



Cydffederasiwn Cludwyr Teithwyr Cymru
Confederation of Passenger Transport Wales

CPT Cymru written submission to the Economy, Infrastructure & Skills Committee inquiry into the effects of congestion on the bus industry in wales

Cydffederasiwn Cludwyr Teithwyr Cymru/The Confederation of Passenger Transport Wales (CPTCymru) is the professional trade association of the bus, coach and light rail industry in Wales and is part of CPT UK. Its members in Wales include operators forming part of large multinational transport operators, municipally owned operators, medium sized independent operators and small family businesses. CPT Cymru members provide around 85% of all bus journeys and some 70% of all public transport journeys made across Wales. Our members are often significant local employers, especially in the rural parts of Wales, and make major contributions to their local economies. The bus and coach industry as a whole employs XXXX

CPTCymru governance includes the Bus Commission Cymru, Coach Commission Cymru and also its Committee for Wales, which all members may attend, and members are consulted widely on the whole range of issues affecting road based public transport.

We are pleased to be able to contribute this brief submission to this enquiry by the Economy, Infrastructure and Skills Committee of the National Assembly for Wales. We have no objection to this being placed within the public domain.

Until recently, there had been little work undertaken on the effects of congestion on the bus industry, and even now, there is only limited work available, none of which refers specifically to Wales. The Greener Journeys Report on the effects of congestion on the bus industry written by Professor David Begg, and published last year, highlighted the problem admirably. Whilst its findings relate to the UK as a whole, there is neither reason nor evidence to suggest that the situation in Wales is any different to the overall UK position.

Greener Journeys provided a number of surprising facts and statistics:

- Bus journey times in our most congested urban conurbations are growing by 10% per decade;
- A 10% decrease in bus journey speeds reduces patronage by 10%-14%;
- If bus journey times continue to increase by almost 1% per annum, we could lose access to around 5,000 jobs per year as a result;
- Traffic congestion drastically worsens air quality. In nose-to-tail traffic, tailpipe emissions are four times greater than they are in free flow traffic;

- If smart-ticketing and cashless options could be extended to the rest of the UK, bus journey times could be improved by up to 10% by halving dwell time at bus stops;
- Congestion is set to get worse, with traffic growing by up to 55% by 2040;
- Congestion is widely acknowledged to be a serious constraint on growth and estimated to cost at least £11bn per annum in urban areas alone, according to government analysis;
- A survey of businesses by the British Chambers of Commerce put the cost of congestion at £17,350 per business. The same survey found congestion to be a problem for around 90 per cent of businesses, with around 45 per cent viewing it as a significant problem;
- A report by the Centre for Economics and Business Research estimates that British business will lose £300 billion to gridlock by 2030.

A number of operators have supplied examples of serious congestion affecting their services which gives something of a local picture of the issue. These are provided as an appendix to this written submission. From those examples, it can be appreciated that congestion is a major problem in various parts of Wales.

Looking at the broader picture, the bus industry makes a significant contribution to the life and economy of Wales, and therefore, the adverse effects of congestion could have wider effects. It is estimated that, across Wales, around 8,000 people are employed in the bus and coach industry. Bus operators are, therefore, not just providers of public transport services, but also significant employers and make a significant contribution to the economic activity of their localities.

Buses provide the backbone of public transport right across Wales, serving all parts of the country, including those areas not served by other forms of public transport. Passenger numbers clearly demonstrate this - the annual number of bus passengers is over 110 million, whereas the all Wales rail franchise carries less than 30 million passengers. CPT Cymru strongly believes, however, that buses are not given the political importance they deserve, and are treated as the Cinderella of public transport. Priority continues to be given to other modes of public transport, and, regrettably, to the car user – free or reduced town centre car parking charges, is a prime example of this.

