

REFERENCE WP426

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

REFERENCE WP426

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

REFERENCE WP426

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

REFERENCE WP426

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

REFERENCE WP426

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

REFERENCE WP426

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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No Response

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No Response

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP427

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

No

Comments:

This is a difficult question to comment on. What suits the big city taxi firms may not be viable for the small rural firms with a handful of cabs

Q23. Are there any matters which you would like to see contained in any national standards?

Common standards for the drivers.

Q24. Are there any matters which you think should be excluded from any national standards?

Any rules on taxi colours and age of vehicle (as long as it passes the mot)

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

It's difficult to compare rural taxi operations to the big city. Margins are far tighter in rural wales
So even modest changes could put rural taxis out of business

Q26. What would be the best approach for determining the content of national standards?

Common driver standards to start.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

Maybe a two tier system of city taxis and rural taxis to account for the lower income send demand in rural

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

Wales
Tighter controls on private hire

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Comments:
As long as it doesn't lead to councils targets vehicles from outside it's area unfairly

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:
As per q28

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

No Response

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

As long as there is no prejudice against non Welsh speakers

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable) -

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

Q45. Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP428

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards to you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

No

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No

Comments:

It's better to have individual local authorities

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

It's already a struggle to make a living
With the cross border situation.
Imagine what it will be like if all license authorities became one. Cardiff would be flooded with taxis

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

Cardiff would be flooded with taxis from out of town
Newport taxis are already flooding into Cardiff

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

Stop cross border

Q38. 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:

Stop cross border hiring

Submit your response

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Name

Organisation (if applicable) -

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Keep my response anonymous

REFERENCE WP429

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No.

Once again this proposal directly affects the same generation of individuals who have had their state pensions stolen from them. By paying National Insurance and tax these individuals had 'signed' up to make contributions to society, in the knowledge that in turn they would receive their benefits at 60 if they were a woman or 65 if they were a man. Why should Government whether it be local or national be the only organisation able to change the conditions of a 'contract' two thirds/ three quarter of the way through the running of that contract.

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

No Response

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

No Response

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No Response

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

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Organisation (if applicable) -

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Keep my response anonymous

REFERENCE WP430

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No. Keep them out. Joint authorities are ok but public transport is still best run locally. Central control from Cathays Park not a good thing.

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

See answer to previous question

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Absolutely. Bloody crazy that they're not.

Q16a. In what circumstances do you think this would be appropriate?

All circumstances. What are LAs for if not to run local services such as this.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

None. Why shouldn't they have an advantage. Bus services have got worse and worse since deregulation. The only control should be on bus fares where increases should be limited to inflation at most. Sheffield council had the right idea all those years ago.

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

Yes. Or run them directly.

Q17a. In what circumstances do you think this would be appropriate?

If that's the local democratic decision (i.e. won an election with it in their manifesto).

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Bugger giving advantages to the likes of Clayton Jones and other similar cowboys. Let councils run services for the benefit of all not featherbedding for fly by nights.

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No.

Q19. Do you agree that an incremental change is the most appropriate method?

No. No change.

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No

Comments:

Welsh Government has Stalinist tendencies. Local determination.

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

There should be specific provision within any legislation to ensure that operators provide a good service in the Welsh language in all parts of Wales and enforceable rights for Welsh speakers. Cannot rely on the Welsh language measure alone.

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

Specific clauses in leg on rights for Welsh speakers.

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

See previous answers

Q38. 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:

60 should remain the bus pass age. I will be retiring at 60 and my wife and I intend to move to one car between us. We will not be able to this without the bus pass. Retirement age is now so high that by the time we get to it we may not be fit enough to catch a bus. The age should reflect age and reasonable mobility.

Submit your response

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No Response

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

No Response

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

Keep my response anonymous

REFERENCE WP431

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

I do think they should work together, but I think it is far more important for local authorities to work with bus operators, minor authorities and public transport users at a local level.

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

None of them.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

A better alternative would be for each local authority in Wales to have a committee for public transport matters. The relevant cabinet member, transport officer, a broad balance of members, as well as co-optees (such as local public transport users and others) would make up the membership. Funding that would have gone to these transport authorities would instead go to the local authorities.

The reason for this is to ensure greater transparency, accessibility and accountability. Regional transport authorities would simply add to the complexity of where power lies in Wales, distancing important decisions from the people who are affected by them and weakening the accountability of elected representatives as they'd also be further removed from these key decisions.

Efforts should be made in Wales to simplify our democratic and service landscape, not add more bodies with different footprints that deliver minimum benefit and maximum confusion.

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

Welsh Ministers can have oversight - along with the Traffic Commissioner on the work of each of the local authority public transport committees, but as I don't agree with JTAs I cannot comment on that.

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

I believe that my suggested alternative would obviously have guidance and directions issued to it by Welsh Ministers, however these committees should be more accountable to the public rather than Ministers.

Q6. Is the proposed division of national and regional functions appropriate?

Q6. Is the proposed division of national and regional functions appropriate?

Most powers and functions should be devolved to the aforementioned local authority committees, with loose arrangements for cross boundary issues in place monitored at a national level.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

Yes, at the moment there is scope for going further than the current quality partnership but local authorities seem reluctant go to further than they need - and bus operators won't do more than what is required. Therefore legislation would be required to really deliver the benefits of EQP.

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Comments:

Broadly agree. I do think there should be a stated aim of increasing passenger numbers - especially on subsidised services. It seems that at present, Councils are content with reacting to the loss of services but not acting to prevent their loss. With subsidised services, Councils already have information on numbers and know that they are at risk (especially in current climate of austerity) so I don't understand why there doesn't seem to be any effort made to make subsidised services, sustainable services. Public transport users themselves should be part of feeding into EQP, being statutory consultees on bus service issues.

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Comments:

Franchising services could help to reduce some of the current issues with public transport, including numbers services covering the same route while other routes go without, and the undercutting of some routes by better resourced bus operators.

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Q12. Do you have any other comments on the proposed process for franchising?

Public transport users need to be involved to ensure that Councils and others know what services are wanted, where, how frequent, and what extras are actually wanted.

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Comments:

Absolutely. Expanding the number of companies involved in delivering public transport services is essential to ensure a diverse offer for the public. This also has an economic stimulus in Wales, creating jobs and strengthening Wales based companies. There should also be specific consideration for social enterprises and cooperatives, hopefully to encourage more people to have a direct stake and ownership in bus companies in Wales. This would complement other WG strategoes and legislation, such as the Wellbeing of Future Generations Act and Social Services and Wellbeing Act.

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Franchising should be phased in over time, following public consultation on desired routes and services.

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes.

Q16a. In what circumstances do you think this would be appropriate?

Any.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Financial information would need to be published, and Councils should need to justify actions on need and public interest.

Councils should not be allowed to

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

Yes.

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

These arms length companies should be co-operatives.

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No.

Concessionary passes help to keep many services sustainable, and any changes to these passes could risk the viability of some services.

With more services being centralised and the issue of loneliness increasingly being discussed (and the significant cost of loneliness and isolation), investment in concessionary passes already provides savings elsewhere.

The focus should instead be on making sure that as much value is extracted from this scheme as possible. This means working with local authorities to further advertise places that can be reached by buses, specifically targeted at those with concessionary passes

A small charge of £5 or £10 per annum from every holder of a bus pass, with that money being used to further increase investment into supporting bus routes would be acceptable to many I think. Given that bus travel can cost me around £900 per annum, £5 or £10 is a massive subsidy but can raise significant amounts in each LA area that can help subsidise more routes.

Q19. Do you agree that an incremental change is the most appropriate method?

Should not be changed.

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

More information is always welcome.

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Comments:

As mentioned before, this information can also be used to develop plans to make at risk services sustainable.

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

No Response

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

No Response

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No Response

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

Public transport is important, so I hope that in future the Welsh Government will support Catch the Bus Week which you haven't done in the past.

Effort must be taken by the WG collectively, WG and NAW members individually, as well as Local Authorities and councillors to promote public transport.

