

**SUPPLEMENTARY STATEMENT FROM DAVID REDGEWELL FOR THE  
WEST OF ENGLAND PARTNERSHIP MEETING  
FRIDAY 22 JANUARY 2010**

There are a number of public transport related issues at the present time affecting in particular bus routes which pass through the West of England Partnership area that were not discussed at the BANES Economic Panel. For instance:

A similar situation to that of the 231 and 233 services on the Chippenham/Bath Corridor where First put on an express service which ran straight along the A4 into Chippenham, passing the Chippenham Hospital. The viability of this was put under threat when Wiltshire brought in a 232 Faresaver service – 31 with eight-year-old vehicles. This has led to the high quality service being withdrawn due to the same long-standing problem with Fosseway running a similar service, which they register to run five minutes prior to First's services - with non-low floor vehicles

- a) An issue not raised was the fate of the 376 between Wells and Bristol – which would be under threat if it is allowed to be competed with by the Wessex Connect Service 376 - Wells/Pensford/Bristol, down to Taunton and Yeovil half-hourly with new vehicles. Banes paid for Show Case Corridor, Radstock through to Clutton and Bristol, which competes with the 376 service subsidised by Somerset, Bristol and Banes and again could very well be cut back to hourly with no Sunday services. Councils should surely not be setting up competing services.
- b) Banes paid for Show Case Corridor 379, Radstock through to Clutton and Bristol, which competes with 376, subsidised by Somerset/Bristol/Banes and may very well be cut back to hourly, with no Sunday services. Surely Councils should not be setting up paying services?
- c) Likewise the 178 if an express bus undermines the village bus via Keynsham and Brislington.
- d) 231/X32 Chippenham/Bath service could be further undermined if a Chippenham/Whiteway service, as promoted by Banes, arrives on the scene operated by Wessex Direct.
- e) The Services 12 and X31, put together as one through route, extended to Haycombe, but not low floor from the Hospital in Chippenham to Haycombe as was promised to both Dan Norris and Don Foster some months ago.
- f) The 178 and 678 night services from Bath to Radstock and Radstock/Bristol – will there be integrated ticketing between Wessex Connect and First?
- g) What plans are there for interchanges in Midsomer Norton, Radstock and Keynsham?

If bus companies lose contracts and staff are not transferred TUPE, thus staff are made redundant, this is what has been happening in Bristol, Bath and Weston, drivers with 20 years experience who knew the routes and the people.

- h) **RAPID TRANSIT** - We question the wisdom of incorporating a rapid transit system to run along the central area of the South Bristol Link Road. We believe there would be severe safety issues, particularly for wheelchair users, in gaining access and egress from the system. We believe it would be far preferable to plan for a rapid transit system running independently from any road scheme.
- i) **RAIL** - We would hope to see support for the electrification and support for a Radstock/ Frome line within the Core Strategy document and there still has not been sight of a letter (between June and September) to Lord Adonis regarding the need for diesel rolling stock. Could this be addressed urgently if it has not already been undertaken?
- j) There is a belief that a decision should be made as to which schemes they wish to proceed with before activating all legal programmes.

David Redgewell  
20.01.2010

Should also like to reiterate the following Statement made to an earlier WoEP meeting and which I believe has been forwarded to you by Gordon Moss of South Gloucestershire. :

It is now ever more important for the various members of the West of England Partnership area, on behalf of this entire sub-region, to maintain and build on the pressure and sharpen their arguments as regards their areas' need for the electric train units. These are required to provide the Bristol/Swindon and Cardiff/Portsmouth services once the electrification has been undertaken of the Main Great Western Line between London and Swansea.

There is a shortage of electric rolling stock and the North continue to lobby hard against us once again in bidding for these vehicles, which are the former Thames Link rolling stock which presently run from Brighton to Luton.

I raised this issue with the Minister, Andrew Adonis, and also the future of the Portishead Railway for rail services – not a bus way – plus the future benefits which would accrue for all parts of the city region, prosperous and otherwise, if this service were to continue to be allowed to connect into central Bristol via the Bristol Harbour line, enabling it to link through to Cabot Circus, Temple Meads, Severn Beach, Henbury Loop and Bristol Parkway.

Thank you