

FOSBR Rail Map Campaign 2016
Travel Survey Results: Version 5 FINAL
22nd April 2016



The West of England Partnership (WEP) are consulting on the next generation of housing development (the Joint Spatial Plan) and are carrying out a Joint Transport Study to determine the best way to provide for the transport needs of the region up to 2036.

FOSBR campaigns for local rail improvements as one of the ways to combat road congestion.

In January 2016 FOSBR ran a travel survey for people who live or work in the wider Bristol area. The questions in the survey covered regular travel patterns, how public transport generally can be improved and specific questions about which new/closed railway stations would be useful to the respondent if they were opened/re-opened.

The survey was publicised as follows:

- The (Bristol) Post full page article including picture of the FOSBR Rail Map schematic
- Cotswolds Gazette also featured the campaign, schematic and survey online
- Bristol 24/7 daily email round-up included a link to the survey
- appearances by Tina Biggs of FOSBR on Radio Bristol and Made in Bristol TV
- distribution via social media, particularly via local politicians on Twitter/Facebook
- discussion on public transport interest group internet forums.

The survey received 675 responses by end-January – Version 1 of this report was submitted as a supplementary response to the Joint Transport Study. Further responses to date (total 800) are included in this Version 5.

Q1 Where do you live?

Name of town, village, suburb

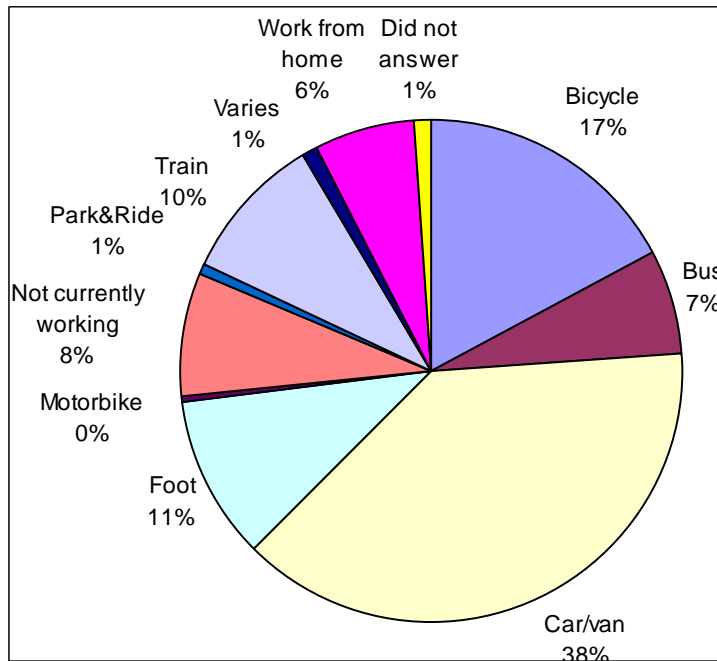
Postcode (please enter the first part of your postcode)

The postcode distribution of respondents was as follows:

Code	Area description	#respondents	%age
BA	Bath	13	1.6
BS1	Bristol city centre, Redcliffe	6	0.8
BS2	Kingsdown, St Paul's, St Phillip's, St Agnes	7	0.9
BS3	Bedminster, Southville, Bower Ashton, part of Totterdown, Windmill Hill	119	14.9
BS4	Brislington, Knowle, Knowle West, St Anne's, part of Totterdown	90	11.3
BS5	Easton, Redfield, Whitehall, Eastville, Speedwell, St George, Greenbank	38	4.8
BS6	Cotham, Redland, Montpelier, Westbury Park, St. Andrew's	60	7.5
BS7	Bishopston, Horfield, part of Filton, Lockleaze, Ashley Down	80	10.0
BS8	Clifton, Failand, Hotwells, Leigh Woods	20	2.5
BS9	Coombe Dingle, Sneyd Park, Stoke Bishop, Westbury on Trym, Henleaze, Bristol	25	3.1
BS10	Brentry, Henbury, Southmead part of Westbury on Trym	13	1.6
BS11	Avonmouth, Shirehampton, Lawrence Weston	14	1.8
BS13	Bedminster Down, Bishopsworth, Hartcliffe, Withywood, Headley Park	5	0.6
BS14	Hengrove, Stockwood, Whitchurch, Withywood	3	0.4
BS15	Hanham, Kingswood	7	0.9
BS16	Downend, Emersons Green, Fishponds, Frenchay, Hillfields, Staple Hill	21	2.6
BS20	Portishead	12	1.5
BS21	Clevedon	2	0.3
BS23	Uphill, Weston-super-Mare	1	0.1
BS29	Banwell	1	0.1
BS31	Chewton Keynsham, Keynsham, Saltford	9	1.1
BS32	Almondsbury, Bradley Stoke	7	0.9
BS34	Part of Filton, Little Stoke, Patchway, Stoke Gifford	9	1.1
BS35	Alveston, Rudgeway, Severn Beach, Pilning, Thornbury	24	3.0
BS36	Frampton Cotterell, Winterbourne	13	1.6
BS37	Chipping Sodbury, Yate	5	0.6
BS39	Clutton, Temple Cloud	1	0.1
BS41	Long Ashton, Dundry	73	9.1
BS48	Backwell, Nailsea	15	1.9
BS49	Congresbury, Yatton	1	0.1
GL	Gloucestershire	96	12.0
TA	Somerset	3	0.4
Other	Other	7	0.9
Total		800	100.0

Those who responded to the survey were primarily from the Bristol and South Gloucestershire areas.

Q2 How do you mostly travel to work?



	England Census 2011 %	Bristol Census 2011 %	FOSBR Survey 2016 %
Car/van	38.4	34.3	38.5
Bicycle	1.9	4.9	17.3
Foot	6.3	12.1	10.5
Train	3.3	1.2	9.5
Bus	4.7	6.2	7.3
Motorbike	0.5	0.7	0.4
Metro	2.6	0.1	0.0
Other	0.3	0.3	2.2
Work from home	6.6	5.5	6.2
Not currently working	35.3	34.7	8.1

Our survey reached a higher proportion of working people rather than those who define themselves as “not currently working”. The survey was distributed via social networking sites and public transport interest groups so has attracted interest from commuters, particularly those who are regular users of public transport.

Q3 Where is your usual place of work? (such as the name of the town, village or suburb if within Bristol)

Work location	#respondents	%age of sample
Bristol City Centre	154	19.3
Clifton	59	7.4
Temple Quarter	36	4.5
Bath	29	3.6
Bristol (unspecified)	29	3.6
Filton	19	2.4
Various (Bristol)	19	2.4
Aztec West	13	1.6
Wotton-under-Edge	13	1.6
Southmead	11	1.4
University of Bristol	10	1.3
Various (SW region)	10	1.3
Ashton Vale	9	1.1
Spike Island	9	1.1
Swindon	9	1.1
Bedminster	8	1.0
Filton Abbey Wood	8	1.0
London	8	1.0
Southville	8	1.0
Various (UK-wide)	8	1.0
BRI	7	0.9
UWE	7	0.9
Redcliffe	6	0.8
Stoke Gifford	6	0.8
Stokes Croft	6	0.8
Bradley Stoke	5	0.6
Easton	5	0.6
Portishead	5	0.6
Yate	5	0.6
Cardiff	4	0.5
Cribbs Causeway	4	0.5
Fishponds	4	0.5
Horfield	4	0.5
Keynsham	4	0.5
Long Ashton	4	0.5
Whitchurch	4	0.5

The above table excludes those work destinations with less than 0.5% of the sample. The “Various” categories describe those with peripatetic jobs who did not have a regular place of work.

The large number of respondents from Charfield and Wotton-under-edge results in Wotton picking up 1.5% of the sample.

For FOSBR commuter flow modeling we have combined home postcode area, work postcode area and method of transport in a separate report.

Q4 To which other destinations do you regularly travel? (such as where do you go for leisure/shopping or to visit family/friends)

Destination	#respondents	%age
Bristol city centre	241	30.1
London	161	20.1
Bath	130	16.3
Bristol	114	14.3
Cribbs Causeway	107	13.4
Clifton	98	12.3
Bedminster	46	5.8
Portishead	39	4.9
Cardiff	39	4.9
Gloucester	37	4.6
Horfield	34	4.3
Weston-super-Mare	29	3.6
Yate	28	3.5
Gloucester Road	27	3.4
Cabot circus	27	3.4
Southville	25	3.1
Nailsea	25	3.1
Cheltenham	24	3.0
Montpelier	23	2.9
Ashton Gate	23	2.9
Thornbury	22	2.8
Redland	22	2.8
Easton	22	2.8
Long Ashton	20	2.5
Wales	16	2.0
Swindon	16	2.0
Clevedon	16	2.0
Brislington	16	2.0
Birmingham	15	1.9
Bishopston	14	1.8
Filton	14	1.8

Respondents supplied a large quantity of information on regular (non-work) travel patterns which requires further analysis in combination with home postcode. The above table excludes those non-work destinations with less than 2% of the sample.

Q5 Which train stations do you regularly use? (please select as many as appropriate)

Station	#respondents	% of sample
Bristol Temple Meads	640	80.0
Bristol Parkway	287	35.9
Bath Spa	224	28.0
Clifton Down	152	19.0
Montpelier	130	16.3
Filton Abbey Wood	89	11.1
Redland	88	11.0
Bedminster	74	9.3
Yate	68	8.5
Nailsea & Backwell	65	8.1
Stapleton Road	64	8.0
Weston-super-Mare	62	7.8
Lawrence Hill	60	7.5
Parson Street	55	6.9
Cam & Dursley	51	6.4
Yatton	37	4.6
Keynsham	32	4.0
Sea Mills	32	4.0
Gloucester	31	3.9
Severn Beach	30	3.8
Shirehampton	27	3.4
Avonmouth	19	2.4
Oldfield Park	19	2.4
Patchway	19	2.4
Worle	19	2.4
St Andrews Road	11	1.4
Weston Milton	11	1.4
Other station	40	5.0
Never/rarely use train	47	5.9

ORR 2015 station usage	#entries&exits
Bristol Temple Meads	10,099,526
Bath Spa	6,222,126
Bristol Parkway	2,340,506
Gloucester	1,364,132
Weston-s-Mare	1,099,844
Filton Abbey Wood	1,007,780
Clifton Down	619,766
Nailsea & Backwell	450,510
Yatton	435,626
Keynsham	412,602
Yate	354,004
Oldfield Park	312,948
Worle	291,502
Severn Beach	224,658
Cam & Dursley	185,504
Stapleton Road	178,114
Lawrence Hill	150,774
Montpelier	130,560
Avonmouth	119,924
Parson Street	114,458
Redland	105,610
Patchway	92,540
Bedminster	87,542
Weston Milton	64,694
Sea Mills	64,512
Shirehampton	52,480
St Andrews Road	11,184

FOSBR survey results are on the left are displayed alongside the latest Office of Rail Regulation station usage statistics on the right.

This comparison highlights which rail users FOSBR has reached in this survey. Specifically, Bath, Gloucester and Weston-super-mare appear lower down the rankings than they statistically should as the sample is Bristol-centric.

Q6 Which of these train stations would be useful to you if they were opened/re-opened? (please select as many as appropriate)

The schematic "FOSBR Rail Map" to which respondents were directed is included as Appendix A.

New station	#respondents	% of sample
Ashley Hill	165	20.6
Ashton Gate	337	42.1
Charfield	120	15.0
Coalpit Heath	45	5.6
Flax Bourton	87	10.9
Hallen	29	3.6
Henbury	100	12.5
Horfield	249	31.1
Long Ashton	219	27.4
North Filton	88	11.0
Pill	93	11.6
Pilning	27	3.4
Portbury	40	5.0
Portishead	293	36.6
Portway P&R	60	7.5
Saltford	102	12.8
St Annes Park	147	18.4
Thornbury	156	19.5
Uphill	27	3.4
Winterbourne	77	9.6
Other	45	5.6

27 people (3.4%) stated that none of the new stations would be useful to them.

The options here comprise (nearly) all historic stations in the Greater Bristol area. Stations already scheduled for re-opening in MetroWest Phase 1 include Pill (12% of vote) and Portishead (37%). Stations scheduled for re-opening in MetroWest Phase 2 include Ashley Hill (21% of vote), North Filton (11%) and Henbury (13%), Stations which are under discussion as part of the new stations package include Ashton Gate (42%), Portway P&R (8%) and Saltford (13%). We did not extend the geographical reach of the survey beyond Bath so Bathampton and Corsham were not included. Pilning was included as a potential station rather than an existing station as it runs only a "ghost" service with one train in each direction per week.

There was no explanation of feasibility or relative cost of each of these stations.

Out of the stations not included in MetroWest, Ashton Gate (42%) figures prominently. There has been a high-profile campaign carried out recently by the Friends of Ashton Gate Station. Comments indicate that support for a station at Ashton Gate comes from those who use the stadium and also those who live in the area and are affected by match day traffic/parking.

The strong vote for Horfield (31%) may be as a result of the 2014 FOSBR campaign. Ashley Hill (21%) is already included in MetroWest Phase 2 and Network Rail have indicated their preference for only one station on the Filton Bank

Out of the remaining possible stations, there is strong support for stations to the north of Bristol, Thornbury (20%) and Charfield (13%). Support for Charfield was drawn mainly from Wotton-under-edge.

To the north-east, Winterbourne (10%) drew more support than Coalpit Heath (6%). There were many comments about the long car queues entering Bristol from the north and also requests for a park&ride on both the A38 and M32 corridors.