Submit your response

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Name

Organisation (if applicable) -

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

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP432

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

Stop cross border

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards to you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

No Response

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Comments:
Soo cross border

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

No Response

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No Response

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable)

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Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

Keep my response anonymous

REFERENCE WP433

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

I feel that as much should be done as possible to reduce the number of cars on the road particularly in light of the recent UN report on the impact of climate change.

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

No Response

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

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No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No Response

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable) -

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

No Response

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Keep my response anonymous

REFERENCE WP435

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

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No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

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No Response

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Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

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No Response

Q17a. In what circumstances do you think this would be appropriate?

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Q17b. What, if any, safeguards to you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

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No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

The issues of cross border hiring.
A set standard of vehicle inspection . I drive a tx 1 London taxi and is meticulously matianed. While others vehicles are not.

Q24. Are there any matters which you think should be excluded from any national standards?

Age restriction on vehicles , aslong as the meet national inspection standards .

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

Communication with drivers and owners and possibly a ballot.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No

Comments:
I think option b is best.

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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

Name

Organisation (if applicable) .

Q44. If you want to receive a receipt of your response, please provide an email address. Email address

No Response

Q45. Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

Keep my response anonymous

REFERENCE WP436

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

No Response

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No.

Respondents were against this proposal when WG last consulted (Jan 2018).

Many citizens become economically inactive through early retirement before the age of 65 (i.e. the current pensionable age for women, and the 'de facto' eligibility age). The impact of withholding a Free Pass would disadvantage the 60 - 65 age group:

* Without free transport they may be socially excluded through being unable to reach community groups/activities.

* They may face financial hardship if they can only shop within walking distance, and are unable to town centres, where prices are more competitive, and charity outlets more plentiful.

* It is also likely that they would be forced to use their cars (especially when a couple are both between 60 - 65), thereby unnecessarily increasing carbon emissions.

* Without a Free Pass, vulnerable / elderly people may be forced to put themselves at unnecessary risk by attempting to walk in dangerous weather conditions, via unlit and / or dangerous routes.

* Passes are currently used by people in 60 - 65 group to provide support to vulnerable relatives - removing Pass entitlement would put these dependents at increased risk.

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

* Passholders are currently able to access other discounts e.g. Valley Lines train discounts - consequently train users aged 60 - 65, who are already experiencing a poor service from TfW, would be faced with increased rail fares.

This WG proposal will be seen as 'taking away something' by raising the eligibility age for Free Passes. To introduce this a year or so before an Assembly Election seems like a sure-fire way of encouraging the public to give a different Political Party the chance to 'do better' than the incumbent administration. Think again.

Q19. Do you agree that an incremental change is the most appropriate method?

No - I think it should remain at 60.

This WG proposal will be seen as 'taking away something' by raising the eligibility age for Free Passes. To introduce this a year or so before an Assembly Election seems like a sure-fire way of encouraging the public to give a different Political Party the chance to 'do better' than the incumbent administration. Think again.

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

No Response

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

No Response

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No Response

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

Q38. 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:

No Response

Submit your response

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

Name

Organisation (if applicable) -

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

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP437

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No they should remain at 60, people who have not retired will travel to work on public transport reducing traffic congestion myself including have even got rid of the car and know a lot more who are going to do the same when they reach 60, It's possible that they may turn their backs on public transport which would be a shame as I think it's great with no car.

Q19. Do you agree that an incremental change is the most appropriate method?

If it's to rise which would be a shame, incremental increase would be the fairest way giving people some hope of getting a pass in the near future.

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

No Response

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

No Response

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No Response

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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

No Response

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No Response

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Keep my response anonymous

REFERENCE WP438

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

Cross all Council need to work together to get integrated transport to meet the needs of the people.

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

We in Wales need to take in to account the transport needed by the people in the Valleys Area and in Rural Areas,
In the city of Cardiff outlying area get a bus every 10 minutes into the City Centre, where other places get a bus every two hours or not at all.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

We need to join the bus service and train timetable to work together.

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

A very good idea should be on the JTA board.

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

I feel that he should be in a position to direct power where it is needed to bring about change in the transport network.

Q6. Is the proposed division of national and regional functions appropriate?

Yes.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

There is a need to take into account transport needs. E.G. A new hospital is being built in Cwmbran at Llanrechafa Grange. People who need to use this new hospital from Blaenau Gwent area would have to cash three different buses to attend or visit this hospital. What will be needed is one bus from Blaenau Gwent to get to this hospital.

The public need to be included and listen too on this how to integrate public transport. This is just one

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

example.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

Transport needs backing in legislation to make the necessary change and make better transport policies.

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Comments:

Areas in Wales need to be treated fairly.

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Comments:

Need to be flexible working arrangements.

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No

Comments:

This could cause a delay in providing the transport system

Q12. Do you have any other comments on the proposed process for franchising?

Should be not for profit company like Dur Cymru / Welsh Water.
Then all profits could be re-invested back into the company.

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No objection.

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Give equal weighting to all public transport.

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes if given the necessary finance to do so.
This then could take the decisions on public transport near to the local people's needs.

Q16a. In what circumstances do you think this would be appropriate?

Running timetable for buses to meet the train services especially for people who need to go out of their living area to work etc.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

Only if it benefits local residents.
Also, they need the expertise and resources to do this.

Q17a. In what circumstances do you think this would be appropriate?

Having bus service to outlying areas in their Council areas.

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

I feel that deregulated bus services have been a disaster as bus operators want to run buses on only profitable routes and not running on routes that people in outlying areas need.

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Yes.
But we need to align this the pension age payment set by Westminster Government.

Q19. Do you agree that an incremental change is the most appropriate method?

Yes.

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

Needs to be clear on route times and fair pricing policy.

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Comments:

Councils need to be informed and consulted on any new proposals which could effect service delivery.

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

Councils have different standards it is good policy to have a national framework regarding the taxis services. It should be standardised throughout Wales.

Q23. Are there any matters which you would like to see contained in any national standards?

A standardise pricing policy for every area and a new standard that all licenced taxi drivers need to meet in order to get a licence to run taxi service.

Q24. Are there any matters which you think should be excluded from any national standards?

None

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

Get Councils to work together needs legislation if they cannot agree. But this would be in public interest to have all Councils working to the same standards and pricing policy charging say amount for a set fare.

Q26. What would be the best approach for determining the content of national standards?

A legal binding framework outlining set rulebook and charging the same price per journey.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

Take into account the needs of the public if you want people to get out of their cars then public transport need a complete overall and offer a more joined-up service to meet the demands in the 21st century.

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

Here in Blaenau Gwent, we have had too licence taxis operates from Birmingham or Bristol but have no say over how they do business. I feel that only taxis operating in Wales can be licenced in Wales. Taxis drivers apply to Welsh Councils because it is cheaper to obtain a taxis licence than in England. We have licenced taxis without knowing the driver full discloser on their application forms.

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No

Comments:

All sanctions should be of same value in all areas of Wales.

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Comments:
Very important to do this.

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

Shared information could prevent criminal activity like John Warboys case.

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Comments:
This could be one way of addressing the shared data.

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Comments:
Councillors know they own area best and possible information on future applicants for licences.

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

Most are covered above.

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

Should be the same if requested.. But in Blaenau Gwent Welsh should only be used on request from the resident, not forced upon the Council.
Very little Welsh used in daily life.

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

None

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

Should not be forced on people. In Blaenau Gwent, we have not used Welsh or I have never heard Welsh being spoken in the town centre or in any conversations with local communities.

Q38. 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:

None.

Submit your response

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

Name

Organisation (if applicable)

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

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP439

Improving public transport

Q1. Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

We need have buses at times people need to work especially shift work!

Q2. Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

What?

Q3. Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

Trying putting these questions in a format that people can understand!
For goodness sake..... this is a USELESS exercise. How many non British born people working in Wales could understand these questions? It a JOKE! 😞😞😞

Q4. Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

Again! Plain English! No abbreviations.....
or is this what the consultation aims for?
For people NOT to understand the wording & therefore give up on the first question.
You should ALL be ashamed of yourselves!

Q5. Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

& this question means WHAT?

A disgrace!

Q6. Q6. Is the proposed division of national and regional functions appropriate?

Again..... disgraceful!

How can you ask for HONEST views when you don't use easy for EVERYONE to understand English

Q7. Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

Q7. Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

Nothing left to say!

