staff drive to work and those that come by bus and train have very long and in some cases convoluted journeys.

We have many concerns about the transport infrastructure, and as we grow we know that it will constrict the way we operate in terms of staff attraction and retention as well affecting the convenience of potential and current business partners. My company is actively involved in our West of England Local Enterprise Partnership to help solve such restrictions to our business.

The Major Transport Schemes proposed for Bristol and the West of England represent a unique opportunity to begin a programme of improvements which will significantly upgrade both the public transport provision and the infrastructure necessary to access both jobs and businesses. As a consequence these schemes are a priority for our business.

The rapid transport link to Emerson's Green from Bristol centre would enable public transport travel to become an increasing mode of choice for employees and also link the outer residential areas more easily with employment areas, making it easier for us to encourage job applicants.

A number of our employees cycle to work and we are also encouraging other sustainable ways to get to work. **The addition of cycle lanes and improved pedestrian facilities** would further encourage active travel options improving the health and fitness of our employees

I therefore urge you to approve these Major Scheme bids and begin a process that will enable economic growth for this City Region.

Yours sincerely

Michelle Armitage

Head of HR

National Composites Centre
Bristol & Bath Science Park,
Feynman Way Central,
Emersons Green, Bristol BS16 7FS
Direct Line: 0117 3707 623 Mobile: 0776 8498103
e-mail: michelle.armitage@nccuk.com



Barbara Davies
Head of Joint Transport Team
West of England Office
Wilder House
Wilder Street
Bristol
BS2 8PH

5 September 2011

Dear Barbara,

Bus Rapid Transit Proposals – Operator Briefing

Thank you for the opportunity to speak with the rapid transit promoting authorities on 21 July. National Express is already experienced in the operation of rapid transit systems in the UK.

We believe that the level of investment proposed by the Bristol area represents an exciting opportunity and we are keen to be involved. We are very interested in participating further in this project, and supporting its development.

We would advise careful consideration of vehicle specification with an emphasis on reliability and operational flexibility.

Please keep me informed of developments – National Express looks forward to working with the West of England councils on this exciting project.

Yours sincerely,

Dave Kaye
Managing Director – UK Bus

Public Health Directorate

Fourth Floor

South Plaza

Marlborough Street

Bristol, BS1 3NX

Tel: 0117 976 6600

Fax: 0117 976 6601

Minicom: 0117 900 2675

Date 6th September 2011

Ref HA/0322/DH

The Right Hon Philip
Hammond MP
Secretary of State for
transport
Department for Transport
Great Minster House
76 Marsham Street
London SW1P 4DP

Dear Secretary of State,

WEST OF ENGLAND MAJOR TRANSPORT SCHEMES

As Director of Public Health for Bristol I wish to give my full support to the five major transport schemes that the four West of England Councils are submitting.

We will be working with the authorities as they undertake a full comprehensive health impact assessment as part the process to achieve the necessary approvals.

The five schemes are based around improving public transport options in the area, reducing the number of individual cars entering the built up areas and I am confident they will have significant benefits in improving individual activity and reducing carbon emissions locally. The addition of cycle lanes and improved pedestrian facilitates encourage active travel options improving the health and fitness of local people.

These new links will improve access to jobs as well as open up new areas to businesses, therefore encouraging investment and growth. They will also help disadvantaged communities and outer residential areas, which are not currently served by reliable public transport, to access employment areas.

There is a need to encourage travel behaviour change among travellers but many are constrained by the lack of reliable public transport option. A new rapid transit option would offer a much needed and welcome choice for staff who want to find a real alternative to car use.

I strongly urge you to support these schemes.