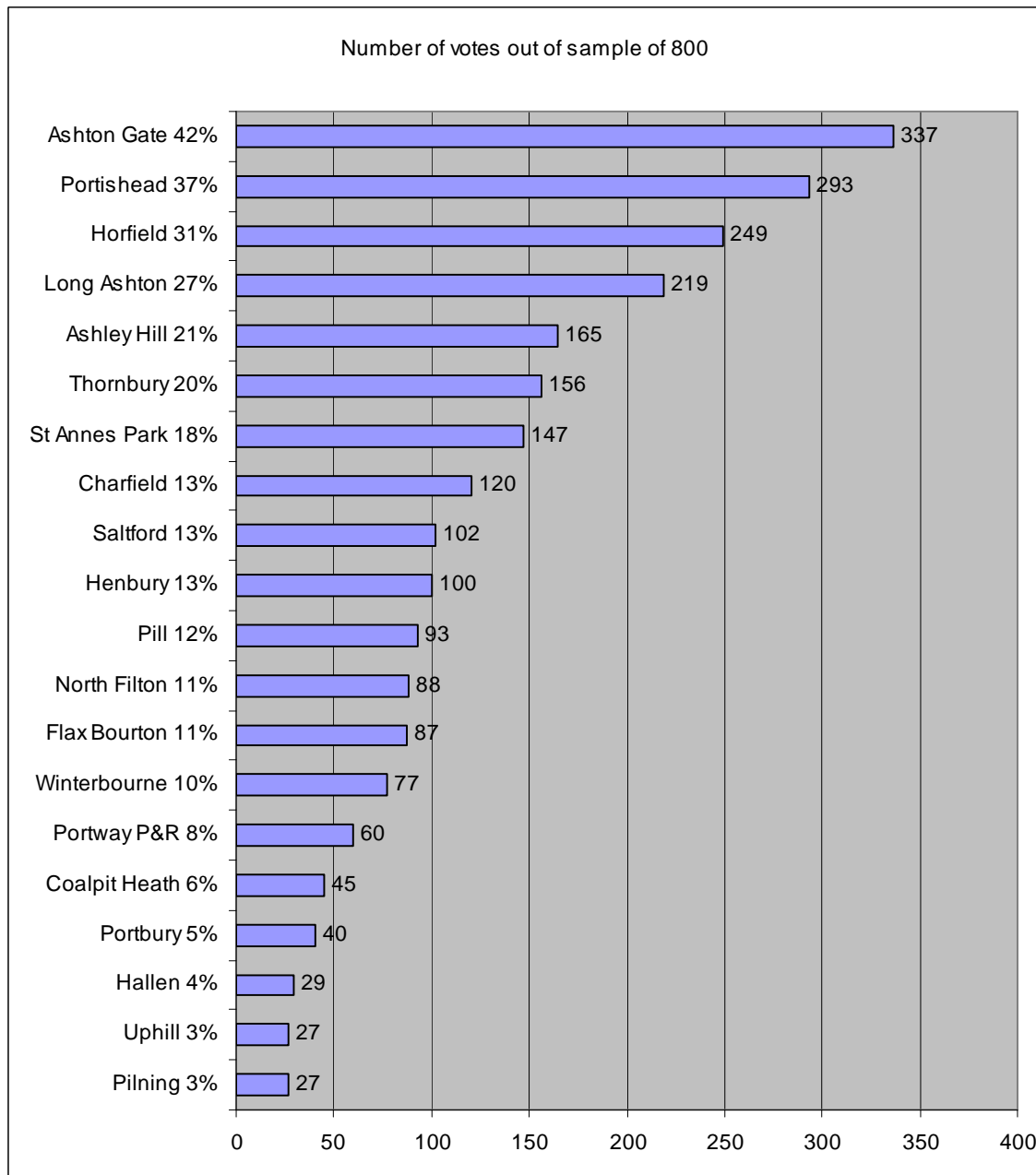
To the east, St Anne's Park (18%) and Saltford (13%) achieve a similar percentage of votes. There is a well-supported station campaign for Saltford and a newer station campaign group for St Anne's Park. St Anne's residents described in the comments the difficulties with the poor bus service along the congested Bath Road.

To the south of the city Long Ashton (27%) received more support than Flax Bourton (11%), mostly from residents of the village but also from other areas of south Bristol.

The "Other" stations suggested by respondents are not on the FOSBR Rail Map as they are outside the FOSBR focus area (Bathampton/Corsham) or have complex infrastructure requirements:

- Brislington/Whitchurch are on the defunct line to Pensford, some of which now forms the Whitchurch Cycle Path
- Fishponds is on the Bristol and Bath Cycle Path
- Emersons Green would require re-building a section of track from Westerleigh towards Mangotsfield (or light rail around the ring road)
- Cribbs Causeway would require a new spur from the Henbury loop.

Stations are displayed in order of preference below:



Q7 What changes to train or bus services would encourage you to use public transport and/or improve your journey on public transport?

Appendix B groups comments by category.

Key themes arising in each postcode area are displayed on the FOSBR website:

<http://fosbr.org.uk/surveymap2016>

This page also groups comments by postcode, suburb and category.

Q8 Contact details

45% of respondents gave an email address for further contact about FOSBR rail campaigns in the Bristol area.

Summary and FOSBR follow-up

FOSBR have found respondents' description of their daily commutes and comments on public transport useful in understanding local issues to inform our campaigns.

Further research will include sending follow up questions to respondents who supplied contact details. For instance, FOSBR are interested in the relative convenience to future passengers of potential station sites where historic station sites are geographically close to each other:

Coalpit Heath	Winterbourne
Flax Bourton	Long Ashton
Charfield	Thornbury
Ashley Hill	Horfield

The results will assist FOSBR in deciding whether to focus campaign efforts on one site per area.

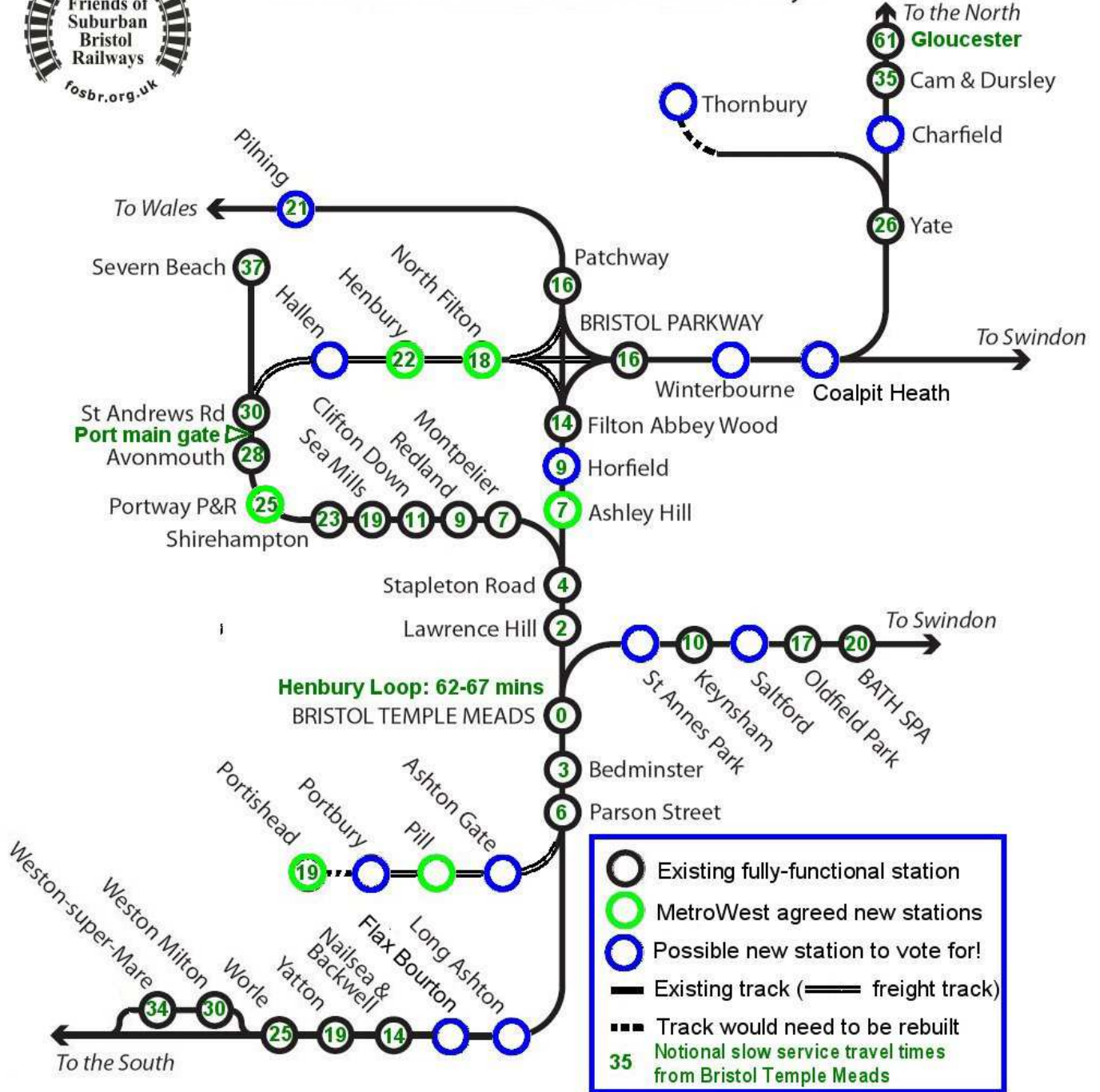
FOSBR do not claim statistical significance for the results relating to individual stations given the small sample size, the self-selecting nature of respondents and the uneven geographical reach of the survey. However, we feel that the level of public response over a short period indicates a real desire for a viable solution to the commuting problems of the region, and the popularity of rail as a mode of transport.

Appendix A

FOSBR Rail Map



The Future of Suburban Bristol Railways



Appendix B

Q7 What changes to train or bus services would encourage you to use public transport and/or improve your journey on public transport?

These comments were supplied in the online survey, shared via social media or emailed to the FOSBR team in response to publicity around the survey.

Comments have been grouped in the following categories:

- accessibility
- bus fares
- bus reliability
- bus routes
- bus routes – cross-city
- bus timetable
- fares
- information
- interchange
- new station
- oyster
- park & ride
- timetable
- trains
- train fares
- train reliability
- train station
- train timetable
- train timetable – cross-city

The home location of the respondent (where known) is shown in brackets.

Accessibility

- Cheaper, quicker, more accessible, child friendly (Ashton Gate)
- Easier access to parson street, ramp or lift for prams (Bedminster)
- Step free access (Bedminster Down)
- Ease of access regular times (Brislington)
- I am a wheelchair user, so accessibility of platforms, onto trains (available ramps) etc are essential. If there were more train stations, i could travel by train rather than car around the area. (Clifton)
- A station in Lockleaze/Constable Road Better service to Salford Bicycle provsion on buses More bike space on trains Raising the platform at SRD/MTP/RDA so there isn't an enormous step - my Grandmother can't travel on them for this reason Adding in a double track between SRD and Clifton Down to enable more frequent service and so lateness doesn't have such a knock-on effect. Tickets that are valid for a time period across multiple services/transport types Segregate bike lanes from bus lanes More bus routes that cross the city, rather than changing in the Centre, eg Stapleton Road to Hotwells More user-friendly bus timetables/journey planners (Easton)
- Reliability Frequency, Easier to get off the train some are very steep with a big gap, not helpful as you get older or for disabled/ (Easton)
- Access for wheelchair and Prams on both platforms at Nailsea and backwell (Nailsea)
- Safer buses (Southmead)
- Easy to access and not overcrowded. (Southville)
- easier access (St Annes)
- They use really old single deckers from st Anne's to the centre. They would need to be new double deckers or every 10 minutes. A train to Ashton gate on match days would be easier than driving and parking on north st. (St Annes)

Bus fares

- Buses are incredibly expensive and the severe volume of traffic on the roads around Ashley Down and Gloucester Road, leads to tediously slow journeys that have on more than one occasion led to me missing train connections. For me to catch the bus the price would have to come down and journey time reflect the timetable. A local train line to Temple Meads or Parkway would significantly improve the commute of people from upper Horfield/Ashely Down. These trains would have to be frequent (especially in the morning) and run on time. They would also have to be affordable. However, i have no doubt their use would be immense. Re-opening of local train lines would revolutionise transport in Bristol. It would help remove cars from the roads, making cycling easier and allowing buses to run to timetable. It would have a knock on effect for housing and local business. (Ashley Down)
- Cheaper bus fares. More local railway stations. (Ashton Vale)
- Cheaper and able to travel to the city centre without having to sit in rush hour traffic! (Brislington)
- cheaper bus tickets. Segregated cycle lanes. Better air quality. (Brislington)
- Frequency, lower cost, greater accessibility (Brislington)
- Cheaper fares, offers / discounts for regular users & families. More available train stations, more reliable buses. (Coalpit Heath)
- Trains from Ashley Hill. More buses from Muller Road. Reduction in the £2.50 bus fare to get from Muller Road to the city centre. Buses from Muller Road to Whiteladies Road. (Eastville)
- Bus return tickets usable across services Cheaper bus fares More frequent trains (Filton)
- cheaper bus tickets, more reliable buses, late night buses. (Filton)
- Cheaper bus fares, more competition as First Bus have monopoly and set prices too high. (Hartcliffe)
- Better return (not day) fares on First. (Henbury)
- Cheaper fares and faster more regular buses (Kingswood)
- Making the bus/train cheaper and quicker than driving and parking. Plenty of stops. (Long Ashton)
- More regular busses to and from Long Ashton, especially 7-9am and late at night. Improved punctuality. Most importantly, REDUCE THE PRICE! (Long Ashton)
- Regularity and price improvements and running to time. (Long Ashton)
- If we had the station back in Salford I would use my car much less. The current options do not encourage me to use public transport. Buses into Bristol and Bath from Salford are expensive. The park and rides are ok but having the option to leave the car behind and walk to a train station would be far better. Having the train rather than bus/ car would enable me to take my bike so reduce traffic even further for longer journeys. (Salford)
- A station at St Annes and cheaper bus prices (St Annes)
- Cheaper bus fares (St Annes)
- Cheaper bus fares. Better bus lanes and priority for buses. (St Annes)
- reduction in bus fares would make me use buses more. its too expensive to travel by bus with 2 kids. we cycle or walk for financial reasons. its seems only those with bus passes can actually use buses!! (Stroud)
- More services, cheaper cost. (Thornbury)
- Reasonable fares comparable to journeys in places like London (Totterdown)
- Cheaper fares on buses - they are too expensive Underground or trains available that avoid traffic (Westbury-on-Trym)
- Cheaper fares (Wotton-under-edge)

Bus reliability

- More regular and more reliable bus/tram with separate route to avoid delays caused by congestion (Alveston)
- More reliable and faster service from Thornbury to central Bristol (Alveston)
- Improved reliability of buses. Local bus service is fine when time isn't an issue. But if I have to be somewhere for a definite time I usually drive. This is based on several experiences of waiting for buses that just don't turn up when they're meant to. If Ashley Down station was reopened I'd get a train from there instead of driving. (Ashley Down)
- Make the 24 reliable. It's often just doesn't turn up as timetabled. (Ashton)
- A more frequent service, that runs reliably. More physical buses available at peak times so that you don't have to wait for one to return before the next service starts. Buses and trains later at night (eg after 11pm) even if only hourly and at weekends. Secure bike parking at stations. (Ashton Gate)
- More accessibility of local services on trains, more local stations re opened, buses are always late and very unreliable especially on my route which is number 24 (bristol) (Ashton Gate)
- Dependability (Aust)

