
BSWB 26 - Evidence from: Penarth Town Council/One Voice Wales

Senedd Cymru | Welsh Parliament

Pwyllgor Newid Hinsawdd, yr Amgylchedd a Seilwaith | Climate Change, Environment, and Infrastructure Committee

Bil Gwasanaethau Bysiau (Cymru) | Bus Services (Wales) Bill

1. What are your views on the general principles of the Bill, and is there a need for legislation to deliver the stated policy intention?

The Bus Reform option is by far the most appropriate means of repairing the patchy provision of bus services in Wales. The economic model underpinning de-regulation and the attendant fragmented nature of decision taking is increasingly inappropriate. The collaboration of stakeholders' needs a governance structure which provides the opportunity for place communities- providing the backbone of a network -to join the collaboration.

2. What are your views on the Bill's provisions (set out according to Parts below), in particular are they workable and will they deliver the stated policy intention?**▪ Part 1 - Key concepts and general objectives (sections 1 to 4)**

As you argue "Currently, many local authority areas have a mix of commercial and socially necessary subsidised routes. In some cases, operators run services without a direct subsidy on their commercial routes, and in other cases operators receive a contracted subsidy (from local authorities) for running socially necessary routes. The assumption for the purposes of this RIA is that the bus kilometres in a present network would be maintained, but with all services rationalised into a unified and coordinated network which should allow scope for some additional services to operate (for example, by re-routing competing services on a core corridor to create a higher frequency service on a separate corridor, or by running rural feeders into inter-urban trunk services) thereby widening the scope of potential bus journeys."

We agree this would aid stability and certainty –both for operators and customers –which is the bed rock of a sustainable network and passenger support. But it would provide additional opportunity through cross subsidy and" bus routes could

be planned and coordinated to provide improved convenience for journeys to school or healthcare facilities which provides economies of scale and may reduce the need for bespoke services”. An example of fragmented decision making which CTCs have difficulty in understanding is the machinery through which the services to Health facilities is organised.

3. What are your views on the Bill’s provisions (set out according to Parts below), in particular are they workable and will they deliver the stated policy intention?

- **Part 2 - Functions of the Welsh Ministers relating to local bus services (sections 5 to 20)**

In your Explanatory Memorandum you indicate that:

“Bus networks in Wales will be designed by the Welsh Ministers (via Transport for Wales (TfW) who will work in collaboration with local authorities, Corporate Joint Committees (CJCs) and operators to design and deliver the local bus service network”. Some consideration should be given to including the CTC Sector whether through individual Principal Councils or CJC’s.

4. What are your views on the Bill’s provisions (set out according to Parts below), in particular are they workable and will they deliver the stated policy intention?

- **Part 3 - Restriction on providing local bus services (sections 21 to 24)**

No comment.

5. What are your views on the Bill’s provisions (set out according to Parts below), in particular are they workable and will they deliver the stated policy intention?

- **Part 4 - Information and data (sections 25 to 31)**

No comment.

6. What are your views on the Bill's provisions (set out according to Parts below), in particular are they workable and will they deliver the stated policy intention?

- **Part 5 – Local authority powers and duties (sections 32 to 34)**

This Council and we imagine most other Community and Town Councils (CTC's) would look to a governance system which included their participation. We note that in your earlier consultation exercises "Local authorities were generally supportive of the proposals in principle but stressed the importance of having a local role in bus services". This applies equally to CTC's.

7. What are your views on the Bill's provisions (set out according to Parts below), in particular are they workable and will they deliver the stated policy intention?

- **Part 6 – Miscellaneous and general (sections 35 to 44)**

No comment.

8. What are the potential barriers to the implementation of the Bill's provisions and how does the Bill take account of them?

Cardiff Capital Region in its Draft Transport Plan points to collaboration again; without being precise as how this is to happen

It says:

"Therefore, at this time the RTP can only consider measures that can be delivered under current legislative powers, which nevertheless with sufficient funding, can still deliver meaningful change. Subject to final approval and Royal Assent, the content of a revised Bus Bill for Wales may provide opportunities for the CCR to consider different operating arrangements and routes; however, these will still be just as dependent as they are within the current legislative framework on the availability of funding to 'pump prime' any service enhancements to existing routes."

9. How appropriate are the powers in the Bill for Welsh Ministers to make subordinate legislation (as set out in Chapter 5 of Part 1 of the Explanatory Memorandum)

No comment.

10. Are any unintended consequences likely to arise from the Bill?

No comment.

11. What are your views on the Welsh Government's assessment of the financial implications of the Bill as set out in Part 2 of the Explanatory Memorandum?

No comment.

12. Are there any other issues that you would like to raise about the Bill and the accompanying Explanatory Memorandum or any related matters?

The Town and Community Council sector appreciate these changes will not be achieved over-night but it would seem a missed opportunity if the Sector were entirely absent from provisions in the Bill. They are after all closer to the Communities which provide the fine grain evidence and support for the modal shift necessary to achieve the Bills ambitions.

On recent evidence Consultations from CJC's addressed to CTC's go to over seven hundred councils individually . The Sector 's representation, on a franchise area basis ,could be coordinated through the Area Committee Structure which the representative body ,One Voice Wales ,uses to share intelligence and provide opportunity for comment.