Whilst more people commute to work by bus than any other mode of transport and more shoppers travel to our high streets by bus than by any other mode, decision makers do not appear to understand fully the social, economic and, especially important in this the context of this inquiry, environmental importance of buses; this is often reflected in the lack of priority to buses in the decisions they make. This is in terms of both funding and also actual on-road bus priority measures.

We are aware that government at all levels faces a very difficult financial situation, but we are concerned at the apparent lack of appreciation of the impact that cutting funding for buses is having on communities across Wales. The economic case for funding buses, which must include providing effective bus priority measures, is clear and it is a false economy to make short term savings as the longer term consequences can be far reaching. Moreover, as highlighted in the Greener Journeys report, congestion also adversely affects the environmental and sustainable aims of government.

CPT Cymru would be happy to deal with any queries or provide further information that would be helpful for the committee by contacting me in Welsh or English.

JOHN POCKETT

Cyfarwyddwr : Director

CPT Cymru

Mehefin 2017 : June 2017

The main pinch points at peak in Newport are:

1. Brynglas Tunnels, M4 Newport
2. Clarence Place, Newport
3. Old Green Roundabout, Newport
4. Pont Ebbw Roundabout all approaches, Newport
5. Malpas Road full length from Malpas Shops right into City Centre
6. Gwent Hospital on Cardiff Road, Newport
7. Forge Road, Newport
8. Tredegar Park Roundabout at the ONS in Newport.

However it must be said that all the main corridors completely shutdown with traffic congestion if there is an accident on the M4 between Coldra and Tredegar Park exits.

The main pinch points at peak in Neath are:

Winsor Rd Neath
Eastlands Rd Neath
Victoria Gdns Neath
ALL of Neath Abbey
Stockhams Corner

The main pinch points in Cardiff are:

- 1 West Grove / Newport Road (worsened during current road works)
- 2 Station Terrace / Churchill Way (especially weekends)

3 A470 North Road and Manor Road

4 A469 Caerphilly Road (worsened during current road works)

5 Custom House Street / Bute Terrace (John Lewis Junction) / Adam Street and leading to Moira Terrace / Glossop Road / Newport Road

6 Albany Road /City Road /Crwys Road junction

7 Whitchurch (Penlline Road and Merthyr Road)

8 A4119 Cathedral Road & Cardiff Road (Pontcanna to Llandaff)

Another hot-spot was UHW but since the new traffic scheme was introduced in August there does appear to have been a significant improvement in traffic flow through the hospital.

Areas of delay in the First Cymru Operating Area

Location	Delay of up to	Comments	No of buses affected
Parc Tawe bridges and gyratory Swansea	20 minutes	Always congested but at peak times some serious delays affecting all roads in the area	40 per hour
Oystermouth Road heading towards Fabian Way Swansea	20 minutes	Heavy traffic causing congestion linked to above	40 per hour
Oystermouth Road heading towards Mumbles Swansea	30 minutes depending on weather and traffic volumes	This road is constantly busy. There are pinch points at Sketty Lane and the University entrance. Traffic volume hugely increases in fine weather heading towards Mumbles and the Gower. Several pedestrian crossing in constant use cause	30 per hour

		delays	
High Street Swansea	20 minutes	This is for outbound traffic and inbound which at times (no specific time) can be delayed the whole length of High Street with the lights at the station giving short green lights	31 per hour
Carmarthen Road Fforestfach Swansea	15 minutes	Between Fforestfach Cross and Parc Fforestfach mainly outbound	5 per hour
Gorseinon to Gowerton Swansea	20 minutes at peak times	The traffic queues past the Gowerton by pass heading towards Gowerton from Gorseinon	2 per hour
Cockett lights Swansea	10 to 15 minutes at peak times	This for buses heading in both directions	8 per hour
Ynysforgan Roundabout Swansea	10 to 15 minutes at peak times	This is buses heading in both directions	6 per hour
Liberty Stadium Swansea	Up to 20 minutes at times	Worse on morning and afternoon peaks but can be congested during the day	16 per hour
Peniel Green Road Llansamlet Swansea	Up to 20 minutes at times	Worse on morning and afternoon peaks but can be congested during the day	4 per hour
Penllergaer approach to roundabout from City Centre Swansea	Up to 15 minutes at time	Particularly disruptive on morning and afternoon peak as the roundabout junction is not controlled by lights	6 per hour
Penllergaer both roundabouts when heading towards Swansea Swansea from Pontardulais Swansea	Up to 20 minutes at peak times	Long tailbacks on morning peak	6 per hour