- Buses sticking to timetables (Backwell)
- Reliability. Reasonable fares (Bedminster)
- buses that run on time - need bus lanes with proper enforcement so the buses can use them and quick cashless payment (Bishopston)
- Reliability & lower cost where buses are concerned. More local stations re Trains. (Bower Ashton)
- More reliability. Better choice of travel options from Bradley Stoke (Bradley Stoke)
- More punctual buses, night buses, later-running trains (Brentry)
- Greater reliability (Brislington)
- more reliable, more space, more regularly, (Brislington)
- Buses are not reliable enough and they are expensive. There are not enough train stops close to me. (Bristol)
- More reliability of buses (8 and 9) (Bristol)
- Train prices, train/ bus reliability (Bristol)
- Buses arriving on time, less cancelled buses, a train station close to where I live. (BS10)
- Reliability and frequency (BS9)
- I have a private commuter coach I can catch between Clevedon and Abbey Wood if I work with the MOD. This service has a strict timetable and the coach is usually not later within a margin of 5 minutes. If it is late, I have a phone app which can track where it is. If it is drastically late (over 20 minutes) the company tweets an apology and why its late, and when it is expected. Basic appreciation of the customer is something First Bus lacks. (Clevedon)
- More frequency and better reliability (Clifton)
- MAKING BUS SERVICES RELIABLE TOO MANY IN THE YATE SODBURY AREA FAIL TO TURN UP (Coalpit Heath)
- More frequent services and improved punctuality (Coalpit Heath)
- Bristol's traffic needs to be addressed for buses to be attractive over local trains. It often takes as long to go by bus for a couple of miles as it does to walk. (Cotham)
- More reliable service. (Cotham)
- I already do use buses. I'd like lots of improvements to the service! (Eastville)
- Buses not reliable and full of undesirables. (Emersons Green)
- More bus or bike lanes (Filton)
- the 82 bus route is completely unreliable so I would jump at the chance of getting a train nearer the hospital. (Frampton Cotterell)
- Buses that were regular. I don't trust them to turn up then they get stuck in traffic hence cycling. (Horfield)
- Easier access to trains, by that I mean a shorter walk from my house. Trains do not suffer from congestion/traffic accidents, and are much more reliable than buses. Buses will always have to fight for road space with cars as the roads do not have enough room to have a dedicated bus lane for the entirety of the route. Short sections of bus lane are nigh on useless, in my opinion. (Horfield)
- More buses, buses to run on time, more routes - currently buses are very expensive for a very variable service (Horfield)
- More reliable, better route (Horfield)
- Improved reliability, frequency and capacity. (Hotwells)
- Better on time buses, nice staff. (Keynsham)
- Buses more reliable for getting to/from work (Kingswood)
- I am using public service, but I would like an improved frequency of service of 319 or x18 buses. I also would like more buslanes, so that the Bristol traffic does not affect the services. At this moment all buses are delayed, sometimes by a half an hour or more. (Kingswood)
- The train line runs right past my street but the nearest station is miles away and tricky to get to by public transport. A stop near my house would be very useful when combining with longer rail journeys (to visit family etc) and for using for shorter trips within Bristol to visit friends in Easton, Bedminster, etc. Trains that stopped near my house (which I believe used to have a train station) would be extremely useful. Buses that could be relied on to run on time and frequently would be useful on occasion but I am likely to keep cycling to work most of the time. (Lockleaze)
- Ever since the X9 service replaced the X8 service, the bus service through Long Ashton has become very unreliable. Where I used to travel by bus, I now travel by car or by car and the Park and Ride as I cannot be sure that the ordinary bus will get me to my chosen destination on time. (Long Ashton)
- Frequency of service, not getting stuck in traffic. (Long Ashton)
- If routes were clearer and quicker and buses/trains arrived on time and we're reasonably priced. (Long Ashton)
- More buses running to timetable through long Ashton (Long Ashton)
- More of them, on time and buses with priority. (Long Ashton)
- More reliability, would prefer train as it doesn't get stuck in traffic (Long Ashton)

- Less congestion, more stops (Montpelier)
- More predictable busses (Montpelier)
- reliability (Pensford)
- Better bus service ie, buses not running, on time (Pill)
- Abolish 'missing' buses (Redland)
- Affordable, reliability, LATE services (Redland)
- If the buses were on time. Please! (Shirehampton)
- More regular Punctuality Evening and Sunday services (Shirehampton)
- When I do use the bus they never seem to run on time and you end up stood at the side of the road sometimes waiting for upto 30 to 40 minutes..! And I'm only traveling from Southmead Road to the city centre..! Bring back the city trams..! (Southmead)
- More trains and buses put on. More reliable buses. (St Andrews)
- Train - reopen local decommissioned stations. I mean why wouldn't you as a proportion of the infrastructure is already in place. Bus - revert to the original timetable for the number 70 as since the change following the introduction of the 71 service the service is extremely unreliable. On the First bus website this service is stated as every 7 mins. This is simply not true in reality it's more like every 40 mins to once a hour. On regular occasions the journey to Abbeywood station (Bus stop to station) has taken close to 2 hours. (St Andrews)
- a reliable bus service, number 36 is awful. (St Annes)
- A train at St Anne's would mean I would no longer need to rely on the car to get across Bristol, the bus service although regular can take well over an hour to get across Bristol South to North. If I need to get a train I can walk to Templemeads but it takes 40 minutes which is too long to do on a regular basis there and back, especially when getting back for childcare. Train fares need to be no more expensive than bus fares if I am to be encouraged to use trains for local transport and need to be regular and quick. (St Annes)
- Improvements in punctuality, frequency and reliability (St Annes)
- More regular and reliable. (St Annes)
- More reliability (St Annes)
- More frequent reliable services (St Werburghs)
- More reliable buses, trains/buses that get me to town in a reasonable time. (Stoke Gifford)
- bus service needs to be more reliable, and improve their customer-facing aspect. In my experience, many of the drivers don't seem to care if they are late (Stoke Park)
- A train station within reasonable distance! Reliable buses. Buses that don't take 1hr 20 mins to get to Bristol. (Thornbury)
- Anything that improves the outdated, unreliable bus service that we currently have to get in and out of Thornbury, has to be an improvement. Unless of course the fares are ridiculously overpriced. (Thornbury)
- When I take the bus from Thornbury to Bristol it often takes 90 mins. 3hours a day for travel is a long time so a faster service by train would mean I'd leave my car at home! (Thornbury)
- More realibility, lower cost (Westbury-on-Trym)
- More regularity and reliability (Westbury-on-Trym)
- Increased frequency and reliability (Wotton-under-edge)
- More frequent, reliable connections. (Wotton-under-edge)
- Rail requires a nearby station to use it. Buses would need to be more reliable. (Wotton-under-Edge)

Bus routes

- Better links between Gloucester Road and Cotham/Clifton. Number 19 (Wessex bus) is a very unreliable service and no. 72 route doesn't serve Cotham. (Ashley Down)
- A bus from north street tobacco factory to temple Meads. Can't believe we don't have one! (Ashton)
- I would love a direct bus service from Broadmead via Ashton/Bedminster straight up Hartcliffe Way to Imperial Park (both retail and leisure parks either side of the roundabout) that doesn't go through Knowle or Bedminster Down. It would take 5-10 minutes as opposed to 40-60 mins. (Ashton)
- Metro bus! (Ashton)
- More bus routes from Bedminster and Ashton. More regular trains through Parson Street. (Ashton)
- Direct route to town (Ashton gate)
- A bus that runs directly from Bristol Temple Meads to West Street Bedminster/Southville (Bedminster)
- More buses linking Temple Meads with Gloucester Road (Bishopston)
- more frequent services, and a direct bus service from the Gloucester road (Bishopston and Horfield sections) to UWE Glenside more frequent trains on Severn Beach Line (Bishopston)

- More reliability, alternate routes at peak hours, accessibility to train stations. (Bishopston)
- Lower prices and good link to temple meads from ashton (Bower Ashton)
- better 36 bus route (Brislington)
- Buses are way too expensive and the choice of destinations from st Anne's is very limited. A train to Ashton gate would be extremely advantageous to me and I would use this service regularly. No direct service between these destinations at all at present (Brislington)
- More buses in Southville (BS3)
- More routes to other parts of Bristol besides the city centre. For example Clifton and long ashton (BS7)
- A regular and quick trip to bristol would be good, there's no regular bus from wotton/charfield area to bristol anymore. Could quite easily link the area down m5,m4 to get to bristol via bus. Or even easier open the charfield station with a 2 hourly stop every day. Like say 7am, 9am, 11am etc... (Charfield)
- Bus service that stops along Crews Hole Road (Crews Hole)
- Higher Frequency, faster routes, more upfront and affordable pricing, better placed transport. I would LOVE to use public transport to get to work, it takes me 45mins for a 6mile journey in the car. But there simply is no option than to drive for me, as public transport would take 2hours including walking. (Eastville)
- More buses to other parts of Bristol, eg Gloucester Road, Clifton, Bedminster (Emersons Green)
- More frequent, reliable and cheap bus and train services, buses from Hotwells to Broadmead/Cabot Circus (Hotwells)
- Metrobus to start from Kingswood. Express buses on 43 / 319 route 319 to run on a Sunday. Ultimately, reopening of a light rail line along the Bristol / Bath cycle path with stations at Warmley, Mangotsfield, Staple Hill and Fishponds. (Kingswood)
- Shorter journey times on buses. Could some buses from the Wells Road go to Park St via Redcliffe Way instead of Broadmead - it takes so long to get across town that way - it's often quicker to walk (Knowle)
- A direct route to Temple Meads for London.(Currently need to allow 1 hour travel time by bus from LA to BTM). (Long Ashton)
- ability to get directly and easily to Temple Meads from Long Ashton (Long Ashton)
- Better access from long Aston to Bristol temple meads (via bus or train) (Long Ashton)
- Bus or train service from Long Ashton through to Temple Meads station for rail connections, or regular shuttle connections from the city centre and/or bus station to Temple Meads. Something similar to the Manchester Metroshuttle buses would be excellent if they served shopping and work areas as well as Temple Meads. Alternatively, allow Park and Ride buses on the city centre 'loop' to be used for free or for free if you have a bus or rail ticket into the city centre. (Long Ashton)
- Cheaper fares! Better bus service from Long Ashton that doesn't only take one route in to Bristol. To get to Southville, only 2 miles away, I would have to get 2 buses! (Long Ashton)
- Direct bus from Long Ashton to Bristol Temple Meads (Long Ashton)
- Direct link long Ashton to Bristol temple meads (Long Ashton)
- Direct route to Temple Meads, more reliable (Long Ashton)
- Easier to get Temple Meads from Long Ashton (direct bus or train). (Long Ashton)
- More busses or direct train to temple meads (Long Ashton)
- More regular buses and a closer train station that I could travel from Long Ashton to London/ Brighton (I currently drive as it takes 40 minutes just to get to Temple Meads via public transport) (Long Ashton)
- More useful links from Long Ashton (Long Ashton)
- Regular services to and from convenient locations (Long Ashton)
- Services that go from Long Ashton to Bath via Brislington without need to go via city centre. I drive because I have to or journey of 6 mile each way would add on 3hrs on a bus (Long Ashton)
- A train form Portishead to Bristol would encourage me to use public transport to town on the weekends. Perhaps a direct bus service to my place of work would encourage me to use the bus for commuting. The amount of time wasted waiting for different buses makes it not worth it. (Portishead)
- Bus direct to Cribbs Causeway, Southmead or Clifton from Portishead Train into Bristol from Portishead (Portishead)
- Links from Henleaze to Gloucester Rd. (Redland)
- More reliability, routes near home that don't just concentrate on Whiteladies Road and Gloucester Road. (Redland)
- Better public transport from Southville to Temple Meads (Southville)
- More routes to/from area where I live [Southville] (Southville)
- More stops, more trains/buses (Southville)
- More bus services running through my area - bring back the 25! Regular, reliable services. Trains which stop at Chippenham and go to Bristol Parkway would make life easier sometimes - i.e. not having to change at Temple Meads. (St Agnes)

- A more frequent No. 36 and better coverage to the center would make me stop using the car. when the weather is bad, I can't walk or cycle to Temple meads, as I live at the end of St. Anne's park off Robertson Drive where there is no public transport coverage unless I walk 14 minutes. With a child this takes 30 minutes to the first bus! (St Annes)
- A more regular and direct bus route from St Anne's to Bristol Temple Meads but preferably the St Anne's train station re opened. (St Annes)
- Better services at St.Annes CoOp roundabout. (St Annes)
- Bus going from st annes to Bristol temple meads via feeder road (St Annes)
- Buses to the end of Robertson Drive. More frequent services on Severn Beach line. Opening of St Anne's Park station. (St Annes)
- Closer stops (St Annes)
- It can take me an hour to get into the city centre by car or bus during the morning. I often walk or run but not always practical due to lack of proper facilities for getting changed. Injury or pregnancy has also prevented this in the past. It takes 40 mins to run plus changing time and 1 hour to walk. The bus or car is held on Sandy park road and there is no way to widen this for buses. We have often hoped St Anne's station would be opened again for local people to get in and out of town and also more easily across town. (St Annes)
- More local stops, omitting the need to use my car daily and commuting. (St Annes)
- More regular and more direct, smaller faster vehicles as most double deckers or bendy buses are nigh on empty save rush hours. St Annes has one local bus service that runs a real higeldy pigeldy around the houses route to both town and broadwalk. A direct link to the local/national train network would help to connect this area of central Bristol that feels relatively cut off due to the poor public transport links and the river cutting it off from east Bristol save a 2-3 bus journey (St Annes)
- A bus stop on my road! Crews Hole road has no buses (St George)
- East Bristol is kind of ignored. A direct route to temple meads would be great and a more reliable, faster, easier to pay for bus service (St George)
- More regular train times A bus that just does the length on Gloucester rd / cheltenham rd - back and forth ending at Cabot circus and starting at horfield gym. (St Werburghs)
- More regular and frequent transport that connects Stapleton and Frenchay to the rest of Bristol (Stapleton)
- Direct way to travel from Downend or Emersons Green to Bedminster / Southville. There are no trains or no direct bus routes. Also the train from temple meads to Keynsham is always over crowded - more carriages are required on that local service. (Stoke Gifford)
- Frequent service to city centre with limited stops. Current Thornbury service takes an hour. (Thornbury)
- Quicker access in and out of Bristol to make it a viable alternative to the car (Thornbury)
- Local services nearby. (Winterbourne)
- Direct bus or train from Wotton to Brisol (Wotton-under-Edge)
- More regular services running on time Closer train station and bus routes (Wotton-under-edge)
- more busses from yate to wotton and yate to filton (Yate)