Kind Regards,



Dr Hugh Annett
Director of Public Health
Email: Hugh.Annett@Bristol.nhs.uk

If you need this letter in a different format, please telephone the number under the address

Bristol Primary Care Trust is now operating as NHS Bristol

Chief Executive: Deborah Evans
Chair: Richard Weatherhead

PEC Chair: Will Warin
www.bristol.nhs.uk



Tel: 0117 900 2654

Cc Barbara Davies, Head of Joint Transport Team, West of England

If you need this letter in a different format, please telephone the number under the address

Bristol Primary Care Trust is now operating as NHS Bristol

Chief Executive: Deborah Evans
Chair: Richard Weatherhead

PEC Chair: Will Warin
www.bristol.nhs.uk



The Joint Transport Executive Committee
West of England Partnership Office
Wilder House
Wilder Street
Bristol
BS2 8PH



28 June 2011

Dear Committee Members

Re: Major Transport Schemes

I write on behalf of the North Bristol Sustainable Commuting Partnership or North Bristol SusCom. We are a business-led organisation representing many of the largest employers in the North Bristol area and our members include Airbus, GKN, Rolls Royce, BAE Systems, HP, MITIE, Friends Provident, UWE, the MOD, North Bristol NHS Trust and the Bath & Bristol Science Park.

The partnership was formed to reduce congestion in the North Bristol area. We aim to encourage behaviour change in our 40,000 employees, 30,000 students and key stakeholders by developing innovative and attractive alternatives to single occupancy car travel. Recently, we developed and adopted an area wide travel plan containing shared objectives, targets and an action plan. This month we are launching our website to help provide easy access to sustainable travel options in the area.

We support the West of England Major Transport Schemes as we believe they are essential to maintaining the economic competitiveness of the Bristol and Bath region and for encouraging existing businesses to expand in the region. Through this Group we intend to become more actively involved in providing information and feedback on regional transport issues.

Packages such as the Hengrove to North Bristol scheme are of particular interest to our members as improved access between the city centre and the northern areas is important for the conduct of business and for retaining and attracting young and qualified talent.



We hope that the West of England is successful in achieving the required support from the Department of Transport for these major schemes. Please advise us if you require further information. Please use this letter as appropriate with colleagues and other government departments.

Yours truly

P.P. *B. DEAN*

Bonnie Dean (SPark - Bristol and Bath Science Park)

Interim Chair

North Bristol SusCom

bdean@s-park.co.uk

07979 700 310



30 JUN 2011



SPark One, Dirac Crescent, Emerson's Green, Bristol BS16 7FR

The Joint Transport Executive Committee
West of England Office
Wilder House
Wilder Street
Bristol
BS2 8PH

28 June 2011

Dear Committee Members

Reference: West of England Major Transport Schemes

I write on behalf of the Bristol & Bath Science Park at Emerson's Green. Transport issues have a major impact on the attractiveness of the Bristol and Bath region, and particularly of the Park, to prospective tenants. Under the current planning regulations the Park offers very restricted car parking spaces for tenants and occupiers and is unable to direct clients to convenient alternative options for travel by public transport.

As a result we support the full package of major transport schemes proposed by the West of England office for the region as we believe that further investment in transport will indicate to businesses and inward investors that local authorities are committed to sustainable and responsible economic growth.

The Hengrove to North Fringe package is of specific interest as we believe the package should improve access between the city centre and outlying northern areas. Two aspects of the package are very relevant to the Park and these are the proposed Park & Rides at Emerson's Green and Bristol Parkway and the new rapid transit junction on the M32.

We are committed to operating the Park in a sustainable manner, including how people access the Park. We want to be in a position to encourage our tenants and occupiers to make a similar commitment. At present this is proving quite challenging with the lack of public transport options along the ring road and into the centres of both cities. Our offer of a small fleet of electric vehicles at the Park is a limited mechanism to encourage alternative means of travel for clients, but it will not be sufficient to deliver the scale of modal change required.

I would be happy to provide additional information if helpful. I would also be happy for this letter to be passed onto the Department for Transport.

Yours faithfully

A handwritten signature in black ink, appearing to read 'J. Lay', with a large, sweeping loop at the end.

