

## **CAMPAIGN FOR BETTER TRANSPORT,**

Bristol & Bath Travel to Work Area/S.W.Network,  
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### **STATEMENT FOR THE MEETING OF THE WEST OF ENGLAND JOINT TRANSPORT EXECUTIVE MEMBERS – 22<sup>ND</sup> JANUARY 2009**

#### **Agenda Item 4: Harbour Railway & Connections :**

CfBT remain concerned regarding the accommodation, within the plans for the route of the Rapid Transit, of the Harbour Railway and that the tracks remain in place, with the ability for these to be connected back into Ashton Junction, or connected to the UK's operational railway. We would welcome confirmation that this will indeed be possible.

#### **Design & Quality of RT Vehicles :**

Regarding the design and quality of vehicles and stations for Bristol's Rapid Transit scheme, we note in Para. 30 the reported favourable reception of the Wrights "streetcar" vehicle which was displayed in Bristol, en route to Las Vegas. However, without knowledge of those participating in that experience, we continue to have misgivings that these are the very best and totally acceptable. We continue to favour the French hybrid design – a cross between the tram bus and trolley bus as we believe it is this quality of vehicle which will eventually win accolades from the public.

If elected members want quality bus it would be possible to follow the Cambridge system but this is now £21m over budget – costing more than a conventional suburban railway or tramway. GO East of England (DfT) is now scaling back the project. However, Cambridge is a city region similar to Bath, whilst Greater Bristol shares many characteristics and is more akin to Manchester.

#### **Agenda Item 5: Weston-super-Mare Package :**

This package gives rise to concern (also for TravelWatch) as there appears so little contained within it where public transport provision is concerned. There is insufficient attention to public transport interchanges and no mention of new bus stations at Worle or Weston Central. The quality of bus shelters and stops need radical improvement across the whole of Weston. There is a need to address the lack of care of the infrastructure – including broken bus shelters and the vandalism at rail stations. Filton has no TVM and at Pilning it is broken.

Filton, Keynsham, Oldfield Park and Yate are supposed to be staffed, whereas the only stations properly restaffed are Trowbridge and Nailsea & Backwell. Please ensure that the staffing of all stations is addressed within the funding bid to RFA2.

#### **ITA and Transport Provision :**

Whilst we welcome the drawing together of those responsible for transport matters within the WoEP and the setting up of a new Joint Committee for Transportation, we shall continue to lobby for the formation of an Integrated Transport Authority for the Greater Bristol area at the earliest opportunity, otherwise who will be delivering the improvements envisaged?

GOSW inform us the DfT will continue to exercise their powers where rail transport is concerned, including regulation of bus services and the function of the Transport Commissioner. These powers cannot be transferred to the new arrangement because there needs to be a delivery mechanism in place, which is the function of an ITA.

We would also ask that policing issues are addressed for the Greater Bristol transport network. It would seem there is a need to bring forward the services of Transport Community Police, able to move around the entire network from Bridgewater, the coastline, to Gloucester/Cheltenham, Taunton, Warminster to Swindon. There is a need to replace the present use of private security staff such as Safe & Sound and UK ?