Bus routes - cross-city

- Bus service between bedminster and clifton village. Bus service from North St, Bedminster (tobacco factory area) to temple meads. Crazy neither of these options exist! (Ashton)
- A quicker route to Westbury on trym from Bedminster would mean I can use public transport. (Bedminster)
- More reliable buses that come when they are meant to. Being able to change buses in the centre - now I have to walk from the centre to college green to catch a bus to Clifton when I come in from Bedminster. Not easy for someone who isn't very mobile. (Bedminster)
- Need more buses/trains linking North Street/Southville to the rest of Bristol. Direct buses to Gloucester Road and Clifton (Bedminster)
- removal of the centric bus system, better links to temple meads. For example why can't you get directly from temple meads to north street or Gloucester road? (Bedminster)
- More regular buses that go around the city instead of having to go into the centre and out again (Bishopston)
- A train station at St Anne's park definitely would mean I would use the train a lot more. Buses that go to the north of Bristol via Gloucester Rd from brislington (Brislington)
- More services that go across the city rather than all focussed into the centre and then changing to go out again. Services that link up better. Better journey planning facility website and app - especially with bus routes and times showing the best way to travel between postcodes. Oyster card/contactless payment system like in London. Affordable costs that make it cheaper to travel by public transport rather than getting a taxi if there's more than 2 of you. (Bristol)

- More direct services - every route takes so long to get anywhere. Also, prices are so high that its actually cheaper for me to drive - a daily bus fare would cost me £6, the train £7 but petrol is about £5 so there is simply no benefit to using public transport at all I would also add that you cannot have any faith n any of the services First offer - they cancel buses with no notice, the digital updates at the bus stops are never correct, and yo uhave to allow a good 2 hours door to door for an hour long journey, which is absurd. I would also suggest some kind of 'oyster card' system or pre-payment ticket machines at bus stops, as the time taken for people t opay for their fare after already waiting an obscene length of time for the bus to arrive is just a nonsense. I also do not believe that half the bus lanes we have actually benefit at all - I queued l ntraffic for an hour on Fishponds Road this morning and ONE bus went along the bus lane. Without the lane there the traffic would have flowed much faster and everyone would have got where they are going much quicker (Chipping Sodbury)
- A bus from Clifton to 1. Bristol airport 2. Gloucester Road eg Zealand red junction, the new 505 is great but still misses most of the Gloucester rd. Trains - portishead, with an Ashton gate stop, reopen funicular from Clifton and link with public transport to Temple Meads and South Bristol/airport Reliable information from travel west website and text system on bus stops, not currently reliable Reliable regular buses on advertised routes (Clifton)
- Truly regular services. I can take the 8 to take my children to school, but after 8.30am the buses are very erratic. The route takes me 7 sides of an octagon when if I walked it would be 1. There is no straight bus from Clifton to North Street, where I work, so I am forced to drive if I want to be able to work while my children are at school. (Clifton)
- More joined up travel options Not having to take a bus into the centre and then out again More capacity on commuter routes e.g Bus no 2 More reliability (Knowle)
- a quick way to get from long ashton to clifton (Long Ashton)
- More Regular train between clifton down and temple meades. Timetables that make for better connections - the amount of time i have got back from london only to find that the train to redland is in an hours time! More regular services linking north and south bristol. Most importantly Bristol is in dire need of a regular orbital bus route. Clifton>bishopston>easton>St Phillips> Redcliffe> Bedminster> Ashton Gate - the numbers 8& 11 in birmingham make cross city travel possible without having to sit in city centre traffic. (Redland)
- A cross-town bus linking Shirehampton, Sea Mills, Westbury-on-Trym, Henleaze, Gloucester Road main shopping area, IKEA, and Easton. A local bus linking Sea Mills station with the northern part of Sea Mills and Coombe Dingle. Opening the above ticked new stations. I see no point in opening a new Portway Park&Ride station as the 901 bus that serves the Park&Ride car park runs virtually empty and is an almost complete waste of money. My view is that a new station there would be a waste of money and resources too. (Sea Mills)
- A bus service from Southville/Bedminster to Temple Meads, and to Clifton (Southville)
- Better network routes so you don't have to go into the centre and back out again (Southville)

Bus timetable

- Increased frequency (Ashton)
- More regular (Bishopsworth)
- bus or trains that run through the night as i am a shift worker (Brislington)
- Shorter times to destination, dedicated lanes, frequent timetables, cheap tickets (BS16)
- Better and longer running times (Charfield)
- Continuing services into late eve. Currently never use public transport for evenings out only daytime due to availability. (Charfield)
- More regular bus service Fast Route (via motorways) Re-open Charfield Railway (Charfield)
- Only 3 buses a day to Dundry. I drive to Bishopsworth library for city buses or to Parson St for trains - except that the last train from Temple Meads runs too early for me if I've been to an evening meeting in London. Then use Parkway as cannot rely on parking space at Temple Meads. Would like a frequent shuttle bus from Chew Valley to a transport hub in south Bristol. (Dundry)
- Regular service of both and under cover shelter because of the rain. (Dundry)
- Frequent services (Easton-in-Gordano)
- A regular bus service at times that would get me to Bristol in time for work with co-ordinating regular bus if change of bus needed. Just a bus service more frequent/regular than 3 or 4 times a day!!! (Falfield)
- A bus service to Bedminster Down - there is nothing in the rush hour so I can't get to work by train/bus. Computershare is 1.3 miles from Parson Street. 1700 staff there. Could they get a station as the MOD staff do up at Filton Abbey Wood? Might make more sense to have a station there rather than Parson Street - accessible to the industrial estats of Ashton and also the people of Bedminster Down / Bishopsworth (Filton)

- More local services (Filton)
- Evening and more frequent daytime bus services between Bristol Parkway/Filton Abbey Wood and Fishponds/Staple Hill (Fishponds)
- More frequency around peak times (Fishponds)
- Speed and frequency . (Frampton Cotterell)
- More frequent bus service to Hallen. A train station in Hallen. (Hallen)
- Increased bus service from Wellington Hill West (Kellaway Avenue end) to Temple Meads. Underground line running from Cribbs Causeway to Temple Meads via Southmead Hospital. (Henleaze)
- More regular buses from Gloucester Road to Temple Meads or Parkway (Horfield)
- If the 506 actually ran its service as timetabled. It is too unreliable to wait for, as busses simply do not turn up at all or do not stop at bus stops to pick up passengers. If it did run I would use it. (Hotwells)
- More frequent services (Hotwells)
- Reliability and synchronised (Hotwells)
- Better frequency of service (Long Ashton)
- Bringing the number of Long Ashton services up to what it used to be in the 1980s (4 per hour, regularly spaced) and NOT having two services scheduled at the same time with a long wait afterwards (Long Ashton)
- Bus - stop changing the routes and timetables. Put more busses through Long Ashton at peak times (Long Ashton)
- More frequency, cheaper (Long Ashton)
- The bus service running through Long Ashton is sometimes timetabled from Bristol 50 minutes apart, when travelling to the train station it can take me an hour and a 1/4 instead of 20 minutes to drive. A train direct from Long Ashton to Temple Meads would help hugely if more than once an hour. (Long Ashton)
- More stops on rail routes. More frequent buses and trains. Cheaper bus journeys. (Montpelier)
- regular service (Shirehampton)
- Ashton Gate to Portishead. Direct bus to Winscombe from Bristol. (Southville)
- Better connections from Southville (Southville)
- More frequent, cost efficient, timely, regular (Southville)
- Regular bus service to Henleaze and Westbury on Trym (St Andrews)
- Better buses or a train connecting St Anne's with North Bristol. (St Annes)
- More buses on the road, more reliable service (St Annes)
- more frequent, cheaper, faster (St Annes)
- Buses need to be more frequent with quicker journey times esp in morning and evening rush hours. (Staple Hill)
- More frequent and faster trains and buses (Stoke Bishop)
- More reliable bus service from Stoke Park. Wessex services are scaled back or removed completely when students on holiday. Interested to see what impact the Metrobus will have. (Stoke Park)
- Better interconnecting services on buses, a station within 15 minuets drive (Street)
- Already use it when not on bike. No buses in Taunton after 7pm so a night bus might be nice. (Taunton)
- early weekday morning & weekends (day & evening) (Thornbury)
- Rail travel to and from Thornbury (the current bus service is too slow, too infrequent and stops are too far away from my place of work) (Thornbury)
- Regularity and able to get on (bus often full) (Totterdown)
- More frequent buses; the return of service 20 (First); a station in Henbury. (Westbury-on-Trym)
- More regular and later services (Whitchurch)
- Faster journey times, including more convenient connections. Faster buses to Glastonbury/Wells. (Windmill Hill)
- Cheaper, more regular buses with more across N.Fringe. Trains with more new stations/frequency (Winterbourne)
- Charfield train station being reopened would enable me to work in Bristol . More buses through Wotton-under-edge would be great . To Bristol mainly especially later in evening . And Sunday services . (Wotton-under-edge)
- Hourly service to Stroud. One more later service to Wotton-Under-Edge on bus 82 At least one or two buses in or out of Wotton-Under-Edge on a Sunday-you can go away on Friday or Saturday for a weekend but you can't get back all the way by public transport on a Sunday. (Not on a limited budget with out asking a friend for help) (Wotton-under-Edge)
- More buses and a new service from Charfield (Wotton-under-Edge)
- More frequent and convenient running times. (Wotton-under-Edge)
- More frequent buses (Wotton-under-edge)

- More frequent buses, Charfield train station to be reopened. (Wotton-under-edge)
- More frequent buses, living in a rural location it's hard to get to colleges etc or even good links to can&dursleys station (Wotton-under-edge)
- More in my area (Wotton-under-edge)

Fares

- Cheaper tickets, (Ashley Down)
- Make them free by paying for them with taxes. (Ashley Down)
- Cleaner Cheaper (Ashton)
- On time cheap (Ashton Gate)
- More connections, to different routes. More affordable. (Backwell)
- More often and cheaper (Backwell)
- Cheaper (Bath)
- Cheaper fares (Bathampton)
- Cheaper fares (Bishopston)
- Lower fares, cleaner environments, more reliable (Brislington)
- Regular affordable reliable and clean services (Brislington)
- More regular Cheaper (Bristol)
- More direct routes, higher frequency, cheaper fares. (BS3)
- Less expensive. Regular timetable. (BS4)
- Regular and good price (Charfield)
- Cheaper fares, more regular services. (Easton)
- Cost & frequency (Filton)
- lower fares, faster than private cars, integrated services (Flax Bourton)
- More frequent Sunday service, cheaper fares (Horfield)
- Reasonable fares, reliable service, regular/frequent service (Horfield)
- Regular reliable service and lower fares. (Horfield)
- Cost (Kingswood)
- Cost reliable speed (Kingswood)
- Price. Reliability (Knowle)
- Affordable fares (Long Ashton)
- Cheaper (Long Ashton)
- Cheaper (Long ashton)
- If it was cheaper (Long Ashton)
- Lower fares (Long Ashton)
- Price and being on time (Long Ashton)
- Simple pricing and near to where I want to go and come from (Long Ashton)
- The service, availability of local stations & price. (Long ashton)
- more frequent, efficient and cheaper services (Nailsea)
- Lower fares (Pucklechurch)
- Should be subsidised as in other cities (Redland)
- Better Sunday services Lower fares (Southville)
- Frequency and cost (southville)
- More services, efficient services, cheap/affordable fares (Southville)
- Regular services at a reasonable cost. I.e. cheaper than driving (Southville)
- Value for money - Regular reliable service - Clear timetables (Southville)
- Lower fares (St Annes)
- More accessible and reliable. Cheaper (St Annes)
- On time, less crowded, less expensive than driving to work etc (St George)
- More evening services Cheaper fares (Stoke Bishop)
- More frequent and lower price. We are one of the worst cities in the UK for public transport (Thornbury)
- If they want people to use public transport and get off the roads it has to be cheaper. They do not have the excuse of expensive fuel at the moment but I am afraid it is the same with bus and rail, the companies are more interested in making a profit rather than providing a service. (Unknown)
- Frequency, cost reliability (Wotton-under-Edge)

- Discounts for people travelling together. Typically a car is cheaper and faster for one person travelling alone, and the additional cost of spouse, kids etc is minimal, making public transport very expensive given it is also inconvenient. (Yatton)

Information

- Cost & easier to read routes n timetables (Bedminster)
- Better bus maps and information. (Bishopston)
- Clear, easy to understand time table/next train due/platform information (Brislington)
- Easy to use (Charfield)
- Fully integrated ticketing Fully reliable real time information at bus stops (not the rubbish system that B&NES) More services in evenings . Bus services guaranteed in the same way as rail services (i.e. full closure procedures with inquiry required to withdraw or substantially reduce a service) (Combe Down)
- Better timetable predictions and buses that turn up. (Henleaze)
- Have never understood bus system - where is the accessible information on routes and times? Came into Bristol Parkway recently, late evening - bus was there but no map of route - some info in small print I couldn't read in dark - I got a taxi (Horfield)
- Wider network. Better app for train travel (Long Ashton)
- more info about routes and times the moovit app is useful. (St Andrews)
- More real time passenger info for buses (St Werburghs)
- Electronic time tables on the bus stops. Ability to pay by mobile phone or Apple Pay on buses. More regular trains for inner city. (Whitehall)
- ease of use, frequency, accurate timetables (Windmill hill)

Integration

- Bus route that goes down Ashley hill, or nearer train link. Linking up towards Downs, top Of Redland,& also to bus station (Ashley Down)
- Better connections/design making it worthwhile taking the train, at the moment getting a train in Bristol is usually more of a hassle than driving for this reason. (Ashton Gate)
- Easier buggy/bike access More links between local stops for bus and train (Ashton Gate)
- I am a public transport user anyway (I don't drive), but an enhanced local rail network (as per your excellent map), together with much improved links to bus services, would be a massive leap forward for local transport in the Bristol area. As a short-term 'win', I would like to see pressure put on the railway operators to make sure that existing local trains stop at ALL of the local stations. For example (and I'm sure there are many others), why does the WSM to Parkway train stop at Lawrence Hill on the way to Parkway, but not on the return journey?! (Ashton Gate)
- Better integration of bus and train services at places like Worle. Much better access to the airport. (Banwell)
- Better connections and more services from Bedminster (Bedminster)
- Direct bus to Temple Meads/ Direct bus to Park Street (Bedminster)
- I already use public transport but would like more frequent integrated services and lower fares. (Bedminster)
- More frequent trains and easy changes at temple meads (Bedminster)
- more services local to me, more connectivity between local services (eg a bus from west street to temple meads) (Bedminster)
- More regular to parkway on a Sunday afternoon, more direct bus routes to train stations. (Bishopston)
- Cheaper(At the moment is not cost effective for me and my husband to travel together by train) more frequent trains at morning /evening times (esp mornings to fit in with the bus connection from Brislington) and less crowding on the trains (when i do get a train from Temple Meads I rarely get a seat) (Brislington)
- If it was cheaper I'd use it much more often. I often find the bus timetable and the train timetable don't sync very well, leading to long waiting times between the two. It'd be great if the arrival/ departure times matched up better for a more seamless journey. (Bristol)
- Improved connections at Temple Meads with trains arriving from London (particularly buses 8 and 9) (BS1)
- Better connections at stations. (BS6)
- More regular connections (Charfield)
- More integration (Corsham)
- More regular train services & additional stations. Alignment of train & bus timetables (Cotham)