Bonnie Dean
Chief Executive
Quantum at SPark

pp

Main office

Royal Oak House
Royal Oak Avenue
Bristol
BS1 4GB

Tel 0117 989 7700

Fax 0117 989 7701

Email info@quartetcf.org.uk



The Rt Hon Philip Hammond MP
Secretary of State for Transport
Department for Transport
Great Minster House
76 Marsham Street
London
SW1P 4DR

7th September 2011

Dear Secretary of State

Major Transport Scheme Bids – Bristol and the West of England

As Chair of the Local Enterprise Partnership for the West of England, we represent a group of small businesses vital to the economy of the region.

Improvement of the transport infrastructure is a critical issue for business in the Bristol, Bath and West of England area. Our members have consistently informed us that the increasing difficulty in movement is having a direct ability on their ability to both operate and grow.

The cost of congestion is already estimated to be £350m in lost time annually, time that could be put to so much better use. Growing pressure is being placed on our existing infrastructure causing delays, disruption and unreliable journey times together also with reducing air quality. Access to key services and facilities is becoming increasingly difficult for many, including those in rural areas and the one in five households without access to a car.

The LEP recognises the central role major transport investment has on our ability to create new jobs and grow our economy and hence it is one its top priorities.

Please take this letter as an expression of our strongest support for all the Major Transport Schemes in Bath, Weston Super Mare, Bristol and South Gloucestershire, because they affect the entire West of England and the planned improvements all possess overlapping benefits. They represent a unique opportunity for major public transport and infrastructure investment into our city region for its future growth and prosperity.

I therefore strongly urge you to approve our bids.

Yours sincerely

A handwritten signature in black ink that reads 'Stephen Parsons'.

S R Parsons
Chair of Quartet and
Chair of the West of England LEP Social Enterprise Group

www.quartetcf.org.uk

Registered Charity Number: 1080418
A company limited by guarantee. Registered in England & Wales Company Number: 3981052
Registered office: Royal Oak House, Royal Oak Avenue, Bristol BS1 4GB



1 September 2011

- 5 SEP 2011

Barbara Davies,
The West of England Partnership,
West of England Office,
Wilder House,
Wilder Street,
Bristol
BS2 8PH.

**West of England Major Transport Schemes
North Fringe to Hengrove Rapid Transit – Letter of Support from PRUPIM**

Dear Ms Davies,

I am writing on behalf of the Owners of the Mall at Cribbs Causeway. The Owners comprise PRUPIM (the trading name of Prudential Property Investment Managers Limited), Capital Shopping Centres (CSC) and J T Baylis. The Owners are actively engaged with South Gloucestershire Council in respect of the Core Strategy and specifically the emergence of a positive policy framework for growth at The Mall and designation as a Town Centre to serve existing and new communities in the Cribbs/Patchway strategic policy area. The Mall and the surrounding Cribbs Causeway area is the major economic driver in the area thus sustaining a substantial employee base both in the retail units themselves and also in the supply chain serving the shopping centre itself. It is essential to its future ability to attract future investment and its attractiveness to consumers and thus retain this hub of employment that advantage is taken of all available transport solutions such as the proposed Rapid Transport Link.

Of the major public transport schemes put forward by the West of England Partnership, the North Fringe to Hengrove bus rapid transit linking Bristol City Centre to Bristol Parkway, Aztec West and the Mall at Cribbs Causeway would offer the most effective mitigation in terms of reducing traffic congestion associated with the North Fringe area. The rapid transit system will provide improved links between existing and proposed residential areas in addition to employment, retail and leisure centres.

The owners of the Mall are very much in favour of any strategic infrastructure improvements such as the North Fringe to Hengrove bus rapid transit which will provide practical alternatives for staff and visitors in travelling to The Mall.

Policy CS7 of the Core Strategy states, *"It (the proposed rapid transit system) is currently envisaged that it will be a bus based system, but could provide the opportunity to upgrade to a Light Rapid Transit (tram) based system in the future."* It is important that this land is indeed safeguarded to ensure that should passenger demand dictate, a tram based LRT can be provided, greatly increasing the capacity from that of a bus based system.

