

C-bus WTC Response 10/02/20

E-mail from Mr Kay

Further to my email on Wednesday - I have been unable to get a response from anyone at this end as to whether you have actually been sent by WTC a response re 079, and so I am sending you my comments as given to WTC the previous week on the basis that they would include them in their response to you.

(But if you *have* heard from WTC re 079 you can ignore this).

The *modal average* journey time / speed / reliability of all the RT buses during a week as a whole is not the real question, as the fundamental justification for an RT system in this GC context is its ability to secure a significant transfer from car at the *busiest* times of the day / week.

A system which has no genuine separation / priority at the most vital parts of its route will obviously have much-worse-than-modal - average performance on the jny time / speed / reliability front during the *busier* times.

In addition the system will also be fully vulnerable to all the *especially bad* days / periods caused by road traffic incidents / road closures with extra congestion on the roads remaining open / prolonged or emergency major roadworks / weekday afternoon rain / etc etc, just as current bus services are; all of which factors again produce their worst congestion at *peak* periods..

The frequency of such bad days in Colchester is such that no peak period 'converted motorist' would be prepared to continue using such a low grade unsegregated form of 'RT' in the way that existing bus users with no alternative have to, all the more so given that the worst experiences of waiting around at bus stops for delayed buses mostly occur during the winter months / bad weather.