- The transport isn't joined up. The buses are unreliable and expensive. The bicycle lanes are few and far between. Travelling in Bristol is overall a nightmare because there is no thought to it. (Crews Hole)
- Build them and they will get used. Lower local fares and buses that match train arrivals. (Filton)
- Services that connect. For most journeys, we need to take a bus in to Old Market, walk over 10 minutes then get another bus or train out. You can sometimes stay on and change at the bus station or Centre but that takes longer. And it is as quick to cycle Fishponds to Portishead as use public transport! (Fishponds)
- transport hubs. good facilities. TRAMS as in most modern world cities - is Bristol really so impoverished? (Fishponds)
- Accessibility. Severn Beach station has no parking and no public transport connection from Hallen. (Hallen)
- Making it easier to change between bus and train (Horfield)
- More co-ordination and intergration between train and bus services plus easier cheaper payment systems (Horfield)
- More integration from bus to train (or local train station). Lower priced tickets - often car is cheaper. (Horfield)
- More regular local trains. More integration with first and Wessex buses. (Horfield)
- Better connections with Pilning. Cheaper fairs (Lawrence Weston)
- Bus service that runs to time and is quicker with an oyster type card. Also buses that link to the train stations frequently and quickly. (Leigh Woods)
- Better integration of bus timetables with train arrivals & departures. Bus services from Parkway to Bath , Oldland & Longwell Green on Sundays. Services connecting Keynsham with Cribbs Causeway (Nearest station) (London)
- Buses to Temple Meads from Long Ashton, at the moment they stop at Hippodrome and then we walk the 15 mins dragging luggage to the station. (Long Ashton)
- Re-opened lines, re-opened stations close to where you live, secure bicycle racks, integrated with bus services, and proper trams/metro services instead of guided busways.... (Long Ashton)
- More frequent rail service to/from Montpellier; and earlier in the morning and later at night especially on Sundays to connect on from intercity trains at BTM. More buses interchanging at BTM. Direct service from Montpellier to Bristol Parkway, or at least frequent, short interchanges at Stapleton Road. More trains from Montpellier travelling through BTM to Bath and Weston. (Montpelier)
- Integration of timetables so that rural bus services could connect properly with local railways i.e, 625 with the Severn Beach station departures and arrivals. Later buses for onward travel in the evening i.e, from Severn Beach after 7. Bus services that fill in gaps - i.e from Thornbury to Severn Beach perhaps. (Pilning)
- It would be great if the bus timetable from Pilning to severn beach worked in partnership with the train service at sever beach so I could catch the bus then get on the train as it is I walk between pilning and severn beach station. Also a Bristol version of the London Oyster card please! (Pilning)
- 1)A through train from north to south Bristol rather than having to change at Temple Meads. 2) A proper bus-train link based at Temple Meads. 3) Opening both tracks on the Avonmouth line so that trains could be more regular. 4) Electronic displays in ALL buses to tell you which stop you're coming to. 5) A Bristol oyster card. (Redcliffe)
- As in Europe the train/Buses should be interlinked and please more bike spaces. (Redland)
- I use public transport a lot and more frequent trains to more stations would allow me to use it more. Busses near the stations timed to arrive with train departures and arrivals would help too. (Redland)
- Better links nearby (Southville)
- Regular bus from Bedminster/Southville to Bristol Temple Meads. Proper bus/rail interchange (like every other city of any size had) (Southville)
- Frequency, reliability, low cost, being able to get to where I want to go! Easy connection services at stations. (St Andrews)
- Bus to go straight to temple meads. Direct to city centre, regular times, .c (St Annes)
- More regular service between Bristol and west Bath (oldfieldPark) but not on the x39 route from Bristol side. More buses going to BTM as a destination - buses from East Bristol (St George) dont go to BTM (St George)
- Bus lanes for faster buses, more frequent express bus services that connect with train stations. (Staple Hill)
- I think Bristol should have a viable train service that links up all areas of the city. Currently to get from Bedminster to Clifton by train involves a long wait/change at Temple Meads. The infrastructure is already there - this really needs developing, with more services per hour that link parts of the city. (Windmill Hill)
- A more regular bus service in time with trains leaving cam in the Gloucester direction (Wotton-under-edge)
- Regular bus to local train station (Wotton-under-Edge)
- There being some! Connect Yate and dursley leisure centres with a bus, stopping at the main towns between. Run it in the evening, so that the older kids can get to their clubs Independantly. (Wotton-under-edge)

New station

- Additional train stations at Ashley Hill and Horfield (Ashley Down)
- More local train stations, metro from centre to cribs (Ashley Down)
- Re instate dis used stations within the city, add more local trains (Ashley Down)
- A train station at Ashton Gate would greatly decrease the congestion in the area, especially on Match days. Amazed it wasn't included with the newly announced stations. Parson Street station in not sufficient for a area with such a large stadium not to mention the other attractions in Bedminster. (Ashton)
- Currently difficult to get to Temple Meads station from my house as the nearest station is 20 minute walk away and there is no bus service. Also, my area is severely impacted by traffic travelling to Ashton Gate for football, rugby, concerts, events and meetings etc and the environmental impact could really be helped by a train station at Ashton Gate, particularly given the substantially increasing capacity of the venue. (Ashton)
- Local rail station (Ashton)
- Station at Ashton Gate. Also absolutely vital with the stadium expansion. (Ashton)
- I would like to see the Ashton gate station reopened. It is very handy for the students at Ashton park school. (Ashton Gate)
- more local stations (Ashton Gate)
- Ashton gate to Filton would cover my future commute as I am planning to move to Southville next spring. (Bath)
- As a family living close to the city centre, we're able to travel to most places by foot. However, when we do need to make use of our car it's frustrating to get stuck in traffic and have difficulty parking due to Ashton Gate visitors on match days. As the stadium is increasing in size and the recently introduced residents parking restrictions do not cover these hours improved public transport to the stadium is definitely needed. (Bedminster)
- I already do [use public transport]. Ashton gate station is needed due to the stadium expansion. (Bedminster)
- More local stations, nothing within a mile of my house (Bedminster)
- More stations (Bedminster)
- More train options (Bedminster)
- A metro-style system of local rail would mean I used the train to get into the centre of town rather than the epically slow (and fume-creating) bus service. (Bishopston)
- add an ashley down station (Bishopston)
- More stations (Bishopston)
- Station at Ashton Gate for easy accessibility to stadium for sports, concerts etc. (Blakeney)
- The full Metro West phase 1 and 2 Proposals (Bradley Stoke)
- Being able to get train from Henbury to Clifton Down. i would get bus or car to Henbury and leave it there. I work on the site of Clifton Down station so this would be perfect for me. (Brentry)
- Build St Annes Park Rail Station. 2) Get rid first Group from providing ANY bus service! (Brislington)
- A station at St Annes Park (brislington)
- Brislington train station to the city please. (brislington)
- Light urban rail reinstated with reasonable, competitive pricing on 3 routes: Portishead, Henbury Loop and (longer term) as much of the old B&NSR route as possible. (Brislington)
- More stations near to home (Brislington)
- More train stations across Bristol (Brislington)
- New Station (Brislington)
- Opening St Annes Park station would reduce my journey time. (Brislington)
- Re-open Portishead to Bristol Line. Reopen St Annes Park Station (Brislington)
- Local train routes, regular services (Brislington)
- Open st Anne's and keynsham as would reduce congestion on road between bath and Bristol which is horrendous. I used to drive to bath as otherwise I would have to back track to BTM which was pointless BUT you need to add more a carriages as not enough between Bristol and bath. Also open horfield/Ashley hill as again options are bus which is unreliable or car. If station opens will encourage more not to use their car. Currently buses are unreliable and take time so in reality are not enough to tempt people away from cars. (Bristol)
- Access to closer stations (BS3)
- train stations closer to my home to make it worthwhile/convenient to go there. (BS7)
- An Ashton Gate station would make it much easier for when I travel back to Bristol for Football. (Cardiff)
- A regular train service from Charfield (Charfield)
- Having a local train station (Charfield)

- Having a station in charfield would allow me to commute by train and bus to work without parking worries and would ease the parking congestion in the southmead hospital area. It would also allow the young people in charfield the opportunity of getting into bristol for education and recreational purposes without relying on parents. Our current bus service is very poor and not usable for commuting into the city. (Charfield)
- I live in Charfield, and would much appreciate a better public service via a new station, I would for one use it, How about having a new station further down the line in the village [Charfield] so maybe down by farm Lees... or up on little bristol road by the turning for woodlands.. just a couple of better options in terms of traffic, as station Road leading to the old station now is quite narrow (Charfield)
- I would like to VOTE FOR a train station in Charfield. I know that a lot of people in Charfield would welcome a station to ease travel to/from Bristol. (Charfield)
- More frequent buses, train station opening in Charfield (Charfield)
- More stations (Charfield)
- More stations (Charfield)
- New station in Charfield (Charfield)
- Open the stations!! (Charfield)
- Regular links to parkway or temple meads. (Charfield)
- Station opening at Charfield (Charfield)
- Stonehouse is too far from charfield, might aswell go to cam and Dursley or yate if we had to use Stonehouse. Also charfield is a south Gloucestershire village that comes under the old avon area. Stonehouse is a Gloucestershire village that needs to be sorted with Gloucestershire I would of thought. Charfield is having 200 new houses being built in 2016. Allready been approved, it's a big size village. You got to think of the villages around.. Kingswood, North Nibley, Tortworth, Falfield, stone, also it would be charfield for wotton aswell. People of wotton would definitely use it aswell. Also Cromhall and Wickwar all decent size villages. That would all benefit from the station. Although I wouldn't rule out Stonehouse as well. (Charfield)
- Transport link available by walking from home (Charfield)
- If there was a station at Coalpit Heath, I would use it to travel to work (Coalpit Heath)
- I am emailing you as requested, thank you for considering my proposal to extend and reopen the Emersons green railway line! (Emersons Green)
- Where is Emmersons Green Downend and Mangotsfield? (Emersons Green)
- Direct service from Fishponds to Temple Meads (Fishponds)
- Trains from fishponds connecting to Clifton down station (Fishponds)
- A train station nearer my home. (Henbury)
- Henbury train station needs to be reopened. Bus good and regular but trains are crowded. I would use Henbury train station a lot to travel to work and for leisure travel. I plan to use my car less in he future. (Henbury)
- Regular local trains, reliable bus service (Henleaze)
- A closer local station More frequent services on the current Severn beach line (Horfield)
- Additional local stops in North Bristol (Horfield)
- Closer station to home (Horfield)
- Closer stations (Horfield)
- Constable Rd is right in the middle of a residential area - if we're serious about people using public transport that's exactly where the stops must be. Also, given the locality of the Ashley Hill site I'd expect a lot of the lockleaze kids would use the train if this stop existed to get to Fairfield school? It would be interesting to follow up how many that would potentially carry twice a day, five days a week... (Horfield)
- First 24 runs from Bonnington Walk to the Hospital. Goes down Wordsworth and up Lockkeaze RD then Wessex Ave. 10 min bus journey [re Horfield] (Horfield)
- Having a closer train station - nearest one is currently a 25min walk away (Abbey Wood). Great for trips direct to Bath and Cardiff, but wouldn't consider it for travelling around Bristol. Horfield Station would bring this walk down to 10mins, and I'd use it all the time for Bristol journeys. Currently use buses to get into Bristol centre, but that's it. Bus stop is a 2min walk away and there's a frequent service, however the journeys are slow. Can take up to 50mins to travel the 3miles into town. If you then have to catch a connecting bus then it makes a car journey much more convenient. (Horfield)
- Having a train would in horfield would make me more like to travel in public transport than take the car (Horfield)
- More convenient stations for trains, lower prices for buses (Horfield)
- Opening horfield station particularly for travel around city centre areas, looking forward would also use for events at new arena being built (Horfield)
- Options to travel by train in and around Bristol are limited. I would certainly use trains in and around Bristol were they available. (Horfield)

- Train station closer to home. I love the train service in Bristol but I am a bit cut off from it in Horfield. (Horfield)
- Train stations in Horfield and/or Ashley Hill would enable me to get to onto the main rail system more easily, and would enable me to do more out of town cycling, as I'd be able to cycle to the train station. (Horfield)
- Extended light railway. Different operator than First! (Kingsdown)
- If the station at Charfield was re-opened, I would use train & bus rather than car provided cost was appropriate (Kingswood, Glos)
- Lower prices, local train station open, late night services. (Kingswood, Glos)
- I want to see a through station at Henbury. No desire for the proposed spur station. (Lawrence Weston)
- more train stations would definitely encourage me to use trains, particularly as I have a folding bike which I would take with me (Lockleaze)
- A local station (Long Ashton) I routinely use train for long distance journeys (Long Ashton)
- A station in Long Ashton, cheaper bus fares (Long Ashton)
- A station nearer to me (Long Ashton)
- A train station at Long Ashton (Long Ashton)
- Extend the 'Downs' line out to the suburbs! (Long Ashton)
- Having stations that I could walk to (Long Ashton)
- I'd love it [Long Ashton] but other's take priority. A true, comprehensive Bristol Metro would need to include it though. (Long Ashton)
- if you built a train station in Long Ashton as we have a track going straight through the village- it could be small and automated (Long Ashton)
- Local train station or direct access from Long Ashton to Temple meads station (Long Ashton)
- LONG ASHTON STATION WITH DIRECT LINK TO TEMPLE MEADS AND LONDON (Long Ashton)
- Long Ashton to Temple Meads and Portishead would be very useful. We need frequent, speedy and reliable services to persuade business people out of their cars. (Long Ashton)
- More frequent/reliable bus service. A train station closer to home (Long Ashton) (Long Ashton)
- More stations (Long Ashton)
- Open a station in Long Ashton (Long Ashton)
- Open local train stations in Flax Bourton, Long Ashton and Ashton Gate (Long Ashton)
- Station in village (Long Ashton) (Long Ashton)
- Trains to call at FB for Tyntesfield Visitors and Bristol commuters; (Bike-Rail or Rail-Bike).FB is more convenient than Nailsea for NT minibus (Long Ashton)
- I understand that's it's [Ashton Gate] difficult to justify on cost benefit terms but is that only because of the narrow way CB is calculated - eg the costs and difficulties of getting people there by other means not being factored in - and because the schedulers hate the idea of running additional services on match days? (Montpelier)
- More Train Stations mANY aS POSSIBLE (Nailsea)
- Opening of the old Portishead to Bristol line (Pill)
- Opening the railway line from Bristol to Portishead. Improving reliability of bus service from Bristol to Pill. (Pill)
- Being available locally (Portishead)
- I live in Portishead. I've never known anywhere so desperate for a railway station! Judging by the queue of traffic coming into Portishead after city matches a station at Ashton Gate would be very useful even if it's just for match days. (Portishead)
- Train link Portishead to Clifton that took 30 mins or less, I'd switch commute from car to train. If I had to go via temple meads & change trains, it probably wouldn't be worth switching as the wait between trains would probably make more than 30 min (Portishead)
- Train station from portishead to bristol (Portishead)
- New Saltford station, ideally with through trains from Bath Spa to Clifton Down (Saltford)
- I regularly use the sea mills station to go to shirehampton, avonmouth, Clifton and templemeads. What we really need is a link to cribs causeway and Bristol airport. It would cost a lot of money but once it's there it's there forever! (Sea Mills)
- I use the train daily & it is a great service. Bristol needs a larger urban railway network. Trains are much better than buses. The more trains the less I would use my car for leisure and to visit people around the city. I commute by train but can't use public transport for other activities currently. (Sea Mills)
- Hallen proposed train route would be used frequently rather than car or bus (Severn Beach)
- A station at Ashton Gate (Southville)
- Portishead railway (Southville)