The proposed public transport improvements will be a key aspect of improved access options to the Mall, but also in accommodating new development in the Cribbs/Patchway area in a sustainable fashion, this includes 1,750 new residential dwellings associated with Charlton Hayes along with development proposals now being evolved for the Bristol Filton Airfield site following the recent closure announcement.

Transport Planning Specialists



Other public transport improvements have been proposed for the Cribbs/Patchway new neighbourhood to ensure that the extensive development in terms of residential, employment, retail/commercial, in addition to new schools can be developed in a sustainable manner. The proposals include:

- Extension of the proposed orbital bus service (to be delivered by the S106 contribution from the Charlton Hayes development) from The Mall to the new neighbourhood area south of the airfield.
- Extension of existing Bristol City Centre to Airbus west gate bus service to the new neighbourhood, to provide a direct service to Westbury on Trym and Bristol (other existing bus routes also pass close to the development on the A4018).
- Strategic pedestrian and cyclist route to the south of Filton Airfield linking to Airbus and Filton College, and south to Southmead to connect to the Cycling City network.
- Land will be safeguarded to enable the future provision of a station on the Hallen Freight Line subject to a satisfactory business case being established at a point in the future (the station itself does not form part of the Core Strategy).
- Contributions towards the Greater Bristol Metro and the Extension of the A38 Showcase Bus Corridor to Thornbury.

The Mall is a major trip attractor. The bus rapid transit scheme will provide a high frequency "turn up and go" service to encourage trips by public transport.

A package of public transport improvements within the North Fringe of Bristol will also help to mitigate the impact of traffic on the Strategic road network at Junctions 16 & 17 of the M5, with the proposed park and ride sites at Long Ashton, Emerson's Green and Parkway removing the need for unnecessary vehicle movements on the strategic road network.

In summary, a full range of public transport measures are desirable to ensure that all future development as set out within the South Gloucestershire Core Strategy for the Bristol North Fringe area can be delivered in a sustainable manner in mitigating the impacts of future growth and promoting alternatives to car borne travel from the outset.

Yours sincerely

A handwritten signature in black ink, appearing to be 'AS', written over a horizontal line.

Andrew Savell
Director
for **Savell Bird & Axon**
email: asavell@sbax.co.uk

Advantage Rentals Ltd
Advantage Park
Whitchurch Lane
Bishopsworth
Bristol
BS13 7TE

T: 01179 644 888

F: 01179 646 688

E: info@advantage4vans.com

2 September 2011

West of England Partnership, Bristol

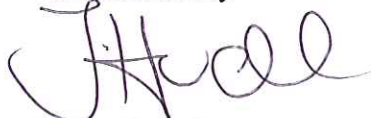
SOUTH BRISTOL LINK

I support the South Bristol Link. As a retailer of motor vehicles on the main road of Whitchurch Lane, I would benefit from increased "drive-by" traffic, which would hopefully increase my sales figures and enhance my "brand".

The link will provide good access and therefore less traffic on side streets.

The area is growing both for housing and retailers as well as services and entertainment.

Yours faithfully



Jason Howell
Director



ALL MASS CLADDING SYSTEMS LTD

CATER HOUSE
CATER ROAD
BISHOPSWORTH
BRISTOL BS13 7TW

TEL: (0117) 935 8444 FAX: (0117) 935 8567

Unit 5
Bakers Park
Cater Rd
Bishopsworth
Bristol
BS13 8EP

South Bristol Link

I am very pleased to have been recently informed that the South Bristol new Road/Bus rapid transport lane and further needed facilities for cycling and walking for the general public at last has some positive direction.

As a local employer on the business park for the past 20 years, it would be of great benefit to our current staff and future staff to have good transport links to the company head office. These out lined transport improvements would benefit our numerous suppliers and product delivery's, improving on the current road congestion and destinations travelling time delays.

