

**Public statement to Joint Transport Executive Committee – 12 November 2009**

**Rapid transit and rail in the Bristol Area in the context of the new Stadium**

The following was submitted re the application for the stadium. It shows our general worry that public transport in Greater Bristol will not be of sufficient quality to provide for future development. We note that buses are already going down in quality even on key routes. Contracts are being let to companies without low floor buses, for example in Bath. This is a trend in the wrong direction!

**Transport: too car-based and not taking into account regional transport policies**

Campaign for Better Transport is concerned at the number of car parking spaces associated with this development, which we think goes against SW Regional Spatial Policies RTS1 and RTS2. These policies are about delivering a step change in the prioritisation of road space to public transport, and constraint on travel by road by private car by means of mechanisms such as a reduction in parking places. The Regional Transport Strategy policies are designed to remove the load on the strategic road network (such as the motorway) by means of good quality local public transport and also to promote sustainable living. We don't believe enough effort has been made in these two respects.

**Rapid Transit – not enough. Rail needed too.**

We do not believe that the Temple Meads to Ashton Vale rapid transit line will be sufficient alone to cater for the football stadium and associated development. The developer might in addition help fund a new railway station in conjunction with the Portishead Line RFA bid. A new station is absolutely vital to avoid traffic jams in the area. How else will people get to the stadium if they are travelling from outer suburban places or more distant towns? If there isn't a station then they will be tempted to come by car. So, we think more effort to avoid traffic jams and CO2 emissions are needed.

**Rapid transit – quality of vehicles and stations**

We are additionally concerned that the rapid transit will not be of the quality and capacity to cope with numbers. The technology has to appear and look like a tram with tram stations. We are worried that the rapid transit will end up as merely a new bus-way designed not for purpose built tram vehicles but able to take buses of all sorts. This cannot be part of a proper rapid transit system for a European City!

Jenny Raggett