

Cynulliad Cenedlaethol Cymru
Pwyllgor yr Economi, Seilwaith a
Sgiliau
Ddatgarboneiddio trafnidiaeth
EIS(5)DT12
Ymateb gan Stagecoach in South
Wales

National Assembly for Wales
Economy, Infrastructure and Skills
Committee
Decarbonisation of Transport
Evidence from Stagecoach in South
Wales

About you

Stagecoach in South Wales

Your opinion

- 1. Are the transport emissions reductions targets, policies and proposals (set out in Prosperity for All: A Low Carbon Wales) achievable and sufficiently ambitious?**

Partly

1.1 Please outline your reasons for your answer to question 1

Zero emission bus fleet by 2028 will require significant funding from WG not just for infrastructure and vehicles, but what thought has there been for SMEs with an older fleet operating school journeys as local services and few other services, conversion to full electric will be very costly and may not in overall terms be a lower carbon solution when taking into account vehicle manufacture, infrastructure installation and ongoing operation/maintenance.

It is assumed that the DNO will be able to increase KvA to bus depots, that there is the capacity in the grid available locally? That the bus depot is capable of being converted to full electric vehicles, if not a new depot may be required at new cost. Hydrogen fuel cell has found no successful sustainable home in the UK so far. Gas buses are not zero emission. Electric looks the only viable zero emission option right now.

Even if WG provide the difference in funding from Euro VI buses to full EV (as ULEB scheme through Dft), the cost will still be huge even spreadover 9 years to 2028. Bus depot upgrading can cost from £1.2m for a small depot. To purchase 36 full EV buses per annum will cost +£4.3m compared to buying Euro VI, assuming the operator has the capital to invest to cover the cost of Euro VI equivalent.

Reducing transport emissions may be achieved through greater use of PT network, reducing car journeys whilst converting PT to full electric over a longer time period, more like to 2035-2040..

- 2. Is the Welsh Government's vision for the decarbonisation of transport sufficiently innovative, particularly in terms of advocating new technologies?**

Partly

2.1 Please outline your reasons for your answer to question 2

I question whether home delivery is a low carbon solution? That shopping on-line creates more delivery journeys?

To reduce journeys by smaller more inefficient vehicles, prohibit access to City and Town centres. The manufacture of cars is still going to cause carbon emissions through the manufacture and transportation process. There is still the need to focus on less car journeys and more journeys by PT.

The Urban Mobility Partnership brings together PT with bikes, taxi and car hire as a more efficient and sustainable transport mix. Investment in a PT ticket aggregator (Oyster in London) unlocks part of the PT connectivity potential, but no mention.

There is still not sufficient emphasis on bus priority measures, that the bus must have more predictable journey times and quicker more efficient desirable journey solutions to attract users. The 1985 Act is not to blame for a lack of WG investment and focus in the area of bus priority.

3. What action is required, and by whom, to achieve the targets, policies and objectives?

Increase funding in bus priority measures as a matter of urgency. Create high quality, fast BRT corridors. EQP (enhanced quality partnerships) should be called equitable quality partnerships where the LA/WG invest as much as the operators have in new buses/equipment and innovation over the years. WG have focused on supporting customer fares initiatives which are great and well received, but it is predictable quicker bus journeys that customers really want, with high quality infrastructure and a ticketing aggregator to cap multi modal travel similar to Oyster.

These straight forward measures which do not require a re-organisation of the industry could be delivered right now or years ago. A de-regulated market may be convenient to blame for all transport woes but it will be important to be retained in order to foster competition and higher standards for customers - assuming investment is forthcoming for the infrastructure and connectivity improvements customers are calling for.

4. How should the new Wales Transport Strategy reflect the actions needed to decarbonise transport?

Focus on generating more journeys by PT and less by car. I have covered much of the response to this question in my earlier response to questions. Deter car journeys, fewer car parking spaces, city and town centre car parking taxes, new revenue stream for PT initiatives.

Free fares for under 25 year olds. Consolidate funding from LAs and colleges who support PT locally to help pay for free fares offer.

New homes and city centre developments to have a statutory requirement to provide free PT travel for owners/employees/visitors.

LA grey fleet statutory requirement to reduce mileage in combustion engine vehicles, sliding scale to 100% reduction in 5 years.

5. Do you have any other points you wish to raise within the scope of this inquiry?

Stop LA cutting PT budgets and redirecting funding elsewhere by restricting the use of PT funding to PT initiatives. This acts to reduce passenger journeys by PT and encourage car usage.

Form the JTA and retain de-regulated market in order to encourage competition, innovation and investment within a quality PT framework determined by JTA and stakeholders.