The above improvements would also benefit customers and trade visitors to the park on business as currently its very difficult to have a morning appointment without the customer or client ringing into the office to state yet again stuck in traffic!

The new link road would undoubtedly make a big improvement in numerous ways and make the south Bristol business park more attractive as a accessible location and by the improved transport links create more local jobs, which in itself must be a big bonus in this current trading climate.

As a local South Bristol Resident of over 40 years, I do strongly believe that we do have to look at the imbalance and lack of government funding to the south side of our great city, compared to the north side of the city, this would be a step the right direction.

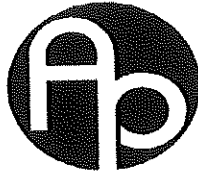
A.Bigwood – H/S Manager.

Sign:

Date: 01.09.2011



Directors: N. Mordy, R. Caltabiano, G. Clarke, N. Harrison, K. Macmanus.
Company Reg. No. 260 3445 VAT Reg. No. 880 2001 62



A. P. Wholesale Supplies

Cater Road Bishopsworth Bristol BS13 7TW
Tel: 0117 9410005 Fax: 0117 9410006

West of England Partnership
Bristol

31st August 2011

SOUTH BRISTOL LINK.

I would like to make known our support for the proposed South Bristol Link road.

We are a small business in Cater Business Park and have been trading here for 14 years. We have seen our business park improve over the years with the addition of CCTV cameras and the planting of trees and shrubs. There are further plans to make our park a nicer place to work but throughout these improvements the road network has remained the same. It is really too small for the amount and size of the traffic that use it.

Many of the wagons that come onto our park are large and articulated. The drivers often ask directions to their next drop and quite often have to take their wagons through the city, a prospect they find daunting. It would both relieve congestion and make it easier for them if there was a Link Road.

It is common sense to have a Link Road around a busy city for the businesses that rely on large transport and for the residents of that city.

I am looking forward to the completion of this proposal – the sooner the better.

Alison Hatcher

Areani Ltd

Registered In England And Wales No 07126931
V.A.T Reg No. Registration Pending

25 August 2011

West of England Partnership

To Whom It May Concern:

I am pleased to confirm that Areani ltd supports the South Bristol Link.

We have been trading in cater rd for a number of years as an AATF (Authorised Approved Treatment Facility).

In this time we have noticed an every increasing transport load on an infrastructure that cannot support it, with this in mind, we are pleased that the plan contains innovative proposals to address issues of traffic congestion and transport priority schemes.

We feel that these proposals will greatly assist attempts to provide a model shift towards increased business in the south west and its surrounding area and bring south Bristol in line with the rest of the city

For and Behalf of,



Areani Ltd

UNIT 9B
CATER ROAD
BISHOPSWORTH
BRISTOL
BS13 7TW



We Support South Bristol Link.

Argos is a multi channel general retailer, which has been on this site for 8 years.

It could increase the foot fall into our store from surrounding areas.

It will also increase our staff catchment area allowing more people to travel to the retail park.

Argos Bristol Imperial Park 0689

Leanne Davis. A.S.C.

West of England Partnership
Bristol

2 September 2011

Dear Sirs

South Bristol Link

Baker Associates is a business that was founded and has grown in Bristol. I am its Executive Director and live in central Bristol, on the route of the Rapid Transit intended to link between the SBL and the City Centre.

How movement is provided for is a critical component of the attractiveness of a city for businesses operating and investing in the city. The right types of transport infrastructure in the right place bring economic benefits as well as enabling trips to be made by the most appropriate means, a vital part of achieving more sustainable patterns of development.

Most of the growth of the city has been to the north, with developers taking advantage of the high density of road links, and the accommodating planning regime. The result has been a great deal of economic development, but a long way from the city centre, and a great deal of long distance car based commuting.

Additional transport links to the south of the city would greatly assist the existing businesses to prosper and grow, and encourage new employers into this part of the city. The increased accessibility to jobs will be of huge benefit to people in the south of Bristol.