Q8. Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No

Comments:

I believe that these types of surveys should be for EVERY ONE to understand! This survey isn't!

Q9. Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Comments:

How can one comment when one cannot understand the question?

Q10. Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Comments:

What is the proposed scheme?

Q11. Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Comments:

What?

Q12. Q12. Do you have any other comments on the proposed process for franchising?

Q13. Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

What

Q14. Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Q14. Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Comments:

I have no idea...

Q15. Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

????????

Q16. Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes

Q17. Q16a. In what circumstances do you think this would be appropriate?

For shift workers

Q18. Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

There needs to be safeguards for lone drivers on ALL routes!

Q19. Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No

Q17a. In what circumstances do you think this would be appropriate?

None

Q20. Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

What?

Q21. Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No!

Q22. Q19. Do you agree that an incremental change is the most appropriate method?

Q22. Q19. Do you agree that an incremental change is the most appropriate method?

No!

Q23. Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No

Q24. Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q25. Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q26. Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q27. Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q28. Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q29. Q26. What would be the best approach for determining the content of national standards?

No Response

Q30. Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q31. Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q32. Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No

Q33. Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q34. Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q35. Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q36. Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No

Q37. Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Q38. Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q39. Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q40. Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q41. Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q42. Q38. 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:

How is 'joe blogs' supposed to have any insight into these matters without relevant information?

Submit your response

Q43. You are about to submit your response. Please ensure you are satisfied with the answers you have provided before sending.

Name Julia Gregg

Organisation (if applicable) -

Q44. If you want to receive a receipt of your response, please provide an email address. Email address

juliamsy831@gmail.com

Q45. Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

Q45. Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP440

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

No Response

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

As well as National Standards for vehicles, it would be desirable to have National Standards for Drivers and Operators too.

Q23. Are there any matters which you would like to see contained in any national standards?

A review of all 22 sets of standards should happen, to take the best from each with the overriding principle being of Public Safety without creating onerous requirements.

Q24. Are there any matters which you think should be excluded from any national standards?

There needs to be a Local Exemption clause to allow for any minor changes based on local needs. For example, a different type of vehicle may be needed in the Cities rather than the country.

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

It is unlikely that all Local Authorities will voluntarily agree to the same standards. After consultation, the Standards need to be compulsory on L.A.

Q26. What would be the best approach for determining the content of national standards?

A working group of all interested parties and key stakeholders.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

Only for Public Safety reasons. Technical breaches should be referred to the relevant L.A. (if they are not merged)

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

Only for Public Safety reasons. Technical breaches should be referred to the relevant L.A. (if they are not merged)

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

Enforcement is key to the success of the National Standards. Without effective enforcement, it will be toothless.

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Comments:

If a JTA isn't agreed, then Information Sharing Agreements should be in place.

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Comments:

Local Authorities should be able to determine the pricing structure for Hackney Carriages in their own areas, but all else should transfer to National Licensing Authority.

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Comments:

Local Authorities should be able to determine the pricing structure for Hackney Carriages in their own areas, but all else should transfer to National Licensing Authority.

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

If a National Licensing Authority is established, then there will be challenges around enforcement as Local Authorities will be less likely to do it as it will not longer be a key regulatory requirement for them.

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

Q38. 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:

In my view, National Standards for vehicles, drivers and Operators are long overdue. The IoL have produced some work around safeguarding which will help inform Welsh standards. Wales has a chance to shine in the way it modernizes taxi/phv licensing. There is an issue about what happens over the Wales/England border in terms of enforcement and control. Without good enforcement the standards will be ineffective. With National Standards under a JTA, the whole issue of cross border working will mostly disappear. As a Police Officer working full time on taxi/phv enforcement I am jealous of this opportunity Wales has to modernize the trade and increase Public Safety.

Submit your response

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

Name

Organisation (if applicable) .

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

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

Keep my response anonymous

REFERENCE WP441

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Bus services used to be run by local authorities, but LAs are quite different these days and many services have been privatised so can't see a reason for bringing them back to LAs

Q16a. In what circumstances do you think this would be appropriate?

None

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No, it's bad enough that a women's pensionable age has changed which has led to financial hardship without taking this small benefit from them.

Q19. Do you agree that an incremental change is the most appropriate method?

No, the benefit should stay the same

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

No Response

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No Response

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable) -

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

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP442

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes

Q16a. In what circumstances do you think this would be appropriate?

All

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

None

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No

Q19. Do you agree that an incremental change is the most appropriate method?

Yes

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Comments:
Not sure

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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

Name

Organisation (if applicable) -

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

No Response

Q45. Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP443

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

Buses often cross local and national boundaries, so by working together they would improve the whole route, making sure that interconnecting services do just that, and people won't have to wait ages to connect buses or miss their destination altogether if connection times don't work

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

Option 2 as you have a national JTA and regional ones, only 4 this way, option 1 has the possibility of having more than this

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

Think they should as they're responsible for transport in Wales, and bad transport policy has an impact on business, tourism etc

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

Welsh ministers should have powers to step in and sort things out if JTA is failing, although if they're on the boards it shouldn't get this far

Q6. Is the proposed division of national and regional functions appropriate?

Yes, national functions should be responsible for standards etc, regional is more about different problems in smaller area

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

Why not include all transport provided by local authorities, school buses, taxis that take kids to school, all under one J T A, same rules, regulations, and competitive prices

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

If there's no legislation, how do you keep control or improve something if standards decline, or a company wants to withdraw from the service

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Comments:

To make sure that any franchise awarded was done properly and not awarded to relatives, friends etc

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Comments:

How else can a smaller company compete against a bigger one, or so ethimes he bigger company cherry picks he routes and leaves those it deems non profit making, leaving little companies to step in and pick up the scraps

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Make sure that a basic service is maintained to ensure people get to work etc while changes are being considered

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No, not unless they have them in place already

Q16a. In what circumstances do you think this would be appropriate?

If some are already in place

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Independent tendering process to make sure everyone's got a chance

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No, would cost more to do this than to franchise it out

Q17a. In what circumstances do you think this would be appropriate?

None

Q17b. What, if any, safeguards to you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Independent tendering

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No, just moving the goalposts all the time, means that older people are being more isolated - recent article states that loneliness is increasing amongst elderly, so by increasing ages means that older people would also lack a chance to access leisure or cultural opportunities in their area

Q19. Do you agree that an incremental change is the most appropriate method?

Yes, but depends on what age you start at

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Comments:

All information should be open for scrutiny

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Comments:

Yes, open to scrutiny and tell people if services are planned to cease, otherwise you are providing false information

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

If they discover that a driver has a medical condition or a driving ban etc, should be able to ban nation wide

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

If they discover vehicle is not roadworthy etc

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

No Response

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable) -

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

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

Keep my response anonymous

REFERENCE WP444

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes definitely

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

NO

Q19. Do you agree that an incremental change is the most appropriate method?

If it is changed yes

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

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No Response

Submit your response

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No Response

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

No Response

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No Response

REFERENCE WP445

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q28. Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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No Response

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No Response

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Keep my response anonymous

REFERENCE WP446

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

There are certain days e.g. Xmas when it would be good to put extra buses on for parties etc

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

Also when events are on extra buses could be put on e.g. In a rural area

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

Yes a JTA should follow guidelines and be held accountable for shoddy performance

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

National framework and guidelines are key in order to deliver a good service

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

I do think those over 60 should be means tested to state pension age. This is because the gov only allow a single person to live on 73.10 per week and then increases to £164.00 for a pensioner. eg if on a means tested benefit give a 1 year bus pass. This is because the severely disabled and people on low incomes are worse off. This is because the Waspi women are fighting the uk gov as they had it imposed state pension very quickly with no notice and are seeking compensation. I think that the Welsh gov should give notice of the changes in advance to avoid this.

Q19. Do you agree that an incremental change is the most appropriate method?

If the incremental change is going to be applied then good notice as to be applied and advertised by the Welsh gov and not imposed last minute.

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Comments:

If this is the case then I hope North Wales will be considered this is because South Wales already has DVLA and more jobs need to be brought to Conwy and Denbighshire. Conwy relies heavily on tourism, NHS and local authority as largest employers. North Wales desperately need the jobs

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable) -

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No Response

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Keep my response anonymous

REFERENCE WP447

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

Weithiau budd y gwasanaethau bysiau yn methu cysylltiad mewn tref leol o'r achos eu bod mewn Sir arall.

