

STATEMENT FROM CAMPAIGN FOR BETTER TRANSPORT

With reference to Scrutiny Meeting, 11 December 2009, Agenda Item 5. iv)

The Multi-Area Agreement (MAA) needs to take account of the following: -

Crime Prevention

- 1) Crime and disorder under the direction of the British Transport Police/PCSOs
- 2) Need for CCTV on all stations and rolling stock
- 3) Need for MAA, with the DfT, to set standards for staffing of stations, ticket offices and vending machines, including the hours of opening.

Rolling Stock

- 4) They should have responsibility for and discussions with DfT and TOCs on types of rolling stock; its design; quality of refurbishment; provision of new rolling stock especially on routes such as the Cardiff/Portsmouth with the Welsh Assembly Government where there is to be no electrification south of Bath.
- 5) With regard to local suburban services and electrification, a discussion needs to take place regarding cross-city on the Weston super Mare northwards to Gloucester.
- 6) New stations and improvements should be put forward via the LTP processes and regular meetings should be convened of officers and members with Wiltshire, Somerset, Gloucestershire and Swindon Councils to progress the Greater Bristol Metro services, especially as services operate between Cheltenham and Taunton, Cardiff and Warminster, Frome and Bristol, Bristol and Swindon, Bristol and Severn Beach. For the future – Bristol to Portishead and Avonmouth to Bristol Temple Meads via Henbury/Cribbs Causeway.

Development of Tram-Train/Rapid Transit

- 7) If there is to be a tram-train developed in the Bristol area, which we would fully support, then the line between Ashton Gate and Wapping Wharf (the Bristol Harbour Railway) and any proposed rapid transit via Cabot Circus to Temple Meads would need to be capable of taking tram train as well as rapid transit street cars. It is essential this matter is addressed for the future as we note the rails are going to be kept in position on the Harbour railway.

Bus Provision - Consistency of Passenger Experience

- 8) May we remind Members there is still the important issue to be addressed regarding low-floor bus provision in Bath? FareSaver run 100 vehicles, of which only eight are low-floor buses.

Wessex Connect and First have both invested many millions in new vehicles and are still working on appropriate vehicles for the Weston super Mare fleet. Wessex Connect now has only four old vehicles left in operation. We believe there must be consistency in bus provision if increased ridership is to be achieved.

And finally,

- 9) Please may we remind Members of the importance of maintaining bus infrastructure in a tidy condition? The cleaning regime for bus shelters in South Gloucestershire remains an issue for us.