The South Bristol Link with its multi-modal provision will address a very significant deficiency in Bristol's transport network and bring vital improvements to businesses and residents. The current proposals are very welcome and I hope to see the funding bid supported by the Department for Transport.

Yours faithfully



John Baker
Baker Associates



Advantage Park
Whitchurch Lane
Bishopsworth
Bristol BS13 7TE

Tel: 0117 964 4888
Fax: 0117 964 6688

Email: info@bchproperties.co.uk

2 September 2011

West of England Partnership, Bristol

SOUTH BRISTOL LINK

I support the South Bristol Link. As a landlord and property developer I feel it would benefit my business and enhance the asset values of businesses and give better access in and out of the area.

Businesses and everyone alike will be able to travel quicker and easier. Local residents will benefit from people not using their streets as "rat runs" to avoid traffic.

The area is growing both for housing and retailers as well as services and entertainment.

Yours faithfully

A handwritten signature in dark ink, appearing to read 'J. Howell', written in a cursive style.

Jason Howell
Director

BETTER TRANSPORT LINKS

4 SOUTH BRISTOL

Group comprising residents from South Bristol neighbourhoods
Ashton, Bedminster Down & Uplands, Bishopsworth, Hartcliffe, Headley Park, Highridge,
Parson St, Withywood.

West of England Partnership,
Bristol.

5.9.11.


SOUTH BRISTOL LINK

Better Transport Links 4 South Bristol Residents Group was formed in 2010 from neighbourhood representatives to respond to the Consultation exercise on the South Bristol Link. We wholeheartedly support the proposals for the South Bristol Link and we wish to take the opportunity to convey a positive view to the Department for Transport, London.

We see the South Bristol Link providing the following benefits:

- ❖ **Better Access, Traffic Management & Calming, Less Congestion and Pollution.**
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.
The South Bristol Link will make improved traffic calming possible on adjoining neighbourhood roads and reduce unacceptably high levels of congestion and pollution on 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 Options for Travel**
We see the bus 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. The New Road will 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 alternative travel modes will see increasing use when in operation.
- ❖ **Underpinning long awaited regeneration of South Bristol**
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.

- ❖ **The South Bristol Link** will greatly assist the regeneration programme and bring more businesses, more local jobs and the opportunity for the South Bristol workforce to better access Bristol Airport employment opportunities. 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.
- ❖ **Finally**, we welcome the significant public sector investment currently being made into South Bristol, but at present major private sector investment is still to happen. South Bristol does not yet provide a good showcase for businesses to locate, it is not viewed as a preferred location, but there is the potential to improve the imbalance, which currently exists with North Bristol.



Phil Hutchings, for Executive Committee, Better Transport Links 4 South Bristol

BETTER TRANSPORT LINKS

4 SOUTH BRISTOL

Group comprising residents from South Bristol neighbourhoods

The Joint Transport Executive,
West of England House,
Wilder Street,
Bristol
BS2 8PH

22.6.2011.

West of England Partnership

Joint Transport Executive Friday 1st July 2011

STATEMENT SOUTH BRISTOL LINK

Better Transport Links 4 South Bristol Residents Group was formed in 2010 from neighbourhood representatives to respond to the Consultation exercise on the South Bristol Link. We wholeheartedly support the proposals for the South Bristol Link and we wish to take the opportunity to re-confirm a positive view to the West of England Partnership at this time.

We see the following benefits of the South Bristol Link.

Better Access, Traffic Calming and Less Congestion and Pollution.

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. We support the modifications proposed as being realistic to the current availability of government funds.

The South Bristol Link will make improved traffic calming possible on adjoining neighbourhood roads and reduce unacceptably high levels of congestion and pollution on 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.

Providing 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 of South Bristol

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. 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.

Finally, we welcome the significant public sector investment currently being made into South Bristol, but at present major private sector investment is still to happen. South Bristol does not yet provide a good showcase for businesses to locate, it is not viewed as a preferred location, but there is the potential to improve the imbalance, which currently exists with North Bristol.