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

Dyla'r gwasanaeth bysiau a'r gwasanaeth trenau gyd-wethio fel bod hi'n bosib defnyddio y ddau wasanaeth ynghyd.

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

Rwy'n meddwl fod gwybodaeth leol yn fwy pwysig.

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

Dim Sylw.

Q6. Is the proposed division of national and regional functions appropriate?

Mae hyn yn iawn os bydd cyd-weithredu rhwng y rhanbarthau I drefnu teithiau ar draws gwlad.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

Dim Sylw

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No

Comments:

Dylai hyn fod yn fater o synwyr cyffredyn.

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No

Comments:

Mae gormod o waith cysylltu a gwasanaethau eraill I gwmnau bach allu trefnu.

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Comments:

Maent yn gallu rhoi gwasanaeth mwy personol ac adnabod anghenion lleol yn well.

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Dim sylw

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Nid wyf yn gweld dim mantaes i hyn.

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Dylai y broses o leoli'r gwaith fod yn tryloyw .

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

nac ydw.

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Ydw

Q19. Do you agree that an incremental change is the most appropriate method?

Ydw

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

Mae'n bwysig fod y gyrrwyr yn cael eu archwyllo rhag bod yn berygl i deithwyr unigol neu ieuanc neu i ferched ar eu pen eu hun.

Q23. Are there any matters which you would like to see contained in any national standards?

Gweler Uchod.

Q24. Are there any matters which you think should be excluded from any national standards?

Dim sylw

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

Pwy fydd yn monitro'r safonau.

Q26. What would be the best approach for determining the content of national standards?

Trwydded neu fathodyn clir ar pob cerbyd i ddangos fod cefndir y gyrrwr wedi cael ei archwyllo.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

I arbed troseddwy'r rhag symyd i ardal newydd.

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No

Comments:

Er mwyn cadw rheolaeth y gwasanaeth yn glir ac yn hawdd I ddefnyddwyr ddeall..

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Comments:

Eto er mwyn atal i droseddwy'r symud i ardal newydd .

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

Dylai'r iaith Gymraeg gael eu thrin yn gyfartal as bob achlysur.

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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

Name

Organisation (if applicable)

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

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

Keep my response anonymous

REFERENCE WP448

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

It is the only way users can be heard via their councillors and on to the local authority

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

Passenger numbers are down because the services have reduced, however the local services should be more intricate rather than skirting area's so as the services are suitable for the elderly and infirmed.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

Only for funding purposes.

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

There must be a Minister responsible someone to report to and someone to oversee the project is fit for purpose

Q6. Is the proposed division of national and regional functions appropriate?

As long as both parties work together with regards to connections.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

?

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

In order to give the partnerships the power to act within the legislation leaving no grey area's

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Comments:

Only time will tell

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Comments:

Everyone will then know where they stand for a set period

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Comments:

We must ensure standard nationally agreed direction is given to the auditors in order to ensure each audit is fair and consistent.

Q12. Do you have any other comments on the proposed process for franchising?

As Q11

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

Only that there is a suitable system in place to ensure that those issued with permits work within those remits.

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Comments:

In many cases for off peak or less populated area's

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Suitable controls should be put in place to ensure continuity

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Only with suitable funding

Q16a. In what circumstances do you think this would be appropriate?

Less populated area's, early morning and late evening runs for workers.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Financial information must be made available from all parties to prove to prove they are disadvantaged.

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

I would imagine that many of those at arms length are in local area's so it would be difficult to be truly at arm's length

Q17a. In what circumstances do you think this would be appropriate?

Maybe if run by a charity

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

The only way is financial openness

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

It is probably the best option under the present financial constraints

Q19. Do you agree that an incremental change is the most appropriate method?

I do not see any other option

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

The are so many buses being cancelled at the moment and people are left waiting often in bad weather for the next bus on the route, then it is difficult with doubling up of prams and wheelchairs.

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Comments:

There should not be any problem in most circumstances.

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

None

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

All drivers should have background checks and the information should be made available to all authorities.

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

Should already be in place

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No

Comments:

Why

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

All drivers should have background checks and the information should be made available to all authorities.

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Comments:

All drivers should have background checks and the information should be made available to all authorities.

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Comments:

Everything would be standardised

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable) -

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No Response

REFERENCE WP449

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Comments:

I think the Welsh government should help children/adults with hidden disability. My son only get medium DLA and we can't get a free bus pass or blue badges for his needs because my council say he has to have high care. In England they recognise hidden disability

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No Response

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

I do think when the contracts for school transport go out they should be long than a year. A lot of children don't like change and every year they have to go through a new taxi driver and escort before starting a new term

Submit your response

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Name

Organisation (if applicable) -

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No Response

REFERENCE WP450

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

No

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

No

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

PHV licences should not be changed. Vehicle should be licensed by county and only operate out of that area. The centralisation of the the areas is wrong, Cardiff is being flooded by out of area taxis & phv cars, mainly since uber started operating. It's difficult enough for drivers to earn a living that are licensed in cardiff as it is. We have done all the tests that cardiff council ask, which differ hugely across the areas. Cardiff should remain one licensed city, if vehicle is not plated for cardiff and driver does not hold a cardiff badge, then they should not be allowed to work out of Cardiff area.

Submit your response

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Name

Organisation (if applicable) -

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No Response

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Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP451

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

National standard

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable) -

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No Response

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No Response

REFERENCE WP452

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

Cydweithio rhwng a'u gilydd, gyda gweithredwyrbysus a thacsis a chyda'r rheilffyrdd

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

Paid a chreu unedau newydd - cynghorau unigol neu rhanbarthau sy'n bod, ee Gogledd Cymru. Paid a thynnu Meirionnydd o weddill Gwynedd

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

Paid a'u cynnwys

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

Cyfrifioldeb lleol yw trafndiaeth lleol

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No

Comments:

Defnyddio pwerau presennol

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Comments:

Gellir mynd ymhellach

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No

Comments:

Dros ben llestri

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Comments:

Angen eu dysgu a mentora

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Cyflwyno'r rhannol

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Dylai'r pwer yn bodoli

Q16a. In what circumstances do you think this would be appropriate?

Neb yn cofrestru neu tendro neu neb yn ddigon da

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Cwmni hyd braich

Q19. Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

ydwyf

Q17a. In what circumstances do you think this would be appropriate?

Gwelir C16a

Q20. Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Yr un cyarwyddiadau fel mewn achos tendro gwasanaethau eraill

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Ydwyf

Q19. Do you agree that an incremental change is the most appropriate method?

Q19. Do you agree that an incremental change is the most appropriate method?

Yr ateb mewn C18!

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

Yn arbennig os mae UNRHYW cyllid cyhoeddus yn rhan o'r fenter

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Comments:

Gall pawb dysgu o brofiadau eraill

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

Pawb yn deall y sefyllfa trwy Gymru fel defnyddwyr

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q28. Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

Q28. Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

Gofyn I ddarparwyr a defnyddwyr

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No

Comments:

Rhaid i'r awdurdod trwyddedu profi fod sylw wedi gweud o'r holl cwynion, gg mewn ardal cyngor arall

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No

Comments:

Gwelir ucod

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

Dylai angenion trwydded tacsï cwrdd hefyd ag anghenion cludiant byssus fel gall defnyddio tacsï fel cerbyda bwsu

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Comments:

Llywodraeth agore

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No

Comments:
Gwasanaeth lleol

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Comments:
Uchod

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

Rhaid darparu canllawiau ynglyn a'r Gymraeg - ee teithiwy'r ddim fel arfer troi I Gymraeg er mwyn I yrrwr peidio a deal sgwrs Sensitifrydd ieithyddol

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

Angen gwybod enwau strydoedd a strydoedd yn Cymraeg a Saesneg

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

RHAID cynnwys rheilffyrdd o dan yr un ymbarel. Angen cyhoedd anserau ar y cyd, ee Dyffryn Conwy a Lein y Cambrian (mae'r tren olaf o Abermaww i'r gogledd ar ol y bws olaf !)

