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**Cynulliad Cenedlaethol Cymru**  
Y Pwyllgor Menter a Busnes

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**National Assembly for Wales**  
Enterprise and Business Committee

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Cynulliad Cenedlaethol Cymru	National Assembly for Wales
Y Pwyllgor Menter a Busnes	Enterprise and Business Committee
Gwasanaethau Bysiau a Thrafnidiaeth Gymunedol yng Nghymru	Bus and Community Transport Services in Wales
BCT 14	BCT 14
Pobl Gyntaf Powys	Powys People First

## Consultation questions

**Question 1** – how would you describe the current condition of the bus and community transport sectors in Wales?

We are from the rural county of Powys. We have been in many discussions about public transport with the Transport Manager for Powys County. We have lobbied Powys County Council about cuts to bus services being made to save money. The result has still been cuts to the transport budget and some bus routes being axed. We are also talking to Powys County Council about Community Transport in Powys as it varies from each town and some areas have none. We have pointed out the lack of a consistent community transport provision and the fact where it exists it costs disabled people money. They would normally be able to use a bus pass to travel. Our members rely on public transport to go to meetings and to socialise.

**Question 2** – why do you think the number of bus services and the number of bus passengers is declining in Wales?

We believe this is because of cuts to bus services and fare increases. The frequency of bus services is also an issue. There is also a lack of buses to get people to places in rural areas.

**Question 3 – what do you think is the social, economic and environmental impact of recent changes in bus and community transport service levels?**

The social impact can mean our members cannot access disability organisations or health care. They can become isolated and depressed. It limits their ability to develop friendships, with socialising limited to within their own community.

The economic impact means people who can work find it difficult in some areas to get work in their locality. They therefore rely on public transport to enable them to look for work further from home.

The environmental impact can mean fewer buses resulting in more people using cars. This can mean an increase in CO2 emissions.

**Question 4 – what do you think the Welsh Government should do to support bus and community transport in Wales?**

We think the Welsh Government should have control over buses in a similar way to their control over trains in Wales. This would mean they can make sure all areas have a suitable provision of bus services within rural areas of Wales.

**Question 5 – what do you think Welsh local authorities should do to support bus and community transport services?**

Cuts to budgets to local authorities will inevitably result in cuts to bus services particularly in rural areas. This will result in

a spiral of decline of bus provision and usage. They are limited in what they can offer within the present climate.

**Question 6** – what do you think about proposals to devolve bus registration powers to Wales? How should these be used?

**Question 7** – please tell us whether you think further powers to regulate the bus industry in Wales are required and why?

**Question 8** – what other action can be taken to ensure that bus and community transport services meet the needs of people in Wales?

We support the introduction of an All Wales standard 'orange wallet'-type scheme as soon as practicable. We support further work to introduce a Welsh DCPC module on disability awareness training for bus drivers. This could be undertaken and delivered by People First Groups where appropriate. We support the use of low cost digital technology to assist disabled people's use of public transport. We support Operators and user groups

representing disabled passengers having a regular dialogue.

We support the setting up of an information task group comprising Traveline Cymru, bus operators, local authorities and passenger representatives. They could undertake further work to improve the availability of information. This would involve establishing the feasibility and cost of equipping all buses in Wales with wi-fi. Exploring the feasibility of establishing a hierarchy of bus stops and interchanges with different levels of information provision.

Please tell us anything else you would like to mention this topic, thank you for contributing to our inquiry.