- A local station would be hugely beneficial; it would save me the hassle of having to travel into town on foot/by bus in order to come back out of town the way I had just come by train (St Annes)
- Access to a station within a reasonable walk or cycle. The gaps in the Bristol network and the lost opportunity it represents given the traffic and air quality issues we suffer from in the city just boggles the mind! (St Annes)
- Glad to see that Re-Open St. Anne's Park Railway Station, Bristol is being listed as a positive station to vote for. I would argue that it never should have been closed to begin with, but hindsight is a wonderful thing. There is only the No.36 Bus service that travels through that area and from what I read from online reports and posters, it's the worst service in the City. Their words, not mine. I go back to Brislington once or twice a year and the amount of traffic I witness along the A4 Bath road is horrendous. Reinstating that Station would help to ease the congestion. (St Annes)
- Please open St Anne's. The bus service is appalling. It would reduce the amount of traffic on feeder road, Bath Road and Sandy Park road (St Annes)
- Reopening St Anne's park station would mean I would use the suburban rail far more frequently than I do now, and I wouldn't have to rely on bristol's terrible buses. I would also use to commute to work - Lawrence Hill. (St Annes)
- St Anne's Park would be great for the thousands of Brislington residents. (St Annes)
- Thank you for all your work on this. I believe bristol is far behind other cities and this will be it's downfall if not addressed soon. Traffic is appalling but there is often no reasonable alternative to travelling by car. The worst served area by bus is st annes so I believe this station should be prioritised. I do think the bristol to bath cycle path should be protected thou due to its effectiveness and popularity. (St Annes)
- Reopen old train lines (St George)
- Open the loop from Avonmouth, to Horfield and Bristol Parkway. Bicycle friendly facilities at Stations and on trains (Stoke Bishop)
- Would like to see Stonehouse Bristol Rd open up so many new estates been built around this area in the past few years There has also been a big calling for this station to be reopened but has usual nothing seem to happen. Has for Charfield I grew up there they have been trying to reopen that but since it shut down in the 1960s I do not think it would ever work not enough people would use it Charfield may have grown but not has much has Stonehouse. (Stonehouse)
- A rail service from Thornbury to Bristol (Thornbury)
- A Thornbury station would be fantastic. (Thornbury)
- also Thornbury would definitely benefit from a new station like others have mentioned, traffic is ridiculous at rush hours (especially With 2 new big house oh developments being built currently) (Thornbury)
- Certainly would want a train track and station in Thornbury. It usually gets forgotten about and Bradley Stoke and Yate take a priority. We now have 800 new homes being build here and have to suffer the same transport links and congested roads. (Thornbury)
- I drive from Alveston into the city centre (near Temple Meads) every day and I leave at 7am (to try to avoid the traffic!). My main options are A38/A4018 or A38/M5/M4/32. The A38/A4018 is busy all the way, though usually still moving. The A38/M5/M4/M32 is busy and stop-start queues usually start just after the M4/M5 interchange. I would far rather be on a train! (Thornbury)
- I vote Thornbury! Transport to there sucks at the moment! Could that line be extended through Thornbury to other small towns like Oldbury and Berekely? (Thornbury)
- I vote Thornbury. To travel anywhere from here you have to drive! I know it probably won't happen but I am 100% sure residents of Thornbury would greatly benefit from a new railway station here. (Thornbury)
- It has always seemed to me Thornbury would be better connected to the GWR Bristol - South Wales line via Pilning direction to make journey times to Bristol Parkway as a hub station as short and direct as possible, rather than the current line heading to the Midland line through Iron Acton and Yate, which seems a long way round. This would provide access to more services at Parkway for use as an inter-modal interchange rather than Yate. I also like the idea mooted on here of a P&R at Grovesend/Tytherington quarry to make currenThe local 615 bus route could be amended to take in the station on its circular route, integrating access to the town. t reinstatement of services to Thornbury more viable. I also like the idea mooted on here of a P&R at Grovesend/Tytherington quarry to make current reinstatement of services to Thornbury more viable. The local 615 bus route could be amended to take in the station on its circular route, integrating access to the town. (Thornbury)
- Maybe even extend our branch to go through Oldbury and Berekely - a town that already has a branch line going to Sharpness! And isn't a new power plant being proposed somewhere around that area in Sheppardine? A rail link for freight would surely benefit construction for that as well! (Thornbury)
- Perhaps no need to extend the line if a Thornbury P&R could be build at the end of the current line. Did I hear somewhere also that Parry People Movers (ultra light trams) had suggested a shuttle to Yate solution? Perhaps just an adjacent mini platform with foot access to Yate main station would suffice and no interference with the main line or expensive signalling costs. (Thornbury)

- Putting Thornbury back on the rail network, improving the service at Pilning substantially. (Thornbury)
- Stations at Thornbury and Charfield (Thornbury)
- The rebuilding of the Tytherington to Thornbury line would be quite an undertaking – but would be a strong strategic signal towards the investment in public transport for the long-term future. Perhaps the line to Tytherington itself could be utilized? And a small station built at the quarry itself? This might be a practical short-term measure while longer term plans are put in place? My daily commute is to MoD Abbey Wood. There are many of us in Thornbury who work there, but there is simply no practical public transport solution. Abbey Wood has its own railways station, so rail links would be superb. (Thornbury)
- Thornbury would be great but I appreciate that Pilning would be logistically easier. I can't understand why Pilning isn't already running a proper service. It's crazy! (Thornbury)
- Thornbury would be great for a train station due to its amount of commuters and lots of house building has been going on. Also please can it be noted that the 78 and 79 bus services are dire and so slow. They have been listed as 2 of worst services in Bristol. It can take up to 1hr 45 in bad traffic to get to Bristol. (Thornbury)
- Thornbury! !!!!! Please please Thornbury! (Thornbury)
- Thornbury!! Far too many houses are being built in Thornbury and it is near enough impossible to get out of Thornbury some mornings, that is before you get on the A38. Then you get all sorts of other issues, so it would be much appreciated in Thornbury to connect us to the wider world in a faster more efficient way than bus or car. (Thornbury)
- Thornbury, Yes Please! (Thornbury)
- To be an attractive proposition, journey times would need to be quick and frequent into Bristol the to make a viable alternative for modal shift from car and bus. (Thornbury)
- To have a train station back in Thornbury would massively help to change our travel journeys ! I am not sure this is survey is being advertised enough , I came across it on Facebook . Thornbury is one of the places that people move to because of its proximity and ease of access to the motorways to get to their workplaces in London and Wales and other locations . (Thornbury)
- To open a station in Thornbury (Thornbury)
- We [Thornbury] are cut off from the rest of Bristol with the bottleneck of the A38 and the awfully slow, irregular bus services. (Thornbury)
- Your work has been brought to my attention through an article in The Thornbury Gazette last week and although being fully in favour of your activities as a campaign group I do have some doubts inasmuch over the idea associated with rejuvenating the line to Thornbury. My initial reaction is that a station would have to be built as a terminus and the only obvious area is green belt about a mile from the centre of town. The second reaction concerns the line distance between Thornbury and Temple meads – some 18 miles which effectively means a longer journey time wise than the current commute by road which at peak times is around 40mins. People would simply not use the facility. Far better to focus on this line as a service to Yate and Chipping Sodbury with the construction of additional stations on route to serve Framton Cotterell/Winterbourne and the urban area of Ashley Down/Montpelier. It is as you envisage important in strategic terms that Thornbury is connected to the suburban network and this could be done by a line serving the villages of Almondsbury(Lower), Tockington and Olveston on route. The populace of Alveston would have access through stations at either Olveston/Tockington or Thornbury. The route I imagine could branch off the main Severn Tunnel line west of the M5 veering NE towards Almondsbury at the foot of the escarpment and then N between Tockington/Olveston towards Elberton and again veering NE - short length of tunnel possibly necessary - towards Thornbury with a terminal Station in the meadows (not green belt) metres west of the town centre. This would open up the west of the town to further development which incomprehensibly has not been envisaged in the S. Glos core strategy plan. Admittedly this route is a major project in itself and possibly unaffordable in current times and even then I would imagine need an economic valuation. (Thornbury)
- More trains to more stations and cheap fares with cafes at stations or near (Totterdown)
- I voted on the consultation document in favour of Ashton Gate which, despite the suspiciously partial business analysis, to me is a near no-brainer. (Unknown)
- “One of the main failings which saw decision-makers opt for a Henbury ‘spur’, which will mean that future trains will be forced to turn back at Henbury, over the favoured ‘loop’ option, which would have ensured passengers would have been able to travel onwards to Avonmouth and Sea Mills, was not only that the views of many businesses, an NHS trust, business groups and the DWP were ignored, but also that the views of ordinary people were not given sufficient consideration. Public support for local rail is incredibly high, which can be evidenced not only by fantastic local campaign groups like FOSBR, but also the ever increasing passenger numbers on our local lines. This great new initiative by FOSBR, asking the public which priorities they would like to see in regards to rail improvements, will further bolster local awareness, and also provide more evidence of the local desire from improved rail infrastructure.” [quote provided by local MP Charlotte Leslie] (Unknown)
- Although of limited personal use to me I see reopening Thornbury as the biggest game changer. (Unknown)

- Another dream going back to my childhood is to see trains stop here once more, this is Winterbourne Station booking office taken by me last summer. It is in great condition, mainly due to the fact for most of its life following closure it has been occupied. (Unknown)
- Berkeley is actually still on a Network Rail owned spur to Sharpness, used by the very occasional freight train and currently in the care of the Vale of Berkeley railway society. (Unknown)
- Charfield would be great for many living in Wotton-under-Edge and even towards Thornbury. (Unknown)
- Clifton Bridge is a nice thought but would never get a successful business case, especially as it is too close to the potential Ashton Gate station. (Which I fully support also.) (Unknown)
- Having read the article linked below [Cotswolds Gazette] I fully support the reopening of the Charfield station. (Unknown)
- I have read with interest in a recent Bristol Post the proposal for the link between Avonmouth and Parkway. I would support all the stations listed to be in operation – Hallen, Henbury and North Filton. It would be extremely useful to have Severn Beach directly linked into the loop going to Parkway. I can imagine it would be used extensively. (Unknown)
- I understand the logic for Pilning but fear it could: A) Compromise Severn Beach's viability and B) become a poor substitute for Thornbury station's reopening. (Unknown)
- It is obvious to me Flax Bourton station urgently needs to be put on the FOSBR map. Reopen Flax Bourton station make it a rail bus interchange to Bristol International airport. A record 6.76 million passengers used Bristol Airport in 2015, surpassing the total for the previous year by nearly 500,000. The annual number represents a 7.7 cent increase year on year and a sixth consecutive year of growth for England's third largest regional airport. Development of passenger facilities to cater for increased demand continues with work under way on a £24 million west terminal extension. Work has started on the construction of a 201 room Hampton by Hilton hotel set to be completed this winter. This follows the opening of an £8.6 million extension to the departure lounge in July 2015, featuring new shops, food and drink outlets, an outdoor terrace, second executive lounge and hundreds of additional seats. (Unknown)
- It would be really good to reinstate the station at Flax Bourton on the Weston-super-Mare line. If nothing else could be reinstated, the I'd vote for Long Ashton (Unknown)
- Line thru brislington and whitchurch has been built on in quite a few places now. And you can be sure that alot of the people by any proposed line would protest. (Unknown)
- Nothing heading east of Bristol and north of the river. A lot of people live in Kingswood, Hanham, Longwell Green, etc. (Unknown)
- Please could you reopen Ashley Down and Horfield stations.. (Unknown)
- Salford I see as self evidently an obvious choice with St Annes and Horfield being highly desirable. (Unknown)
- The evidence on providing a reliable and cheap service is there, the Severn Beach line is a huge success. It is far far superior to the bus and the car and cracking value for money. Bristol is not a car friendly city, never has been. Forget spending more money on buses and the lining of shareholders pockets, grasp the vision and bring back rail / stations. If you need further evidence look at South Wales and the Valley services. (Unknown)
- The issue is if Charfield would be an attractive option for Thornbury's potential and actual rail users (Unknown)
- The railways station will inevitably form part of the Charfield Neighbourhood Plan, now under way, but if the rail operators want to increase the speed of through trains from 70 to 110 mph and there is no spur then how is this ever to happen? (Unknown)
- Thornbury is a MUST, Tytherington branch was designated out of use in September 2013 for a fixed period of 2 years - that has passed now and I have been in touch with Network Rail who told me the following "You are correct in thinking that the temporary closure of the line has expired and we are currently preparing the line for possible re-opening next year." This is good news because the line will be in a condition to carry traffic once more. Grovesend tunnel western portal has enough space between it and midland road to have a station. Perhaps just a pipe dream, but one day I would love to see it happen..... (Unknown)
- To go from Thornbury means going all the way to Yate to join the main line 2 level crossings at Iron Acton and Latteridge to be up graded. A long journey and not cheap. Better off making Severn Beach a park n ride. (Unknown)
- Why stop with this, reopen the line thru Fishponds Staplehill Emersons Green and do the same to the line out thru Brislington and Whitchurch in a similar operating platform to the DLR in London (Unknown)
- Yes, Long Ashton, please. (Unknown)
- More stations; cheaper train fares. (Whitchurch)
- I am unsure if Winterbourne station would be successful as I understand the brethren use the site as a meeting place, and a high price to restore the station would not be viable. (Winterbourne)
- I have read your article in the Bristol evening post and was excited to discover of the possibility of opening train stations, which in my opinion should never have been closed many years ago. I commute into Bristol every day and the bus service can be dreadful, so to have another choice and to keep cars off the road, the

thought of Winterbourne station re-opening is a wonderful idea. The train service would have to be competitive though as commuting is expensive enough, and the service would need daily commuters to become viable not the pensioner on a bi monthly shopping trip! (Winterbourne)