Submit your response

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

Name

Organisation (if applicable) -

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

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP453

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

Anything that brings the disparate system together will be a bonus to customers.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

Own agendas and rules will be minimised and a consistent approach delivered.

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No

Comments:

Who is carrying out checks of franchise companies. Some companies have much lower standards of drivers who can be dangerous and ignore Highway Code.

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Comments:

Stops nepotism and fraud.

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

External body to provide moderation and selection.

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Yes but it probably still means people who have rarely worked and are on benefits will still get it free, as they

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

do everything else, but the taxpayer gets nothing.

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

The info on bus stops only shows due time of bus and not whether the bus will actually show up. So many buses fail to turn up. The LED display should show real-time updates and be more efficient.

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Comments:

It is imperative for an efficient service to let people know whether their bus will not arrive so they can make an informed choice to use another service.

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

Standards are shocking. Too many drivers who charge too much.

Q23. Are there any matters which you would like to see contained in any national standards?

Communication is key - all need to speak good English and be able to converse in the language. This should be a minimum safeguarding issue.

Q24. Are there any matters which you think should be excluded from any national standards?

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

Regulation and delivery/monitoring of the legislative areas.

Q26. What would be the best approach for determining the content of national standards?

A set of guidelines and date for
Implementation.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No

Comments:
All should be consistent.

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No

Comments:

It would aid consistency. However, eg SIA went national and anyone gets a door licence, some people about 5ft tall who cannot speak the language. What will happen if taxis are licensed nationally? Who will monitor and control it? This needs to be considered.

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

Mass gathering of excess buses on Excalibur drive. Sometimes 5 at a time. It causes misery for the local residents. Please do not allow X8 and all the 27 and 28 to use this as a terminus. Engines run, drivers call out, honk horns, smoke and it's like a party going on some days. Cars cannot pass easily as buses often stick out especially if there are several stopped up. Some stop for 10 minutes or more at times whilst the driver has a cigarette or their lunch. I have monitored this and even though CARDIFF bus and X8 dent it, they do not have to listen to the 'zoo'. Please, please do not allow this to carry on, we are suffering from all of these events.

Submit your response

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

No Response

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

No Response

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Keep my response anonymous

REFERENCE WP454

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

No

Comments:

Joint Transport Authorities are not a remedy for the difficulties with the bus services. They will be an excessively costly and bureaucratic instrument that will not lead to improvements in the bus service for Wales in the proposed form and will, instead, only produce confusion about where responsibility lies. Enforcing guidance on cooperation between local authorities, or heavily limiting the influence that local authorities have over transport (and instead directing policy from Cardiff or London), would both be more efficient instruments. While there is inevitably bureaucracy in directing transport policy correctly, the JTAs would lead to a massive duplication of resources, as opposed to managing these affairs from Cardiff.

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

Neither of the proposed options seem remotely workable because they rely on this JTA structure. Of the two, the first (i.e. a centralised bureau in Cardiff) seems wholly more appropriate than regional sub-bodies, which would be a grave error and lead to excessive bureaucraticism in the process.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

Minimising the power of the local authorities in this regard seems prudent. If the local authorities are unable to properly integrate the bus services, they should lobby either the Welsh or UK government to ensure that transportation is removed from their brief as much as possible. If they are not competent to run them in the best interests of their constituents, they should not run them.

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

Welsh Ministers should work closely with the JTA, particularly if they feel passionate about it, and should also be responsible for its inevitable failures and difficulties.

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

There is a necessity for the Welsh Government to be able to control and intervene to ensure proper conduct in the JTA, in much the same way it is necessary for a dog's owner to be able to act with authority to teach it good behaviour. Direct guidance should be issued, directions should be followed, and the punishment for JTA incompetence should be sufficiently severe to force the body to be competent.

Q6. Is the proposed division of national and regional functions appropriate?

Q6. Is the proposed division of national and regional functions appropriate?

No; power should be concentrated at the national level (either in Cardiff or London) as much as possible. Cardiff should seek to build as much power into itself as possible and, should it be insufficiently competent to manage its responsibilities, seek to return them to London.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

None. Should the body be made to exist, it should receive as few powers as possible in its early period so it can focus its efforts on a handful and do its best with them. The more pies it is given to bake, the more fires it will start when its incompetence is proven and its abolition becomes inevitable.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Comments:

The proposal does not go far enough. The local authority should be allowed to submit a proposal regardless of whether or not a private company is interested in working the tender; should the public offer from the LA be equal to or better than the private company, the LA should be able to select and implement its own proposal rather than waste public time with using any of the myriad worthless private operators in Wales, all of which over-charge for a limited, late, and useless service.

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Hike penalties for private operators in any transition period to public management of the franchise. Tardiness, low maintenance, and poor service should be seen as even greater failings in their swan song period, particularly as they are likely to, as has happened with Transport for Wales, mean that the new body is inheriting a poisoned legacy and will struggle initially to recover from the mismanagement of their predecessors.

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes.

Q16a. In what circumstances do you think this would be appropriate?

Any circumstances.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Busses in Wales are expensive and terrible services, which are also local monopolies. If either of those initial areas should be resolved by the entry of the local authority (i.e. cost falls or service improves), we can move onto the question of monopolies and corruption. An unfair advantage to a competent body will result in a better outcome for end-users and, therefore, is not a substantial issue.

At present, private operators have an unfair advantage against the local authorities, as the latter are not able to participate in the market. Shackling a newly-qualified athlete for fear they will dominate the competition is putting the cart before the horse. We address the market problem after it exists.

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No. This will lead to bureaucratism and incompetence. LAs should run these directly.

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Yes.

Q19. Do you agree that an incremental change is the most appropriate method?

Yes.

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No Response

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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

Name

Organisation (if applicable) -

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

No Response

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Keep my response anonymous

REFERENCE WP455

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

Don't devolve things to local authorities. This is exactly the problem with all other initiatives and fields in wales (education, active travel, FGA). Devolving without guidance leads to chaos and another layer of bureaucracy. Welsh govt should own and run buses.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

Yes. State run buses controlled by transport for wales, with local authorities being represented within this structure.

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

Local authorities should not run things independent from government control.

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

This is the whole point of government. I do not understand this hands off approach which leads to poor implementation and variance in services. You are the government, your job is to govern, not pass the buck to local authorities.

Q6. Is the proposed division of national and regional functions appropriate?

No.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No

Comments:

Do not franchise out to private providers. This creates chaos and huge variance of service from area to area, huge inefficiency, and local authorities taking risks instead of private companies, who are motivated by profit rather than public service. Private companies will not keep routes to rural areas because they will view them as unprofitable, for example, whilst these routes may be vital for the people in these areas. Keep transport in the hands of government, and ensure that it isn't run for profits of shareholders.

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Comments:

If you must tender, this has to be transparent.

Q12. Do you have any other comments on the proposed process for franchising?

Do not franchise out.

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes

Q16a. In what circumstances do you think this would be appropriate?

Every instance.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Why is this an issue? Why is 'lack of competition in the tendering process/potential losses of private companies' more important than the needs of local people?

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No. This is privatisation by another route.

Q17a. In what circumstances do you think this would be appropriate?

Never. Look at awen in Bridgend.

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Yes

Q19. Do you agree that an incremental change is the most appropriate method?

No.

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable) -

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No Response

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

Keep my response anonymous

REFERENCE WP456

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

Local authorities are able to provide an understanding of the needs of the local community

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

A national JTA would be preferred as Members felt that this would offer an integrated approach.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

Not that we are aware of

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

we would agree with this

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

We would agree with this

Q6. Is the proposed division of national and regional functions appropriate?

agreed

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

Members were unaware of any other transport functions that should be transferred

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No

Comments:

Due to the timescales involved it is not felt that any new legislation to secure the benefits of enhanced partnership working would be beneficial.

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Comments:

Agreed - this would create an understanding of the community needs and thus create better collaborative partnerships.

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Comments:

Members felt it difficult to comment at this stage

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Q12. Do you have any other comments on the proposed process for franchising?

no comments to add

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

Sufficient time should be provided for the consultation process.