Mike Knight. Co-ordinator, Better Transport Links 4 South Bristol

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Pauline Tovey (Manager)
Boots the Chemist
Imperial Park Hartcliffe
BS13 7TJ

To
The West of England Partnership

I as an individual Store Manager for a well know retail outlet,
will be in favour of the proposed South Bristol Road Link.

It will be the benefit of all the traders in the Imperial Park
Complex and customers alike.

It will cut travelling time and help fuel costs. All important
issues in the present time. Opening up the South of Bristol to
more likely investors and residents.

Mrs Pauline Tovey
Manager
Boots the Chemist

P. Tovey



Boots
BOOTS UK LTD

06 SEP 2011

THE JUNCTION IMPERIAL PARK
HARTCLIFFE WAY, HARTCLIFFE
BRISTOL BS13 7TJ

P. Tovey

With compliments

Nottingham NG2 3AA
Tel: +44 (0)115 950 6111

The West of England Partnership Bristol

2nd September 2011

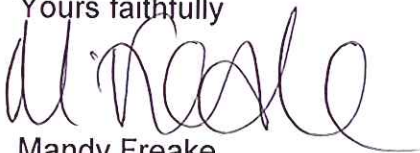
South Bristol Link

We support the building of the South Bristol Link

The Link will open up South Bristol and make it more accessible to businesses and create more local jobs.

It will improve the logistics of transporting goods both inbound and outbound, possibly reducing transport costs.

Yours faithfully



Mandy Freake
Sales Manager



Bristol Car and Commercial

Unit 5 Bakers Park
Cater Road
Bishopsworth
Bristol
BS13 7TT
Tel: 0117 964 7948
Fax: 0117 964 7931

West of England Partnership (Bristol)

31st August 2011

Dear Sirs,

The South Bristol Link from Long Ashton to Cater Road Roundabout will give us much better access to our customers around Bristol and enable us to pick up more customers as it will be easier to travel around the city as at present the traffic is too busy which cost our business time and money.

We are a Bodyshop on the Cater Road Business Park catering for large and small vehicles and would benefit from being able to collect and deliver vehicles from all around Bristol and not just the local area without spending our working day sat in traffic.

At present the traffic from Cater Road to the other parts of Bristol is terrible and it is not unusual for us to spend 1 hour or more traveling to Avonmouth for example which would only take maybe 15 minutes with the new Link Road.

The new Link Road will also give us much easier access to the Motorway network which is a vital part of our Business as we have contracts all over the country repairing Commercial Vehicles.

We moved from a premises in Keynsham to Cater Road Business Park as we needed a bigger workshop but the logistics was so much easier in Keynsham due to the Bristol Ring Road which we hope if the Link Road gets the all clear would make Cater Road as easy

Yours Sincerely

A handwritten signature in black ink, appearing to read 'Spencer Henley', written over the 'Yours Sincerely' text.

Spencer Henley
Director



2 September 2011

Dear West of England Partnership,

I am writing on behalf of Bristol City Football Club to wholeheartedly support the plans for the South Bristol Link. As part of the South Bristol community for 114 years we are passionate about the area for residents, visitors and business.

Unfortunately the local transport infrastructure causes many problems for us and our neighbours not only when we have a home game but also on a daily basis. The proposed scheme is vital to the future of the area and will not only connect us to the city centre but also to our heartland areas in the south of the city.

Moreover, it will create jobs and investment opportunities locally, thus opening up the area for other schemes and developments in the future. This is of particular significance to our new £92m stadium near Ashton Vale. For the club and the wider Bristol population to get the full value from this fantastic new facility it's vital that it is well connected to the public, visitors and business. The South Bristol Link will provide a huge boost to the whole project.

We see the South Bristol Link as a very exciting proposal for the club, our fans, our neighbours and the entire city. For this reason I wish to place on record our full support for the proposals.

Yours sincerely

Guy Price

Chief Executive