

# One network, one timetable, one ticket: planning buses as a public service for Wales

Q21: We have asked a number of specific questions. If you have any related issues which we have not specifically addressed, please use this space to report them:

CIHT welcomes the opportunity to comment on this consultation by the Wales Government. We believe that public transport services are vital to a modern transport network and has a key role to play in reducing carbon emissions from transport and improving air quality. Buses also play a vital part in providing accessibility for everyone and, through their efficient use of space, in supporting the viability of high-quality urban places. For buses to play their full role, however, urban developments must be designed specifically to encourage their use. A large part of this change will fall to the highways, engineers, and transportation profession to deliver. As mentioned in CIHT's Buses in Urban Developments document, this involves bringing together the planning of land uses, the access routes to bus stops, and the bus infrastructure.

In terms of new development, CIHT believe that the integration of planning and transport is a key element of achieving a sustainable transport system. Spatial planning should be focussed on getting homes and jobs close to amenities and integrating sustainable transport solutions into local plans, masterplans and transport strategies that support people's travel needs. CIHT published a report with advice on how to achieve this in 2019 called "Better Planning, Better Transport, Better Places". The publication is available here:

[Better Planning, Better Transport, Better Places | CIHT](#)

It must be said that all public transport must be inclusive and accessible and in accordance with equality and discrimination laws. This issue is exacerbated in rural areas as they are already negatively impacted by limited services. It is important to consider the social value of bus services and the connectivity they provide to people which must be taken account of.

Even with innovative funding ideas and demand responsive services - including Demand Responsive Transport (DRT) where the nationwide fflecsi scheme in Wales appears to be demonstrating value in modal shift<sup>1</sup>

- there will still be a need to subsidise these vital connections to rural communities.

The true cost and benefit of running these services must be considered, and not just the operating cost versus the fare box revenue. A wider assessment that includes social value, environmental impacts, carbon footprint, access to jobs and more should be used.

A strategic approach can help to create a step change in the availability and relevance of public transport with benefits stretching along extended corridors and having an impact across a wider rural area.

Any strategy should recognise the need for the development and ongoing support to local authorities and providers to enable sufficient and appropriately qualified people to support the development and delivery of bus services.

True integration of public transport services (bus-bus connections and bus connections with other modes) across both rural and urban areas of Wales will only be possible if the operators, Local Government, Welsh Government and Transport for Wales work together to develop co-ordinated regional and national plans.

## Submit your response

Do you live in Wales?

No

Do you have a business interest in Wales?

No answer

Please provide the first part of your home postcode e.g. CF10

N1

You are about to submit your response. Please ensure you are satisfied with the answers you have provided before sending.

**Name** Justin Ward

**Organisation (if applicable)** Chartered Institution of Highways & Transportation

If you want to receive a receipt of your response, please provide an email address.

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