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Comments:

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

This could build variety and resilience into the process and provide local jobs.

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Existing contracts should be continued throughout the transitional process, subject to quality assurance. This will ensure that the bus services are not compromised during the process.

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes, there should be option available

Q16a. In what circumstances do you think this would be appropriate?

no response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

no response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

Yes - current austerity is forcing local authorities to compete in the open market

Q17a. In what circumstances do you think this would be appropriate?

school services

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

no response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Members considered this to be counter intuitive when considering the current issues around loneliness and social isolation.
currently there are many variables in respect of women's pensionable age and members felt that the mandatory concessionary fares for women should remain at 60-years.

Q19. Do you agree that an incremental change is the most appropriate method?

Members disagreed with this.

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

standardisation of vehicle age, safety and quality assurance.

Q24. Are there any matters which you think should be excluded from any national standards?

Not aware of any

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

no comment

Q26. What would be the best approach for determining the content of national standards?

Working group

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Comment

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No

Comments:

However, they should notify the issuing authority of any breaches of standards through a reporting process.

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No

Comments:

as above

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

Members were unsure about proposals around enforcement with regard to taxis and PHV's operating across national borders.

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Comment

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

no comments

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

Members would like to think they would not have any negative effect on the Welsh Language

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

no comment

Q42. Q38. 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:

no comment

Submit your response

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Name

Organisation (if applicable)

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

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP457

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q22. Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q24. Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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No Response

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No Response

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No Response

REFERENCE WP458

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

To deliver an effective public transport system authority boundaries are crossed regularly on a daily basis. This must also add to administrative costs and efficiencies.

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

I can see advantages of both but would likely go for an overarching national body with regional committees

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

Representation will be a must and particularly in the formative stages

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

Powers of intervention must be in place

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Only when essential but not when it has the potential to undermine private operators.

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

As a last resort only

Q17a. In what circumstances do you think this would be appropriate?

When rural areas and urban outbacks are being marginalised

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Yes

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Public safety and safeguarding is paramount

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable) -

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Keep my response anonymous

REFERENCE WP459

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

It is vital that local authorities work together with regard to local bus services. This is particularly the case in coastal North Wales, where local authority boundaries are generally not reflective of how we live our lives. Economic, leisure, and cultural links run East-West and this is reflected by the trips that are made. This is why the most important road in the region (the A55) runs East-West. As an example - Until 2016 Arriva ran the open-top number 1 service from Towyn (Conwy), via Rhyl and Prestatyn (Denbighshire) to Talacre. A journey of 11 miles but through three counties. This brought significant economic benefits to these resorts by making them accessible for tourists who are the lifeblood of the region's economy. In 2017 Arriva changed the service so that it no longer operated as far as Towyn (Talacre to Rhyl), and then prior to the 2018 summer season the service was cancelled completely. It seems absurd that joint working between the three authorities and could not have found a solution to this and preserved the operation of a service that was important to the economy of two places in Wales that are entirely dependant on tourist footfall.

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

Option 1, with regional delivery boards, is by far the better option as it means that decisions can be made more locally and by people that understand specific geographies.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

I would like to see consideration given to the national JTA body being part of Transport for Wales. This would allow one body to have a strategic overview of all public transport in Wales, allowing more joined up decision making.

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

If Welsh Ministers are represented on a JTA it is vital that they are drawn from constituencies across the geographical extent of the area covered. All Ministers should be consulted on specific proposals and changes relevant to the areas that they represent to ensure that local knowledge is taken in to account.

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

These powers should only be used when absolutely necessary

Q6. Is the proposed division of national and regional functions appropriate?

Q6. Is the proposed division of national and regional functions appropriate?

This division seems appropriate in terms of there being a consistent national approach but allowing some regional flexibility.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

The power to create "local authority bus companies" seems at odds with earlier sections of the proposals suggesting that authorities work together more. The power to create regional bus company should be included within the proposals. Or even a national Transport for Wales bus company, creating a joined up bus/rail offer.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

The agreements should set out very clearly what is expected of operators as their contract draw to a close. This should consider the fleet that should be handed over, the condition it should be in, the available vehicle spare parts, and maintenance of service levels and standards of service.

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes. But regional bus companies run by TfW, the JTA or groups of local authorities should also be an option to reflect the cross-boundary nature of journeys that people make.

Q16a. In what circumstances do you think this would be appropriate?

All circumstances when it is considered beneficial to residents of the area.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

Yes. But in-house services should be the first option.

Q17a. In what circumstances do you think this would be appropriate?

If an in-house operation is proven to be unviable

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No. This would discourage the use of public transport and increase car usage.

Q19. Do you agree that an incremental change is the most appropriate method?

If change is made it should be incremental.

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

This would help with decision making regarding service planning. Many of the current issues in the rail industry could be improved if there was more openness and less concern about commercially sensitive data.

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Comments:

This will help with introducing a replacement service

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

No Response

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

No Response

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No Response

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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

Name

Organisation (if applicable) -

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

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP460

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

Close co-ordination is vital in rural areas of mid Wales.

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

A National JTA - local groupings would encourage the establishment of borders and also encourage the current county councils to ignore the national transport plans.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

None.

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

Should not be political once the overall JTA decision has been taken. Welsh civil servants are perfectly (and better) capable of running the scheme.

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

Support this as the Government must intervene to stop the current sudden removal of services.

Q6. Is the proposed division of national and regional functions appropriate?

No, should be entirely national based

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

None

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

To force local authorities to take part.

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Comments:

No comment on this.

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Comments:

Current scheme doesn't work in mid Wales

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Comments:

Should always be a non-political oversight.

Q12. Do you have any other comments on the proposed process for franchising?

None

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Comments:

SMEs will be the main providers in rural areas.

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Continue existing arrangements until a single national "big bang"

Q16. Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

NO

Q16a. In what circumstances do you think this would be appropriate?

None

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Don't have them in the first place

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

NO

Q17a. In what circumstances do you think this would be appropriate?

None

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Do not let them in the first place

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Yes

Q19. Do you agree that an incremental change is the most appropriate method?

Yes

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

Currently we have no idea whether they are let to dodgy companies

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Comments:

As above

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

Some vehicles currently are awful

Q26. Q23. Are there any matters which you would like to see contained in any national standards?

Pollution controls

Q24. Are there any matters which you think should be excluded from any national standards?

No

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

none

Q26. What would be the best approach for determining the content of national standards?

Best practise from England

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

None

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

Borders of local authorities do not correspond to services

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

As above

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

None

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Comments:

Important we know why

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

None

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Comments:

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Local authorities may be too cosy with local operators

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Comments:
See above

.Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

None

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No views

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No idea

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No idea

Q38. 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:

Integration of the few bus services in mid Wales with the few train services simply is non existent. How about a real effort to do this rather than a variety of talking shops who have never achieved anything in this field?

Submit your response

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

Name

Organisation (if applicable) -

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

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP461

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

It seems obvious that a country wide approach is needed to provide integrated services while adopting the lowest cost administration structure feasible. This should enable streamlined services covering more areas properly making best use of the money available. Reduced duplication of services should be limited.

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

A national approach should be taken with regional representation and inputs, although perhaps the regional structure does not need to be it's own administration. That could lead to conflicts.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

Politicians will be accountable. But this should be for long term policy and performance. This should be a cross party endeavour. Politicians should not be involved in delivery or management, just policy and standard setting. Short term politicizing of transport provision should be avoided.

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

Yes, where service provision standards are not being met & the JTA is not fulfilling its obligations, Welsh Ministers should have intervention powers. Politicians will and should be ultimately responsible for transport provision, enabling the meeting of laid down cross party service provision.

Q6. Is the proposed division of national and regional functions appropriate?

Yes

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

Yes, rail and road systems should be considered with bus provision.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

Legal enforcement should be enabled as a final back stop.

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No

Comments:

I'm not sure this is a good idea, are you not adding problems / complexity while you want to simplify. Keep it simple.

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Comments:

Services need to be consistent with an overall service plan and duplications should be avoided. Whether a LA should run a less popular route is less clear. If a franchise is given should this not be like the Royal Mail national service provision, i.e. provide a total service profitably not cherry pick profitable routes leaving LA to service "lifeline services"

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Comments:

Need to have transparent monitoring and reporting of service provision.