Caersalem Traffic lights Treboeth Swansea	Up to 20 minutes at school times	This has some serious delays in both directions at school peak times and also when DVLA traffic is entering / leaving the site	14 per hour
Cwmbwrla Roundabout Swansea	5 to 10 minutes	This is for buses coming onto the roundabout from Pentregethin Road or from Manselton	12 per hour
Brynhyfryd Square	Up to 20 mins	Long tailbacks particularly on morning runout	11 per hour
Ammanford junction of A483 and A474 traffic lights	Up to 20 minutes	The delays here are mainly on the peaks but can appear at any time of day. This affected buses coming into Ammanford from 2 directions	9 per hour
Carmarthen Town Centre	Up to 15 minutes	No consistency to this but the town often gridlocks	5 per hour
Sydney Rees Way Haverfordwest	Up to 20 minutes	At various times of day causing delays getting to and from the bus station	9 per hour
Merlin's Bridge Haverfordwest	Up to 20 minutes on peak times	This is in all directions	8 per hour
A4076 Dredgeman's Hill	Up to 20 minutes on peak times	Heading towards Haverfordwest	4 per hour
A487 into Aberystwyth	Up to 15 minutes at peak times	This is mainly heading towards Aberystwyth worse on morning peak	1 per hour
Junction 36, M4 Designer Outlet	Up to 15 minutes at peak times	Affects services to Aberkenfig, Bryncethin and Sarn, plus into Bridgend	12-14 per hour
Bridgend Town Centre	5-10 minutes (am & pm peaks)	Affects services into and out of Bridgend along the bypass – Coity Road, Park Street, Tremains and A473	12-14 per hour
Maesteg	5 minutes during peak	Commercial Street, Talbot Street, Neath Road.	6 per hour
1 Port Talbot-		Delays at the junction of Cwmavon	2 per

Brynryddan		Road and Heilbronn way (Tesco) on morning journeys and afternoon journeys during home from school time.	hour
8 Sandfields-Port Talbot		Delays at the traffic lights on Victoria and Ysguthan Road during morning journeys and afternoon home from school time.	2 per hour
23 Port Talbot-Blaengwynfi.		Delays at the junction of Cwmavon Road and Heilbronn way (Tesco) on morning journey.	1 per hour.
34 Neath-Swansea		Long delays on several parts of the route, Penial Green Road, Llansamlet, Tesco Llansamlet during in to and home from school times, The Morfa shopping centre, Liberty stadium, match days and Swansea city High Street.	2 per hour
56 Neath-Pontardawe		Delays around Neath Abbey during college and school times, both a.m and p.m peaks, heavy traffic in Cwrt Hebert,	2 per hour
58/X58 Coelbren-Swansea.		Delays likely during both peaks mainly Swansea and Neath area, also possible delays at Llandarcy (A465)	1 per hour.
X55 Glynneath-Swansea		Delays likely during both peaks mainly Swansea and Neath area, also possible delays at Llandarcy (A465)	2 per hour
59 Neath-Pontrhydyfen.		Delays during both peaks, mainly at the junction of Cimla Road and Eastland Road traffic lights.	1 per hour.
224 Port Talbot-Swansea		Delays likely during morning peaks at the Briton Ferry roundabout.	1 per hour.
226 Port Talbot-Neath		Delays likely during morning peaks at the Briton Ferry roundabout and	1 per hour.

