

**West of England Partnership
Joint Transport Executive Committee
2 July 2010**

Public Representations:

1. A statement from David Redgewell, Transport South West Network. Accompanying articles are summarised in a cover note on the statement **(pg 1)**
2. A Statement from the South West Transport Forum with the support of the RMT re: BRT **(pg 6)**
3. A list of representations from David Redgewell in addition to the two statements listed above **(pg 8)**
4. A letter from High Littleton Parish Council re: cuts to 179 buses **(pg 9)**
5. A statement from the Save Our 6-7 Buses campaign team **(pg 10)**
6. A Statement from Ian Crawford, Transport for Greater Bristol Alliance (TfGB) re: Major Transport Schemes **(pg 12)**
7. A statement from Friends of Suburban Bristol Railways (FSBR) re: JLTP3 **(pg 13)**

West of England Joint Transport Executive Committee – 2nd July 2010

Representation from Transport South West Network, Author: Dave Redgewell.

1. The statement is attached
2. The following articles are not attached:
 - ‘South West Network for Low Carbon Transport’ – Statement of aims – redraft
 - Article by Nigel Harris, June Rail Magazine, about cuts in the rail budget
 - Bath Chronicle article about the new station lifts at Bath Spa
 - Bath Chronicle article about the plan for withdrawal of some Bath bus services

Daniel Moore
Partnership Secretary
29th June 2010

ED
- 7 JUN 2010

SOUTH WEST TRANSPORT NETWORK.

c/o 35 FROME ROAD
Bradford on Avon
Wiltshire

West of England
Partnership
Creator BRISTOL Authorities
Wilder House
Wilder street
Bristol

30th May 2010

DAVID REDGEWELL
JENNY REDGELL

BRISTOL City Council
Council House College Green Bristol

Statement

West of England Partnership Board 14-6-2010
Joint Transport Committee 2-6-2010
BRISTOL City Council CABINET 10-6-2010
Full Council Security Committee 17-6-2010
TRANSPORT ISSUES Greater Bristol

(TIME FOR REVIEW AND CHANGE
With the END OF REGIONAL GOVERNMENT RDA TRANSPORT BOARD proposed in a new B.II.)

Firstly

We welcome the Final go ahead for the BATH SPA Bus and Rail Interchange list building consent

We now need ORR Approval

The Design of the lift. Must include spaces for cycles and racks in the station sq

We also need consultation on the design of covered walkways and shelter to the Main Bus and Rail station The Bus shelter must be fully covered

Cafe and New Refreshment area
need attention and Discussion With
Select Service Partners. The Transport
Catering ARM on the Railway and Bus
Temple Mead in BRISTOL and WESTON SUPER MARE NEED
Service 52 Highridge to Parson Street
Station and Bedminster/City Centre
Will need subsidy for Early Morning

Journeys Cister Will Request.

A Evening and SUNDAY SERVICE is Request

IN BATH, SOMERSET.

We need to see Service 6/7 fully
restored as a through service Between Fairfield

Park Larkhall London Road SNOW HILL City
Centre. Bus station every 30 min Evening and SUNDAYS

CITY OF BRISTOL

SERVICE 5 BRISTOL We wish to see SUNDAY

Service Restored to Blackberry Hill and OADBURY

Court Estate

Note the Petition With BRISTOL City Council
Not ANSWERED Councillor Alexandra

Rail Service

charges 23rd May 2010

We are very very concerned about

Department for Transport cut in the

cross city line

J-S-M to BRISTOL PARKWAY

TO STOPS ON THE 0945 EX WESTON SUPER

MARE Removing stops at WESTON MILTON

PARSON STREET BEDMINSTER

THIS SET (TRAIN) STANDS FOR 10 mins ^{10m} to 10/10

LOW AT BRISTOL TM.

DID NORTH SOMERSET BRISTOL CITY Council

AND WEST OF ENGLAND PARTNERSHIP OBJECT?

TO (DFT) FIRST IS A CONTACT in this.

THE MELKSHAM TO BATH AND BRISTOL RAIL SERVICE NEED IMPROVEMENTS

BT Police Reductions on the Weston Super

Mare Taunton BRISTOL Line Beat

and Closure of Taunton Police Station

Rail AND ONLY ONE PART TIME PCSO for this ^{route}

There is still a problem with the use of un

Regulated Security Service Guards at Weston

use more: Gloucester, Cheltenham ~~and~~ Bridgwater

track and SWINDON THESE SHOULD BE updated to

Real Support offices 4

TATION IMPROVEMENT RAMPS SHOULD GO AHEAD

EYNSHAM AND BRADFORD ON AVON.
THE CITY Council SHOULD NOT sale a Support
Close of Muller Road. Bristol Depot for Housing.