Q12. Do you have any other comments on the proposed process for franchising?

You will need to make sure profitability is reasonable and within public acceptability.

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Comments:
Keep it local if you can.

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes, where whole areas cannot attract a franchisee.
However that area may still be best served by a franchisee supported by a LA. Ie a subsidised service.

Q16a. In what circumstances do you think this would be appropriate?

Lifeline services.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Regular tendering for those franchises.

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

Probably not, history does not give a positive experience of publically owned services. How can such a company be arms length. Its public money and politicians would have to be accountable. Could it be allowed to fail?

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No. Your basic aims of service use etc are not met by this policy. You could make a small annual charge to recover some costs of provision this may encourage people to use the service more. Payments to franchisees may not be by ride, think of alternatives to fund services.

Q19. Do you agree that an incremental change is the most appropriate method?

Probably not

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

Basically we should be asking franchisees to operate services on our behalf, not solely their profitability

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

A right of appeal to a National body should be allowed.

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No

Comments:

Control need to be effective and not watered down.

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

The Welsh Government does issue regulation, eg rent smart, but doesn't appear resource enforcement, good ideas like this need to be properly enforced and managed.

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Comments:

If you want a national standard it needs to be enforced and managed centrally, hopefully it can save local costs as well.

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

Not sure why this is an issue.

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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

Name

Organisation (if applicable) -

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No Response

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Keep my response anonymous

REFERENCE WP462

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

Currently even with standard policy, decisions are not made to a standard level but with a personal often incorrect bias.

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

The option of a national authority is preferred to eliminate regional or local variations in implementation.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

Policies should be worded so as to avoid personal interpretation which would bring in bias however inadvertent.

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

Ministers should have powers to issue guidance, they are elected and will be working to ensure the needs of their constituents and ensure the system works for the needs of users.

Q6. Is the proposed division of national and regional functions appropriate?

The preferred option would be a fully national authority, currently one local authority is making decisions on current guidance that is different to the other 21.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

It is not clear if concessionary passes are part of the joint function, they will need to be included if not already.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

Voluntary implementation has been shown not to work many times and cannot be relied upon.

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Comments:

The joint working will create a more joined up public transport network.

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Comments:

All systems are susceptible to error at onset or as systems develop.

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Comments:

As indicated SME's can be negatively impacted.

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Staged implementation.

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes.

Q16a. In what circumstances do you think this would be appropriate?

rural areas may have no service without local authorities being able to establish their own service

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

Yes.

Q17a. In what circumstances do you think this would be appropriate?

Only when franchise bids are low.

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Financial losses should not be paid for by local authority.

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Yes

Q19. Do you agree that an incremental change is the most appropriate method?

Q19. Do you agree that an incremental change is the most appropriate method?

Yes

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

Full disability training including legislation pertaining to disability discrimination needs to be compulsory

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

Cultural and religious differences.

Q26. What would be the best approach for determining the content of national standards?

Consultation with all interested representative groups.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

The 21 day wait period needs to be removed

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

Welsh language will continue to be difficult to include in licencing as the majority of drivers will not be able to speak Welsh and in many cases even English will be a second language.

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

None

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

Until Welsh speakers are working in this industry then no proposal will impact the use of Welsh either way.

Q38. 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:

Disability training is essential including UK law and disability and accessibility.

Submit your response

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

Name

Organisation (if applicable) -

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

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP463

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

Mae rhai o'r bysiau'n mynd trwy mwy nag un sir e.e., mae'r X5 Arriva'n mynd trwy Wynedd a Chonwy

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

Yn rhy aml mae cynghorau'n meddwl mewn silos

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Ydw ond rhaid bod yn ofalus nad ydy unrhyw drefniant newydd yn peryglu dyfoldol unrhyw gwasanaeth bysiau sy'n gweithio'n iawn ar hyn o bryd

Q16a. In what circumstances do you think this would be appropriate?

I lenwi bylchau amlwg ac i gael cynlluniau wrth gefn rhag ofn y bydd cwmni preifat yn dileu gwasanaeth.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Dylid hysbysu'r cwmnïau preifat am unrhyw bwriad i redeg bws cyngor newydd er mwyn iddynt gael y cyfle i wrthwynebu, gydag awdurdod uwch yn penderfynu i roi caniatad neu peidio.

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Ydw ac efallai ystyried defnydd y tu allan i oriau brig

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

No

Comments:

Mae angen rheolau gwahanol i ardalodd trefol a gwledig

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

No Response

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No Response

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Comments:

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Y maent yn gwybod y manylion lleol ond dylid ymdrechu isicrhau na fydd gormod o amrywiaeth

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

Dylid dangos y gair "Taksi C" ar dō'r tacsï (yn hyrach na "Taxi" os ydy'r cwmni'n cyflwyno gwasanaeth Cymraeg

Q38. 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:

Dylid hysbysu'r teithiwr am gost sylfaenol llogi'r tacsï a chost y filltir ar ben hynny, cyn i'r daith ddechrau, a gwneud hyn yn orfodol. Pan y bydd cwmni bysiau'n gorfod canslo teithiau arferol oherwydd salwch gyrrwyr ac yn y blaen, dylid sicrhau nad ydynt yn canslo'r teithiau pwysicaf ac yn cadw'r teithiau mwyaf proffidiol.

Submit your response

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Name

Organisation (if applicable)

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Keep my response anonymous

REFERENCE WP464

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

Benefits/disbenefits of transport schemes can often run across local Authority boundaries, and particularly where benefits might mostly accrue in one area, but the disbenefits in another.

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

On balance a National Authority will be better able to attract transport professionals at higher levels of competence, which will lead to a more effective Authority than most people would realise.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

n/c

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

Ministers should not be on the Authority Board or committees. The pressure and temptation to be drawn in to specific details, in which a Minister may have no competence (but strong opinions) will be too great. see Q5 response.

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

Absolutely. This keeps a distance between strategy/policy and technical application, with a "reserve power" when things go wrong.

Q6. Is the proposed division of national and regional functions appropriate?

Yes

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

Stronger links between transport and Town Planning would be beneficial, perhaps by requiring Planning applications to be reviewed by JTA boards or committees, or some other mechanism. Building a new

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

hospital/office block/shopping centre where it can be conveniently and efficiently served by the existing bus network would be useful. Land acquisition may be more expensive/problematic, but the ongoing revenue costs of providing transport would be avoided. Finding out that a new out-of town shopping facility is being built where it is almost impossible to sensibly route bus services has happened elsewhere too often.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Comments:

n/c

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No

Comments:

The consultation process for making the scheme does not allow for a fully informed response, since the content of any scheme is at that point unknown (a bit like the Brexit referendum - sorry!). The perceived problem with existing Statutory Quality Partnerships, that of requiring infrastructure capital spending, and avoiding it by way of an EQP is dodging the issue. Here is a recent quote from the retiring Scottish Traffic Commissioner, Joan Aitken: "The lack of bus priority measures means running times are much slower than 10 years ago," she said. "The quality of buses is astonishing – their engineering, comfort and facilities are first rate. "But all that is thwarted by the fact they cannot get along the road, even in Edinburgh, which boasts one of the best bus services in Britain. "Every single day, buses are not able to get through the traffic. "Local councillors want to own or run bus services, but unless they prioritise bus movement then ownership won't matter. They need to throw their weight behind bus priority measures." Quoted in this link: <https://transportknowledgehub.org.uk/weekly-updates/traffic-commissioner-laments-the-impact-of-traffic/> There is a clear consensus that bus services need more than ever to be isolated from the effects of congestion caused by the levels of general traffic on the current road network. Unless the Welsh government is prepared to deal with the effects of traffic congestion on bus services, all the other proposals in this Consultation will be in vain.

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Comments:

It is simpler than the existing QCS process, as explained in the Consultation. Incidentally, the Consultation document is incorrect to state that "The Nexus scheme failed to obtain approval from the relevant QCS board, led by the Traffic Commissioner, and the process was costly, taking around two years." The QCS Board - of which I was a member - found that the Nexus Scheme had failed to meet the QCS Statutory requirements. And it took longer than two years all told.