- A bit torn about this, the idealist in me says yes....it is a Metro after all. The realist in me says to have it later when the Metro's value is proven. Nice thought though [Winterbourne], it would be in the spirit of other world class cities with their Metro's. Reminds me a bit of how the Hamburg U and S Bahns cover the city. (Winterbourne)
- I was pleased to read your article in the Evening Post on Jan 8th 2016. My family and I (6 adults) firmly believe that all the stations proposed should be included for re-opening. Reasons for: 1) to alleviate the dreadful car congestion and pollution in Bristol. 2) to support the wider public transport system in the greater Bristol area where buses are infrequent and currently unreliable. We live in Winterbourne and Winterbourne Down therefore our local station re-opening would be beneficial. To serve the whole of the Frome Valley population of Coalpit Heath, Frampton Cottrell and Iron Acton then you would probably ideally need to provide parking facilities and that must mean the creation of a new station between Yate and Winterbourne. [After FOSBR enquiry re: Coalpit Heath] Yes Coalpit Heath is acceptable if there is dedicated parking. Both stations would be good!! I was not sure that the old C. Heath station was viable. (Winterbourne)
- If Winterbourne train Station was to re-open, this would be my main method of transport. (Winterbourne)
- Station opening closer to home (Winterbourne)
- A closer train station to my home, with good, relatively quick connections to Bristol - allowing me to easily go out, particularly in the evening, using public transport. This would make a huge difference to the number of journeys transporting my children as well! (Wotton-under-Edge)
- A nearby station (Charfield). (Wotton-under-Edge)
- A station closer to home (Wotton-under-edge)
- Char field would enable me to not use the car for my transport at all (Wotton-under-edge)
- Charfield reopening (Wotton-under-edge)
- Charfield station being reopened! (Wotton-under-edge)
- Charfield train station being reopened. (Wotton-under-edge)
- Extended hours Closer stations (Wotton-under-edge)
- Having a station at Char field would make a massive difference. (Wotton-under-edge)
- More direct service (Wotton-under-edge)
- More local train station. More buses to local places. (Wotton-under-edge)
- Nearer and more regular services (Wotton-under-edge)
- New stations opening (Wotton-under-edge)
- Opening charfield station (Wotton-under-edge)
- Opening/re-opening Charfield Railway Station. (Wotton-under-Edge)
- Regular services during commuter hours to and from a station closer to Wotton under edge (Wotton-under-edge)
- Station at Charfield (Wotton-under-edge)
- The above stations opening (Wotton-under-Edge)
- Trains from Charfield with buses to meet the trains (Wotton-under-Edge)

Oyster

- Integrated ticketing that is a reasonable price (Ashton Vale)
- Intergrated ticket (Avonmouth)
- Instant ticketing, eg Oyster card or carnet rather than queue at machine each time. Tickets not sold on buses (or, better, not as cheaply) so as to avoid long waits at each stop while driver digs for change. Day tickets and through tickets for a Greater Bristol area valid on *all* buses and trains, not just one company's. Fast transport from Temple Meads to centre of Bristol (any continental European city of this size would have trams). Regular services - I mean regular, not frequent - well into the evening to all destinations - e.g. last train from Cardiff to Bristol is far too early and there are long gaps between Bristol to Bath trains after about 20:30. More frequent trains at e.g. Oldfield Park, Keynsham, Avonmouth line, Melksham. Through trains via Bristol, eg hourly or half-hourly Chippenham to Avonmouth, W-s-M to Newport and Gloucester to Portishead trains connecting at TM, on German S-Bahn model. Trains long enough to take the passengers who want to use them. Ability to take bicycles on trains without giving notice. Trains with doors that open easily instead of having to lean out. Less restricted access to stations so that it doesn't take ten minutes to get off the platform (especially at Temple Meads) while the ticket machines check everybody. (Let people into the station and sell them stuff!) Busiest trains (London ones) at nearest platforms at Temple Meads. Rail access to airport. Generally I think

someone should go to Hanover (a twin of Bristol's, of similar size) and see what their public transport looks like. (Bath)

- An oyster card (Bedminster)
- Being able to use one day ticket on both kinds of services (and between bus operators) (Bedminster)
- Cheaper fares, bus and train day rider (Bedminster)
- Cheaper tickets set price day rider tickets like the buses (Bedminster)
- Integrated travel pass system like Oyster card in London. (Bedminster)
- More frequent local train services. Transferable tickets which cover connecting services (as in other European cities where you have a ticket that's valid for an hour or so). (Bedminster)
- More services, smart ticketing, ramp and ticket machine at Parson Street (Bedminster)
- Oyster card system for payment, more interconnection, eg trains and buses working in conjunction (Bedminster)
- More trains; more train stations! More frequent bus service on the non key routes. A oyster style card or contactless payment system which integrates the public transport systems in the Great Bristol area. (Bishopston)
- Oyster card, card swipe system (Bishopston)
- Regulated bus services and integrate ticketing across the sub-region (Bishopston)
- Service regularity, oyster style payment (Bishopston)
- An Oyster card type system where you can top up easily and use it for standard fares (Brislington)
- direct trains, not having to go to temple meads every time and change trains. a standard fare like on buses (£1.50 for single journey) or a travel card that you can use on both buses and trains (Brislington)
- oyster style cards that can be used on busses and trains with capped daily spend (or facility to do the same with contactless bank cards) (BS7)
- A Bristol+Bath payment card (oyster) that worked on bus and train. I would like to see a local transport authority, and if N Somerset object, then run a public campaign against them. (Clifton)
- Integrate railways to city transport. - Common ticketing system for all city buses (First, Wessex, ...?) AND railways. - Reliable and frequent service. Any bus service with more than 15 mins interarrival times is simply not attractive to public. - Why does Bristol, Europe's Green Capital, have no hybrid buses yet?? Or, for that matter, trolleybuses? (Cotham)
- Integrated bus/rail Bristol Oyster card. (Easton)
- Ability to buy mixed train & bus tickets above plusbus eg travel cards (Fishponds)
- More choice of services to more intercity destinations (and out on the ring road). Oyster style travel cards or fast payment would help too. (Horfield)
- Oyster card (Kingswood)
- Oyster-type pay as you go (Knowle)
- combination bus/rail ticket (Lawrence Hill)
- Cheaper fares, less miserable drivers, the ability to get change from a note without being treated like a criminal, a travel card similar to oyster scheme (Lockleaze)
- Integrated transport system where the same ticket could be used on buses and trains. Bus from south Lockleaze to Gloucester Road. (Lockleaze)
- Integrated travel ticketing (bus, train, ferry) throughout wider Bristol (Montpelier)
- One ticket for all forms of transport in the area - Rail, First Bus, A Bus, Bath Bus, Wessex Connect, Ferries etc - many other places can do this eg Prague, Falmouth to name 2 very different (Nailsea)
- An Oyster card system More room for bikes (Redland)
- Integrated ticketing and joined-up connections. Smart cards that can handle one-off journeys. Monthly and annual Bristol/Avon Riders. And a firing squad for whoever is permitting Wessex drivers to adopt such an avoidably sloppy attitude to timekeeping. (Redland)
- More trains, more buses, more routes, lower fares, universal oyster card for all public transport, free for those 60 years old and over. (Redland)
- Keep online timetables up to date and the same as printed timetables. Oyster card or contactless payment and more reasonable prices for train travel. (Sandy Park)
- Area travel card; contactless payments; services that are integrated and are regular, reliable and reasonable price (Shirehampton)
- Frequency. Easy connections. Better travel cards (Shirehampton)
- Smartcard, punctuality, regularity (Shirehampton)
- A higher frequency train service, a smartcard / contactless travelcard system and a bus service to Temple Meads. (Southville)
- Oyster card equivalent. 2) A better bus service for Spike Island (rather than the hopeless half-hourly 506 Wessex service) 3) Cheaper non-suburban services. (eg Gloucester, Cam and Dursley, Weston super Mare)

to Bristol is too expensive. 4) Better cycling provision at Temple Meads - need for a purge of derelict bikes on the station. (Spike Island)

- Improve efficiency, reduce cost, make ticketing & pricing simpler and easier to travel across several providers with one ticket. (Stapleton)
- Through tickets on buses and trains. Ticket machines for Severn Beach line. P&R buses that are allowed to have stops anywhere on their route. (Stoke Bishop)
- Cheaper, more bus lanes to speed up buses and make them run to time, one card which you can top up online with a credit card which can be used on all services like Oyster, stations closer to the centre of the place and not on the outskirts (like Patchway and Yate). Use Avonmouth P&R. (Stoke Gifford)
- Smart ticketing - including any bus connections. (Stoke Gifford)
- Integrated tickets (Totterdown)
- Introducing an Oyster card scheme (Totterdown)
- more frequent, 24/7, Oyster card (Totterdown)
- Oyster-type card (Totterdown)
- Re-nationalise it all. Create a Day Rider ticket for £4 to cover ALL companies - bus, rail & ferries in Bristol City Council area (Totterdown)
- ... and bring in a Oyster Card-Style system of paying... (Unknown)
- Contactless payment (Oyster style or debit card) - cheaper prices - Much better information on routes / destinations and next buses, live at stops and synced to Google Maps (as per TfL) (Westbury-on-Trym)

Park&ride

- Open Long Ashton park and ride on weekend match days! (Ashton)
- portway 902 more reliable. The buses themselves are in an absolutely shocking state- I started to video the inside of the buses as we travelled to highlight it- they are horrendous. The service needs to go back to every 8 minutes. Sunday's and bank holidays as well. You need to be able to use contactless payment like in London on the buses. (Avonmouth)
- increased frequency links to park and ride (BS41)
- A nearby train station that didn't involve a long car journey to get too A park and ride that was easy to get to (currently I might as well drive all the way into Bristol) (Charfield)
- Train from Charfield to Bristol. Park & ride for north Bristol (Charfield)
- Sufficient parking at train stations! (Severn Beach, Avonmouth etc) A park and ride to the north of Bristol would be transformational. (Chepstow)
- More services from the North of the city. Park and Ride useless as it finishes too early (Gloucester)
- Longer hours on park and ride (Long Ashton)
- Park and Ride prices to be cheaper to encourage better usage. If train station was attached to park and ride, would consider using it more often. (Sea Mills)
- Keep Portway P&R open later at night! (Unknown)
- easily accessible park and ride in north Bristol, with fast route to city (Winterbourne)

Timetable

- More frequent (Bath)
- More frequent services, especially in peak times (Bedminster)
- Could be more regular service in the evenings (Easton)
- high frequency and fast (Horfield)
- Greater frequency (Redland)
- More regular (Southville)
- Increased frequency (St Andrews)
- More regular services. (Totterdown)
- Frequency. (Whitehall)

Train carriages

- WiFi. Regular and reliable services (Ashley Down)
- More capacity/longer trains, particularly in the rush hours (Bath)
- Better catering for cycles (Bedminster)
- Cheaper fares. Reliable service. Able to take bicycle (Bedminster)
- Access to larger storage area for bikes (Bishopston)
- I used to take the train from Filton or Parkway to Can & Dursley every day for work, but I have reverted to using the car because a) they're too infrequent and b) they won't make space for bikes. More space for bikes would be a big help for me, as would more frequent services. (Bishopston)
- much more space for bikes on inter-regional and sub-regional services in order to make a complete sustainable journey. (Bishopston)
- More carriages and more stations! (Bradley Stoke)
- More space for bikes on trains, such as a dedicated carriage with fixed bicycle stands. Reduced road congestion and improved, logical route-planning for bus services. (Brislington)
- Greater ability to take cycles on (without needing to book) and greater facility to park securely cycles/hire them the other end (Bristol)
- More carriages, more space for cycles with less rules on how many cycles can be carried during the weekend, lower prices (Cam)
- longertrains (Charfield)
- Knowing that I could actually get my bike on, without being told I can't get it on to get home even though I have a ticket. (Chipping Sodbury)
- Affordable and regular services, with provision for bicycles (Easton)
- Less overcrowding at busy times. (Easton)
- More spaces for bikes on trains (and perhaps even on buses too?!) (Eastville)
- Increased capacity for bicycles. This is particularly important to me. At the moment it is a risk to plan a journey involving a bike as you may not be able to board the train. More trains on local routes. Cheaper fares. (Henleaze)
- Improved carriages, or more of them - more seats! (Horfield)
- More frequent services. Better rolling stock. (London)
- Reduced prices, greater capacity on trains and public ownership. (Long Ashton)
- More carriages at busy periods. Gets too crowded at peak times and it can be difficult to get a bicycle onto the local train. (Nailsea)
- being able to guarantee getting bike on train at rush hour. I work 45 min walk from nailsea and Backwell station and would use the train if I could cycle the last leg (Redfield)
- more bike space on trains (Redland)
- More carriages - the local trains between Weston and Filton Abbey Wood are extremely busy in the morning. More bike storage on local services. (Southville)
- St Annes Park station would be great if re-opened with peak am and pm regular services, esp if I could take my bike on the train (St Annes)
- Greater frequency; same number as carriages in the evening as the morning; more carriages so that those with cycles are no longer not allowed on when the station pulls in because people are standing in the cycle space. (Tutshill)
- If and when these services are running, wouldn't it be nice if there was lots of space for bikes on board? Otherwise car traffic just ends up parked at stations (Unknown)
- More frequent, more investment, priority over cars and roads, more cycle carriage capacity (Most Important) (Windmill Hill)
- Lower fares, more regular trains (Yate to Bristol), more cycle stowage space on trains, more carriages at peak times. (Yate)

Train fares

- Opening of the Portishead line and a station at Ashton Gate would encourage me to use it for work as I work opposite the proposed station. Also making fares more reasonable would help. Currently running a car appears to be cheaper so if it was the other way round it would make me use it. (Ashton Vale)
- Sensible pricing - in particular a reduction in the disproportionate rise in cost if you travel to Swindon or Reading. (Bath)
- Possibly cheaper fares (with railcard) on train services (Bedminster)