E GARDING Bus Rapid Transit

to believe that 5 Line in Greater
Bristol are unaffordable and that

SWANSEA Approach should flow a

Commercial Service pattern North to South
BRISTOL with Street Car or Buses similar

SWANSEA OR CARDIFF BAY CARS, TALK SHOULD
START WITH WESSEX CONNECT, flights PLC and First Group

2 Harbour Line Wapping Wharf to

ASHTON Vale Football Club Park and Ride

could operate as Perry People Mover

Access full in West Midland I.T.A Stourbridge Town
Junction. Important to Bus services should

operate ASHTON GATE to City centre Temple Mead
via Cumberland Road

Subsidy should be payed for Half hourly services

The Avonmouth Severn Beach Line

AND Priority must now be reopening Portobello
Line via Pill ASHTON GATE, BEDMINSTER, PARSON ST

25.6.2010

THE SOUTHWEST TRANSPORT NETWORK
(WITH THE SUPPORT OF THE RMT)
C/O 35 FROME ROAD
BRADFORD-ON-AVON
WILTS

BRISTOL CITY COUNCIL

THE COUNCIL HOUSE

COLLEGE GREEN

BRISTOL

BS1 5TR

AGENDA ITEM 7a

WEST OF ENGLAND

PARTNERSHIP

JOINT TRANSPORT EXECUTIVE
Greater Bristol

RE: Statement to Bristol City Council, Full Council,
Scrutiny Committee on Transport for the
meeting on Tuesday 29.6.2010 @ 10am with
regards to the BRT2 bus rapid transit project

We would like to know if the £47 million to be spent on this project is still going to be a top priority within Bristol City Council and North Somerset Council considering the proposed cuts in capital expenditure for major infrastructure projects throughout the country. If this is the case then we believe £20 million could be saved with the removal of the rail element in this scheme which could be spent on other local transport projects instead or just act as a cost saving to the local taxpayers.

The BRT should use existing bus infrastructure to serve the City Centre, Cabot Circus, Bristol Temple Meads via the road next to Bypass rail

shed ie Plot 6, along Redcliffe Way, round by the Grove, over Prince Street bridge, down Cumberland Road to the Cumberland Basin road system and then Long Ashton Park and Ride serving the proposed Bristol City Football Stadium with bus priority measures. A spur line from this route could run to the proposed new Sainsbury store going around the car park in a way similar to that @ University Hospital in Swansea. Road infrastructure could be upgraded as required and it would no longer need a bridge to be built over Network Rail track at Ashton. There should be better interchange for buses on the City Centre and by the bus station. Also, the service near Ashton Court could be extended to the Dorecot using rapid transit vehicles similar to the Swansea FTR or the Cardiff Bay cars. The rail option should be looked at as soon as money becomes available to re-open the Portishead railway line and improve the suburban rail network including the Severn Beach line, the Herbury loop, opening the Thornbury branch and introducing tram-trains. These improvements could be done in the next Network Rail Control Period between 2014-2019.

Jan Beckey pp Jenni Raggett
 IAN BECKEY JENNI RAGGETT

West of England Joint Transport Executive Committee – 2nd July 2010

Representations from David Redgewell.

In addition to the two statements provided by David Redgewell, also sent to the Partnership Office the following papers, which are not attached:

- Bristol Civic Society (BCS) statement for Bristol City Full Council of 29th June re: Ashton Vale to Temple Meads and Bristol City Rapid Transit
- David Redgewell statement to Bristol City Full Council of 29th June re: Ashton Vale to Temple Meads Bristol City Centre Rapid Transit (the points contained are covered in statements provided by David Redgewell)
- Susan Flint statement to Bristol City Full Council of 29 June re: BRT plans for Harbourside Route
- Helen Wilson letter of 10th June re: postponement of public enquiries into the Bath Transportation Package
- Excerpt from the Secretary of State for Transport's 10 June statement re: Local Authority Major Schemes
- Department for Transport interim guidance on local authority Major Schemes

Daniel Moore
Partnership Secretary
1st July 2010

HIGH LITTLETON PARISH COUNCIL

Clerk: Pauline Young
PO Box 4230
Radstock
BA3 5WR

Received 28.6.10

Tel: 07807 430001
E-mail clerk@highlittleton.org.uk
Web: www.highlittleton.org.uk
Wednesday 23rd June 2010

Terry Wagstaff
Chief Executive
West of England Partnership
Floor 1
Wilder House
Wilder Street
Bristol
BS2 8PH

Dear Mr Wagstaff

Re: High Littleton and Hallatrow Parish Council – Cuts to the 179 Bus Service

The High Littleton and Hallatrow Parish Council request that at the next meeting of the West of England Partnership, consideration be given to the reinstatement of the following services from High Littleton:

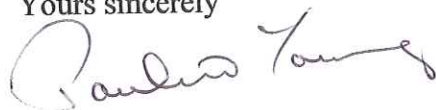
179 from High Littleton to Bath 06.58 and 0740

179 Bath to High Littleton 17.30

These services were withdrawn by First in November 2009 on purely financial reasons with no consultation with the village of High Littleton or the High Littleton Parish Council. The withdrawal means that no one in the village can go direct to Bath until after 9.00am without adding an 30 minutes to the journey by using the 178 and going around the long way via Midsomer Norton.

By withdrawing the 17.30 service from Bath (this is the time most people will be coming home from the office etc), it restricts passengers return to the 16.15 and 18.30 service only, unless they once again come the long way via Midsomer Norton.

Yours sincerely



Pauline Young (Parish Clerk)

Save Our 6-7 Buses Campaign
West of England Partnership Joint Transport Executive Committee
Friday, 2nd July, 2010

The Save Our 6/7 Bus Campaign is with you today because you need to know your consultation process over bus changes, which has worked well in other areas, has resulted in severe hardship in the north east of Bath. We understand this was due to a genuine mistake, by both First and B&NES, in their effort to rationalise the routes, optimise profitability, and also to improve punctuality and reliability under difficult conditions. This mistake has been acknowledged by both Simon Cursio, Commercial Director of First Southwest, at a meeting on 4th June, and B&NES at the Safer and Stronger Communities Scrutiny Panel on 20th May. It would not have happened had a more thorough consultation taken place. So we ask you to consider improving these procedures including the requirement that the local Councillor be notified while there is still enough time to influence any bus changes to prevent this happening again.

Prior to the cuts on 23rd May, there was a 20 minute circular route using 5 vehicles which served our densely populated area affecting 3 council wards. People were connected with their essential services over a long steep hill. People could plan their journeys. Now however, the area is split with two unconnected 30 minute routes, served by only 3 vehicles. There has been a great outcry over this. The resulting campaign has been only partially successful in regaining an adequate service.

Thankfully, after more than 8 weeks of disruption, First Group will be reinstating the circular service on August 1st. However, that reinstatement is at an extremely low frequency - 40 minutes, still operating with only 3 vehicles. While First has been quoted as saying the circular reinstatement "is a start", implying perhaps some intention to increase the frequency at a later date, with a 4th or even a 5th bus as we had before, it is unknown how, when or if it might increase, or how it will be funded.

Why should a 40 minute route be replaced by a 30 or even a 20 minute one, requiring a 4th or 5th bus? Those of you involved with Travel Plus know your aim is to "provide rapid, reliable, frequent and punctual public transport". Yet it may help to spell out the reasons:

- 40 minutes is half the frequency it was before the 23rd May, an unacceptable cut;
- it is a well known fact that the more infrequent a service becomes, the fewer the people who use it, inviting further cuts.*;
- a 40 minute service makes these routes the most infrequent ones in Bath: no other area in the city has less than a 30 minute unsubsidised daytime service;
- a 40 minute service on each route creates a very confusing timetable, which in itself discourages people from using the buses, and means more people will use their cars;
- people without access to a car and those not wanting to use cars for the sake of the environment will be condemned to an infrequent, confusing service;

- fewer people will use the shops, Post Office and other facilities in Larkhall, affecting local vibrancy and viability. Please be aware we are fighting for the survival of our community into the future.

So the service coming on August 1st must only be temporary. Another registration should follow for a bus *at least* every 30 minutes. Under the circumstances, as it has been acknowledged as a mistake and in view of the severe impact on the community, we request that you use your powers, consistent with the aims of Travel Plus, to find a way that this can be achieved and to support another Emergency Registration, as a further 56 days is unreasonable on top of the previous 8 weeks' disruption.

Although *at least* a 30 minute service is our main aim, we encourage you to persevere with the plan to reduce congestion in Bath city centre to improve punctuality. This involves completing the rail/bus interchange and closing Dorchester Street to all but public vehicles.

To put this into the larger context in which it belongs, the importance of good public transport cannot be overemphasised since sustaining the environment is crucial to all our futures and is, quite rightly, a key aim in B&NES' core strategy.

We look forward to confirmation that at least a 30 minute service will be implemented at the earliest possible date.