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Comments:

Absolutely essential. Corporate enthusiasm/hubris/self-conviction can easily set in. This is an extract from the Nexus QCS Board's report, Appendix 3 "Lessons learned":
i. There should be a staged, independently scrutinised, approach to the process of development and assessment of any proposal. This staged process would require agreement at each stage before progression to the next stage.
ii. The first stage may agree the scope of the initiative and the area to be covered. This would, for example, examine the relevance to the proposal of LA boundaries, the recognised economic area, and travel to work areas. Approval at this stage may place an obligation on parties to make relevant data available to the local authority on a confidential basis. We recommend that obligation is statutorily defined and includes information on patronage, ticket sales and fare box revenue at an individual route and time basis). A further stage would involve agreement to the intelligence from the data and parameters/forecasts to be used.
iii. The independent scrutiny should be supported by independent expert capability and the costs borne by the sponsor of the proposal.
iv. In addition to economic experts, experts in accountancy, procurement contracting, commercial bus operation, and public sector bus network planning should be called upon.
v. The independent scrutiny process could continue following the introduction of a scheme with annual scrutiny review of progress in delivering outcomes/adequacy of governance arrangements etc. This could usefully include a SWOT analysis.
vi. It is recommended that advice be developed on an appropriate staged process for future proposals.
vii. There should be an agreed process for changes to the existing bus services once the project development/scrutiny process has started.

Q12. Do you have any other comments on the proposed process for franchising?

I strongly recommend close reading of Appendices 1 and 3 of the Nexus QCS Board's report, a Risk Analysis and a Lessons Learned. Three people from widely different Public Transport backgrounds had been immersed for many months in sometimes dense economic argument and were able at the end to offer advice for anyone else thinking of implementing a Franchising proposal.

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

Sensible, and the conditions attached to such permits should seek to supplement the franchised area, not act as some sort of "protection" to the Franchised operation.

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No

Comments:

There is a potential Competition issue here, but any fears that local independent operators could be "squeezed out" by the big groups must be regarded as mostly imaginary. The market for bus services has led to the existing structure of the bus operating industry, including the service pattern and the location of bus depots needed to operate it, therefore local independents should be best placed naturally to win contracts for those services they currently operate, and others in their localities.

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Ideally, bus services should be "frozen" (subject to unavoidable changes such as to school services) for a period prior to introduction, especially if operators are hostile to the proposal, as they were in Tyne and Wear. Legislation may be required to facilitate this, so that no current service registrations can be altered or withdrawn and no new ones introduced without consent by the Franchising Authority. There is precedent for this with the introduction of Road Service Licensing by the 1930 Road Traffic Act, under which operators initially secured licenses for bus services on a "grandfather right" basis, but which were subject to regulatory approval thereafter.

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

It is only political dogma which has prevented this so far - but if the local bus service is so dire, changing ownership may not be addressing the underlying problem at all. And in-house direct operation by Local Authorities does not have a very good reputation.

Q16a. In what circumstances do you think this would be appropriate?

It is difficult to imagine circumstances where any significant improvements could be effected purely by a change of ownership.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

The current Statutory constraints on "arms-length" local Authority Companies, plus all constraints on "State Aid", widely interpreted.

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No reason why not.

Q17a. In what circumstances do you think this would be appropriate?

See response to Q16a

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

See response to Q16b

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

n/c

Q19. Do you agree that an incremental change is the most appropriate method?

Q19. Do you agree that an incremental change is the most appropriate method?

n/c

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

Any reluctance to release such data as set out in the consultation - which is already in the public domain - seems bizarre. Why would any bus operator not want the widest possible dissemination of time, route and fare information.

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Comments:

Common sense, as long as the information is kept strictly confidential by specific Local Authority officers, in order to best plan what remedial/mitigation action to recommend.

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

No Response

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

No Response

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No Response

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

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Name

Organisation (if applicable) -

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No Response

REFERENCE WP465

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

I would prefer al all Wales Passenger Transport Authority structure like Mersey Travel which links all the modes within it i.e. Ferries, Buses, Trains & Metro

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

An All Wales PTA would need democratic input but should be run by public transport experts.

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

Yes but only as a last resort

Q6. Is the proposed division of national and regional functions appropriate?

Don't know.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Comments:

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Don't know

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Comments:

Yes but I remain sceptical as to how effective they will prove to be.

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No

Comments:

Not necessary if Local Authorities do their job.

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Comments:

Yes other wise "Wales Fargo" will dominate.

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes. It is very clear that authorities which had their own in house services in the past still have the best local public transport services today e.g. Cardiff, Newport..

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

I am not sure any are needed.

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

Yes including possible Cooperative models.

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Not sure any are needed.

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Reluctantly yes given current finances provided that it remains Universal 24/7 and no changes are made to existing holders.

Q19. Do you agree that an incremental change is the most appropriate method?

Yes

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

We are way behind the times!

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

It would bring consistency.

Q23. Are there any matters which you would like to see contained in any national standards?

Yes a dignity code for operators and drivers in respect of their passengers including one for vulnerable elderly people who have to rely on taxi use. DBS checks should be compulsory.

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

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Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP466

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

This is a much too complicated questionnaire for the majority of people so you will not have answers which are representative of the public as a whole. The fact is, if bus companies keep cutting bus routes, people can't use buses and start using their cars!!

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

No Response

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

No Response

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No Response

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

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Name

Organisation (if applicable) -

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No Response

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Keep my response anonymous

REFERENCE WP467

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

1. One Joint Transport Authority for the whole of Wales

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

yes

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

no

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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

No Response

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No Response

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

Keep my response anonymous

REFERENCE WP468

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards to you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No

Q19. Do you agree that an incremental change is the most appropriate method?

Maybe , think it is unfair when you are due a pass In a year or two and then have to wit for 7 years

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q34. Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable) -

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

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No Response

REFERENCE WP469

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

I don't mind as I never take buses. They always seem to be late.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

Don't know.

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

Yes.

Q6. Is the proposed division of national and regional functions appropriate?

Not sure.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

Not sure.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Q12. Do you have any other comments on the proposed process for franchising?

No.

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No.

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Should be run by local government and not for profit.

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes.

Q16a. In what circumstances do you think this would be appropriate?

Local buses.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Don't deregulate the market. Simple.

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

Yes

Q17a. In what circumstances do you think this would be appropriate?

If provided value.

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Don't deregulate the market.

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Yes.

Q19. Do you agree that an incremental change is the most appropriate method?

No.

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

But with local authorities having the ability to put additional requirements if appropriate to local conditions.

Q23. Are there any matters which you would like to see contained in any national standards?

Yes. A crb check, advanced driving test, btec in private hire, basic English ability, class 2 medical, and good knowledge of the local area.

Q24. Are there any matters which you think should be excluded from any national standards?

Not sure.

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

Safeguarding and inability to suit skills to local knowledge. As under the proposals a situation like Rochdale could easily occur.

Q26. What would be the best approach for determining the content of national standards?

Looking at the cardiff licencing conditions. They may be tough, but ensures a high quality of service.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

There appears to be nothing about holding operators to account.

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

It's pretty daft that they can't at the moment and undermines their authority.

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No

Comments:

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Same sanctions.

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No

Comments:

Better to be done at a local level for safeguarding reasons.

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

Cross bordering is a huge public safeguarding issue. Also allows the possibility of benefit fraud.

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

Not sure.

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

I don't know.

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

I don't know but tourists will expect English to be spoken.

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable)

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Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP470

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards to you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

I strongly agree with this proposal, and would argue that it would be in both the public and the trade's interests to have consistent standards for the taxi/PHV industry in Wales.

Q23. Are there any matters which you would like to see contained in any national standards?

National standards should apply to all areas of the taxi/PHV trade, including (but not limited to) livery, advertising, signage, fares, disciplinary action against rogue drivers and use of technology. I would also strongly suggest that there is consistent licensing of Uber and other app-based cab companies across Wales; my own preference would be that only companies who pay their fair share of UK corporation tax should be licensed and app-based cab companies who are based offshore for tax reasons do not qualify for a licence.

Q24. