

C-Bus WTC response re EXD/082

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 lowgrade 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.

Mr Kay