* *Car Sick, Solutions for our Car-addicted Culture*, Lynn Sloman, Green Books Limited, 2006

Lin Patterson
10 Brookleaze Buildings
Larkhall
Bath BA1 6RA
tel 01225 311163
for the Save Our 6-7 Buses campaign

Statement to West of England Partnership- Joint Transport Executive Committee by Transport for Greater Bristol Alliance (TfGB) re: Major Transport Schemes

Transport for Greater Bristol Alliance believes that the change in National Government is creating a change in national policies on a number of counts which impact on the viability and good sense of BCC's and the West of England Partnership's Bus Rapid Transit Line 2 proposals.

TfGB has noted the Secretary of State for Transport's statement which says that all schemes that are granted Programme Entry by the previous Government will be reviewed as part of the spending review. Until then, the Government can give no assurances on funding support for any of these schemes. Further that announcement will be made in the autumn regarding any funding of any schemes included in RFA (2). This means that any further work which the Partnership chooses to undertake on BRT2 is at risk and at its own cost.

In addition to funding doubts, TfGB recognises that the Coalition Government is unlikely, given the various statements it has put out, to favour bus rapid transit over tram RT. Thus, the 90% funding premise for BRT2, against the 75% funding which might have been available for tram-based RT, is no longer relevant even in the unlikely event of funding being made available for either mode of public transport.

The new Government is also unlikely to allow Network Rail to continue to restrict its infrastructure, by denying access to rail-based modes such as tram-trains and/or ultra-light trams. Thus we can expect to see release of Network railways to these more innovative vehicles in the near future with all the low-carbon, low-pollution benefits of steel wheels on steel rails instead of the much higher friction loss, energy-hunger of rubber wheels on tarmac.

TfGB also holds the view that any new public transport system for Greater Bristol must have connectivity at its core; connectivity between all the strategic parts of the public transport network – regional and local rail, main and feeder bus routes etc. In the case of Ashton Vale, South of Bristol and indeed North Somerset and its airport, all we need is better bus services connecting to existing railway stations and future rail infrastructure

Conspicuously, BRT2 fails on the count of such holistic connectivity. Indeed, together with BRT aspirations currently under discussion relating to access to and from Portishead, BRT2 ignores the once-in-a-hundred-years opportunity to connect Portishead together with Bristol – and within Bristol itself the Greater Bristol Metro – in a rail-linked manner which uses existing infrastructure together with street-running rail-based vehicles as part of a strategic network which brings buses, trains and trams into harmony, for public benefit all round.

TfGB urges this Executive to have regard for these and many other new opportunities which have been brought about by the change of Government. In so doing, to come to a sensible, forward-looking and environmentally responsible decision and withdraw the Transport and Works Act Order submission for Bus Rapid Transit line 2

Ian Crawford – TfGB – 28th June 2010

West of England Partnership Joint Transport Executive Committee

Meeting of Friday 2 July 2010

Agendum 11: Joint Local Transport Plan 3 (2011–26)

Statement from Friends of Suburban Bristol Railways

We refer to the initial draft (March 2010) of the [Public Transport Supplementary Document for the new Joint Local Transport Plan for 2011–26 \(JLTP3\)](#), which deals with local rail services on pp. 69–71.

FOSBR supports the stated aims of creating the Greater Bristol Metro for half-hourly services across Bristol, reopening the Portishead Branch to passenger services, delivering the enhancements recommended in Network Rail's Great Western Route Utilisation Strategy (GW RUS), and reopening for passengers the Henbury Loop.

FOSBR is disappointed, however, that the draft JLTP3 says little about **reopening railway stations in greater Bristol**. JLTP3 mentions the possibility of new stations (though none is named) in connection with the Portishead and Henbury reopening projects. It also supports reopenings at Charfield and Corsham. However, JLTP3 does not suggest reopening any stations on existing lines in greater Bristol.

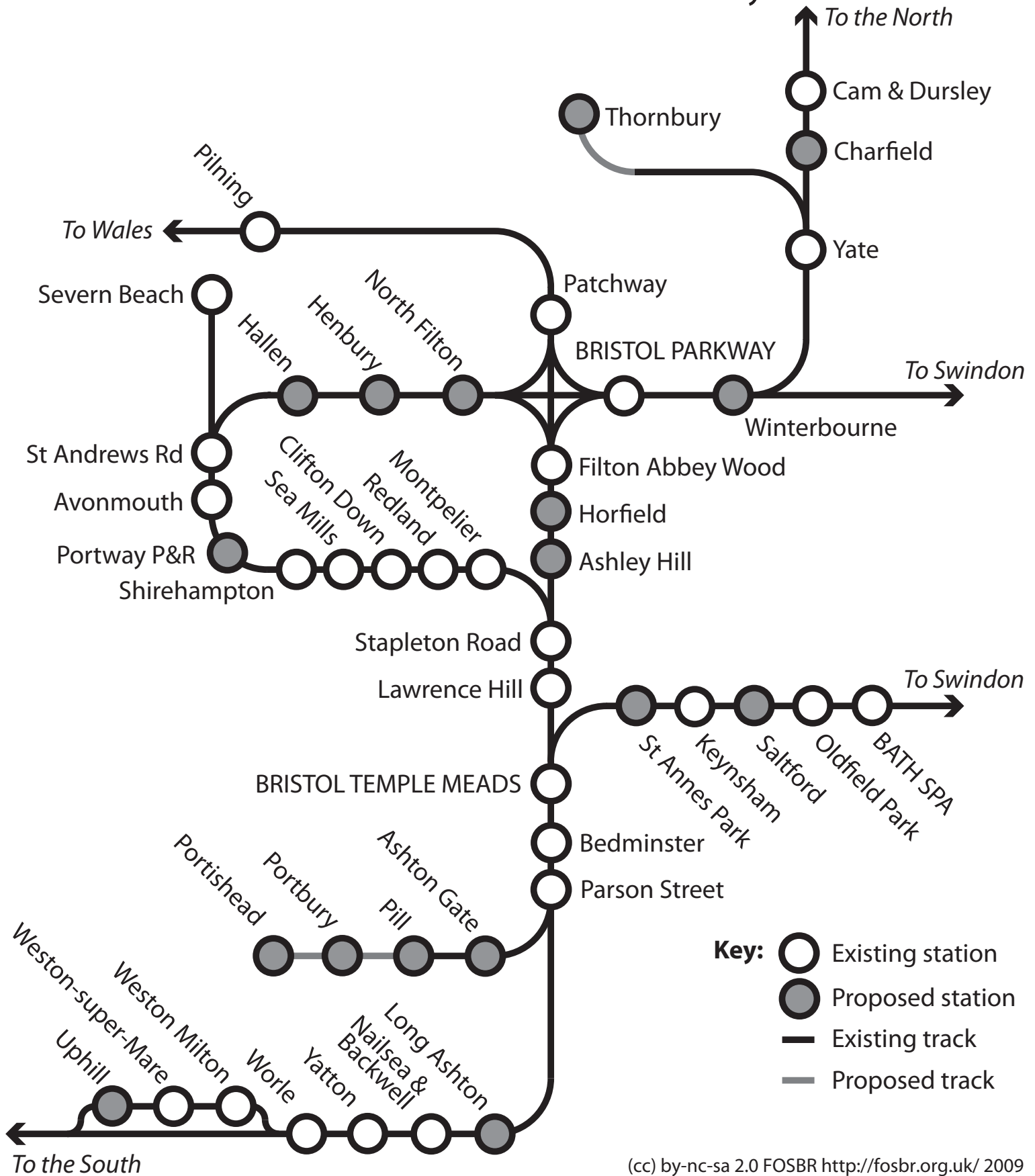
In this respect JLTP3 contrasts with the rail policies in the [Bristol Local Plan](#) (December 1997), pp. 94–6, which are rather more detailed. The map on p. 95 of the Local Plan includes proposed new stations at Ashley Hill, Winterbourne, Charfield, Saltford, Newbridge, Bathampton and Flax Bourton on existing lines, in addition to Hallen, Henbury and Filton North on the Henbury Loop. Policy M11 on p. 96 also proposes a new station at Horfield. These rail policies have been saved.

We suggest that JLTP3 should include a similar map showing stations proposed for reopening. [FOSBR's map of proposed new stations](#) also includes Portbury Park and Ride, St Anne's Park, Long Ashton, Uphill and Thornbury.

Ashley Hill and Horfield, on the line between Temple Meads and Parkway, are particularly important in view of Network Rail's plans to increase the number of tracks on this stretch from two to four. This quadrupling will make these new stations possible, but they need to be planned into the work from the beginning, and support from local authorities will be necessary for this. The case for **Ashley Hill** is especially strong: it is close to the Bristol Rovers and Gloucestershire County Cricket grounds, with their planned developments, and the City of Bristol College's Ashley Down Centre.

There is great potential for developing Bristol's suburban rail network. Passenger numbers at Bristol area stations more than doubled between 1994 and 2005; they have increased by a third again since then; and are predicted to increase by at least another 30 per cent in the next 10 years. FOSBR urges WEP to include station reopenings in JLTP3, whether as medium- or long-term aspirations.

The Future of Suburban Bristol Railways



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The Future of Suburban Bristol Railways