		Windsor Road	
227 Port Talbot-Neath.		Delays at the traffic lights on Victoria and Ysguthan Road during morning journeys and afternoon home from school time, delays likely to and from school times, Bae Baglan, also possible delays on Windsor Road.	4 per hour
X1 Swansea-Bridgend.		Delays likely during both peaks mainly Swansea, delays also possible at the junction of Park Street Bridgend during morning and afternoon peak times.	1 per hour
X2 Porthcawl-Cardiff.		Delays likely at Park Street, Bridgend during both peaks, traffic in Cardiff in general flows well but is vulnerable during big events.	3 per hour.

Stagecoach in South Wales

Congestion Hotspots / Priority Zones

Priority	Location	LA area	Issue	Depot affected	Services affected	Suggested solution	Comments
	Old Green Roundabout, Newport	Newport	Congestion	Cwmbran/Blackwood	ALL	Bus priority onto roundabout from Mkt Sq Bus Stn	Make better use of signalling? Traffic light phasing recently changed & traffic backs up along Westgate St
	Westgate Street (top)	Cardiff	Congestion	Porth	132	Re-phase traffic lights at Westgate St / Cathedral Road	
	Caerphilly Road, Cardiff (Birchgrove Jct)	Cardiff	Congestion	Caerphilly	A/B	Re-phase traffic light sequence.	
	Cathays Terrace/Whitchurch Rd, Cardiff	Cardiff	Congestion	Caerphilly	A/B	Re-phase traffic lights to allow cross flow from UHW.	
	A4054 Merthyr Road, Tongwynlais	Cardiff	Congestion	Porth	132	Improve & enforce parking restrictions	
	A4058 Hopkinstown Sunnybank Road, Griffithstown	RCT	Parking	Porth	120 / 130 / 132	Enforcement of parking restrictions	Parking nr post office PM
	Ash Crescent, Gurnos Est, Merthyr	Torfaen	Congestion	Cwmbran	X24	Parking restrictions & enforcement	
	Merthyr	Merthyr CBC	Parking	Merthyr	27	Parking restrictions & enforcement	Indiscriminate on-street parking
	Bedlinog	RCT	Parking	Merthyr	79	Parking restrictions & enforcement	Indiscriminate on-street parking
	Haydn Terrace, Merthyr	Merthyr CBC	Parking	Merthyr	33	Parking restrictions & enforcement	Parking during school times
	Aberfan	Merthyr CBC	Parking	Merthyr	81/82	Parking restrictions & enforcement	Heavy on street parking
	Troedyrhiw	Merthyr CBC	Parking	Merthyr	78/79	Parking restrictions & enforcement	Heavy on street parking
	Ferndale	RCT	Parking	Aberdare	172	Parking restrictions & enforcement	Heavy on street parking
	Cwmaman	RCT	Parking	Aberdare	7/8/9	Parking restrictions & enforcement	Heavy on street parking
	Garden City, Gilfach Goch	RCT	Parking	Aberdare	172	Parking restrictions & enforcement	Heavy on street parking
	Llanbradach, Caerphilly	Caerphilly	Parking	Blackwood	26/50/C9	Traffic regulation enforcement	
	Gladstone Street, Abertillery	Gwent	Parking	Blackwood	X15, E3	Traffic regulation enforcement	
	Cwmcarn village	Caerphilly	Parking	Blackwood	151	Traffic regulation enforcement	
	Station Terrace, Caerphilly (Bus Station Exit)	Caerphilly	Parking	Blackwood	All Services	Traffic regulation enforcement	Indiscriminate taxi parking
	Abertridwr, Senghenydd,	Caerphilly	Parking	Caerphilly	B	Increased parking restrictions and	

Caerphilly
Cwm, Ebbw Vale

Blaenau
Gwent

Parking

Blackwood

X18, E3

enforcement
Increased parking restrictions and
enforcement