- More regular trains from parson street, cheaper fares, new station at Ashton gate. (BS3)
- Cheaper, more regular, trains (BS6)
- Cheaper train prices Buses running on time (Charfield)
- Train fares need to be lower Buses need to have own bus lane and be reliable (Coalpit Heath)
- More regular services, more stations open and a better pricing structure (Filton)
- Trains to be cheaper (Horfield)
- More convenient locations Lower fares (Long Ashton)
- The buses are good and I have a bus pass and use the park and ride. It would be so useful to have a station in Long Ashton and would encourage commuters to leave their cars behind. But rail travel must be kept affordable to be a viable choice. (Long Ashton)
- fares being lowered and St. Anne's Park being re-opened would enable me to get to Avonmeads without having to walk to there. (Nailsea)
- A regular, frequent train service, reasonably priced. Public transport needs to be cheaper than car travel and too often it isn't. My husband uses the Bath Rd P&R than take the bus from Salford to Bristol as it is cheaper, but he would sooner leave the car at home altogether. Season/weekly tickets save some money but public transport does seem to be more expensive here than in other areas. (Salford)
- More frequent (bedminster-Weston), less expensive (bedminster-Weston currently £10.60 rtn) (Southville)
- Bringing a train station nearer us and keeping costs fair (Street)
- Cheaper tickets or car parking (Wotton-under-edge)
- More choice, more times, cleaner trains, cheaper tickets (Wotton-under-edge)
- Reduction in fares - I used to live in London where it's a lot cheaper!! (Wotton-under-edge)

Train reliability

- More regular and reliable train service (BS9)
- The local train situation is so dire it made me - a passionate conservationist and environmentalist - buy a car to travel to work. At the moment, the situation is horribly skewed towards the operators who are increasing fares with little or no visible improvement in services (and with an unapologetic PR front). We need vastly improved reliability of local train services, including extra carriages mandatory at peak times with stricter, higher fines put on operators for delayed services. It should also be made easier for passengers to secure refunds without a lengthy process ending in rail vouchers. It's unacceptable and just plain wrong and the longer it continues, people will continue to drive their cars. (Clevedon)
- regular, frequent and on time trains... I prefer the trains to the buses... I am more likely to catch a train than I am to use a bus. (Hotwells)
- ability to take a bike on a bus better punctuality on Severn Beach Line and better evening service (Redland)

Train station

- It would also be preferential to have an entrance to Temple Meads at Totterdown end of station. It's frustrating to walk past end of platforms from Bath Road, all the way to the station and then back to platforms as it takes a good extra 10 minutes and more. (Arnos Vale)
- More regular services. Later running times. More light at train stations. (Easton)
- Frequency, reliability, cost and safety (Montpelier station does not feel safe after dark as with many small stations) (Montpelier)
- Please, please can Bristol have an INTEGRATED transport system. At night the buses and trains are unreliable and non-existent. Seamills is creepy at night. It's scary for single people especially women. (Sneyd Park)
- Free car parking with a ticket at the station (Stoke Bishop)
- More all day pay and display parking at stations. There is none at Redland only up to 3 hours. Co-incident arrival at Temple Meads of local branch trains with enough time to catch the half hourly main services to London & the North (Westbury-on-Trym)
- WsM station is not disabled friendly. Despite having rising passenger numbers there are no lifts. (Weston-super-Mare)
- Better (and cheaper!) parking at stations; reliable trustworthy bus services, (Winterbourne)
- Good parking (Wotton-under-edge)
- If Charfield opened again I would use it pretty much every day! Secure bike storage at stations to minimise car use to. (Wotton-under-edge)

Train timetable

- I already use the train as much as possible. However, service to/from Oldfield Park in the evening is poor, with only one train an hour at best beyond 18:52. Oldfield Park station is also in need of an update. At the very least, some electronic information boards are needed. I rarely use the train within Bristol itself as the capacity on the line upto Clifton Down (Avonmouth line) is so poor - trains are infrequent and regularly experience severe crowding. (Bath)
- More frequent trains serving Parson Street, particularly at the evenings and weekends. Direct buses from our area that go to Temple Meads. (Bedminster)
- More train services to new destinations (Bishopston)
- More frequent stops at parson st, unless ashton gate station were to reopen. (Brislington)
- Half-hourly train services to all local stations. Bus services would be improved by repairs to road surfaces in the city centre and removal of humps on roads where general traffic is not permitted (e.g. the Horsefair, where bus passengers currently have a very bumpy ride indeed). (Clifton)
- More train services. I do not want to take public transport and sit in traffic; I can do that in my car. (Clifton)
- Regular, predictable timetable on local lines (e.g. every 30 or 20 minutes, not at odd times) (Clifton)
- Later trains, more frequent trains, cheaper reasonable transparent fares that are easy to see and calculate before the journey commences how much it will cost to get from A to B or A to B to C etc (Cotham)
- More frequent trains on Severn Beach Line (Cotham)
- More regular trains on innercity lines and to the outskirts of Bristol. I can't use buses as I get ridiculously travel sick. (Cotham)
- More regular services to local strains (Crews Hole)
- A predictable regular timetable where trains arrive at the same time around the hour. (Easton)
- Frequent service, clean and tidy, plus late night service (Easton)
- Better rail availability, fewer bus journeys. (Emersons Green)
- More trains between bristol temple meads and parkway later in the evening, increased capacity on trains at peak times on this route, an improved walkway between bristol temple meads and the city centre, more stations near venues such as the city ground, ashton court, etc, (Harry Stoke)
- Regular local trains that run on the weekends (Horfield)
- More frequent trains within bristol (Lawrence Hill)
- Regular Services, Reliabilty. (Lawrence Weston)
- Higher frequency, as appropriate to an urban network (20 -15 minutes minimum) (Long Ashton)
- Later running services, especially on Sundays when returning from a weekend away. (Montpelier)
- More regular train services in and around Bristol (Nailsea)
- Pilning station having a commuter train timetable and not just once a week (Pilning)
- Regular service, no delays, not expensive, more stations (Portishead)
- Increased frequency and greater reliability (re-doubling from Narrowways Junction to Clifton Down!) on the Severn Beach Line. (Redland)
- More regular trains!!! Every ten minutes (and buses for that matter... ten minutes should be maximum wait time (Redland)
- I don't drive into Bristol. We need more trains out to Keynsham (and preferably Saltford). Buses are too unreliable to use - even though X39 leaves from the end of my road, I still drive to Keynsham to catch the train (Saltford)
- I wonder if you can help. I am trying to commute by train to Clifton Down from Severn beach. I need to be at work by 8am so the morning trains are great. However I finish work at 4pm and there isn't a train until 17.28pm. I understand there might be a bus link from Avonmouth to Severn Beach meeting the 16.31 but I can't find any information. Do you know? [runs only Saturdays] (Severn Beach)
- Increased capacity on the Severn Beach line, such as double tracking to avoid delays between Clifton & Montpelier (Shirehampton)
- More local trains throughout Bristol with more steps (Shirehampton)
- More regular trains from bedminster - less crowded (Southville)
- More services to local stations on Sundays and evenings. (Southville)
- re train: more frequent trains from local station [Bedminster] re bus: more reliable and allowing me to take pushchair on bus (Southville)
- Regular trains (Southville)

- Better frequency and more choice of local destinations would encourage me to make more use of rail. Electrification would help too. Equipping buses with steel wheels and running them on rails would encourage me to use them. (St Andrews)
- More frequent late running of trains on Temple Meads to Clifton Down section - after 6pm (St Andrews)
- Suburban rail service (St Annes)
- More frequent between Clifton Down and Bristol Temple Meads (St George)
- Trains running later from Bristol towards Bath would make life a lot easier for people living in that direction who would like to stay out later in Bristol. Thanks (St Philips)
- Higher frequency of the line from Severn Beach to Bristol Temple Meads (which stops at Stapleton Road) (St Werburghs)
- More regular and reliable local trains (St Werburghs)
- A direct train to Bristol from Stroud (Stroud)
- More frequent train services between Bristol Temple Meads and Clifton Down. (Tewkesbury)
- Much more frequent trains e.g. on Severn Beach line (Totterdown)
- I mainly use the Lawrence Hill to Clifton Down train (for work) and also to go to Weston (via Temple Meads). I really value this local train service and think it works very well. I walk to the trains (20 mins) but use the bus if it is bad weather, etc. The bus to work takes nearly an hour (as I now have to change in the Centre to go up to Clifton Down, and I much prefer the train. Finding this little local train line definitely influenced my decision to use this rather than my car. (Whitehall)
- More trains. Much improved Sunday service (must run much later at least 10pm) And please a full loop around Henbury (Whitehall)
- I would like to see half hourly services to Yate from Bristol especially at the weekend. (Yate)

Train timetable - cross-city

- Direct line between parsons street to Clifton (Ashton)
- Direct routes from Parson Street to the Severn Beach Line stations Route from Parson Street to Bristol Parkway (direct or more frequent) (Ashton)
- Direct trains to Yate from where I live (Bishopston)
- Buses in Bristol are dirty (their condition inside, uncomfortable for longer journeys and the use of diesel). They are rarely on time and often don't turn up. How can it take over an hour and 20 mins on a bus to make the same 30 min car journey? Almost no change would make me use one unless I had no other choice. Train services are not joined up. I would happily take the train to work if there was a through train from north Bristol to Clifton/ redland. Or even a reasonable/ decent connecting service from Parkway to redland/Clifton down. Currently a half hour wait at peak time for a connecting train! Investment in trains is very much needed rather than buses which I suspect people won't use. (Bradley Stoke)
- Direct trains from Parkway to Clifton Down. (Bradley Stoke)
- More frequent connections from BPW->BTM (Bradley Stoke)
- Trains from North Bristol to Clifton without having to change at Temple Meads. Also, ticket machines to be installed at ALL train stations. (Bradley Stoke)
- Connections between Ashton Gate, Temple Meads and Redland would be very useful! Ashton Gate would also enable football fans to travel to the stadium by local train which would potentially ease road congestion (and visitor parking) on match days! (Bristol)
- A continuous service connecting the Severn Beach Line to the south-Bristol service without changing trains. The Severn Beach line running later on Sunday evenings especially, and other evenings if possible. The 72 bus running more frequently and later into the evening. Better bus connectivity on non-radial routes. Better bus connectivity between Gloucester Road area and Southville area. (BS7)
- A direct service from Parson street to clifton down would greatly reduce my commute time to work. Any kind of more regular services from Parson street would be useful, at the moment no trains seem to stop there or pick up passengers. (Charfield)
- More regular trains on severn beach line (ideally every 15 minutes). Cross city buses. I use public trnasport in London but rarely in Bristol. (Clifton)
- More services on the Severn Beach line with better connectivity through to Bath, Chippenham and Swindon without the need to change at Temple Meads (Clifton)
- A genuine Bristol wide train service (Coombe Dingle)
- More frequent and joined-up rail services (eg trains between Stapleton Rd to Parson St in both directions), serving more destinations. Buses replaced with trams on key routes, like they have in actual cities. (Easton)

- More regular direct service eg at the moment there is only one direct train from Stapleton road to bedminster but one an hour going in the other direction Smaller gap between the platform and train, at the moment it is very difficult to use the trains with a buggy (Easton)
- More trains from Stapleton Road going to Swindon and other intercity stations like Bedminster and Parkway (Easton)
- Straight through service (no change at Temple Meads or, worse, Filton Abby Wood to Bedminster. More trains in the evenings. (Easton)
- Train to Bristol City centre (temple meads is far away from the centre) Emerson's Green for the shops Direct bus from Keynsham to Stockwood and South Bristol Direct train from keynsham to clifton down for work (Keynsham)
- More trains around the city rather than into centre and through it. South Bristol is so disconnected to north Bristol. Severn beach line is brilliant but not regular enough to depend on. (Knowle)
- A rail network around the city would be amazing. It would help enormously to be able to get to Clifton or City Centre by rail. Even better if they were to link up to other stations around the city. (Long Ashton)
- More services. We can't take the train to work because we would have to leave an hour earlier and then sit in temple meads. And a reduced cost. Two in a car works out half the price of the railway but I would love to travel by train. (Montpelier)
- Direct train from redland to bath, direct train from redland to bristol parkway, train from redland to cribbs causeway. (Redland)
- I would use facilities in Filton more if there was a better service. The change at Temple Meads makes the journey too long and price is too expensive (Redland)
- More regular trains Half hourly or more, direct trains from Redland to bath (Redland)
- Not sure. A later service on the Severn Beach line might be of use as I end up working various hours so I sometimes (once in a while) don't finish in time to get the last train to Sea Mills, especially if I am connecting off another train. I would use an Ashton Gate station for getting to football matches and would be especially likely to do so if through services were available off the Severn Beach line. (Sea Mills)
- Better integration between the two, especially ticketing. Through services between South Bristol stations and Bath / Clifton Down, to a clock face timetable (Southville)
- More frequent services to/from Bedminster and Parsons St. Not much use to me at the moment with such bad connection times at BTM (Southville)
- A closer link to Gloucester trains would mean I would not use the car for that journey. (St Andrews)
- More frequent service on Severn Beach Line (the number 1 request!). More carriages on SBL too, rush hour trains are now packed to the gills. Henbury Loop opening so it would be possible to travel to Ashley Down/ Horfield without having to go into Temple Meads and change. Portway Park and Ride station opening, as (although it's wonderful that more passengers are using the train) people are using the streets surrounding Sea Mills station as a car park for park and ride. There is consequently lots of unsafe and inconsiderate parking. We don't want an RPZ, there's a purpose-built park and ride down the road, people just need to be able to get on the train from there. Thank you :) (Stoke Bishop)
- Cross city options. Local gov. stakeholders - as NCT transport in Nottingham or TfL. (Totterdown)
- If sea mills joined up with parkway (Westbury-on-Trym)
- If the connections between different parts of the city were better - it takes a long time to get to Stapleton Road station from Bedminster, as train times don't match up and are too infrequent. Greater reliability. (Windmill Hill)

Other

- I am a big fan of public transport, my only gripe is that there is nowhere to put a station near me! (Bishopsworth)
- I already use public transport (Brislington)
- Reduced car use (Bristol)
- i use public transport every day. (BS6)
- Public transport is only a realistic option for those people who both live and work within the city or immediate conurbation. The current Bristol Mayor's anti car stance is disastrous for the economic viability and prosperity of the city (Charfield)
- Allow bikes on buses. Make buses and trains publicly owned and locally accountable. (Easton)
- We are a community group base in S Glos mainly concerned with the HGV issues around the B4059 Latteridge Rd. Having read your article in the Bristol Post we fully support your aims and ideas for Bristol Suburban Railways. (Iron Acton)

- I use public transport as much as possible (Portishead)
- Already use [public transport] but constantly disappointed (Redland)
- I do use it all the time (Redland)
- If it was publicly owned (Southville)
- More places to visit without being in rush hour. (St Annes)
- N/A as I already do. (Stroud)
- Bristol needs and deserves a proper rail metro system totally separate from the gridlocked roads. (Unknown)
- I agree with all proposals to implement rail travel. It should of been carried over and before a metro bus ,which will just clogg up roads even further.Bristol and surrounding areas would benefit greatly. To have a commuter system involving rail and trams. (Unknown)
- So why do you suggest pays for this?? Government won't, local council won't, businesses won't, so who does that leave? Yup, you guys! Fares will go up to cover the cost and not come down again. So this idea will never get off the ground (Unknown)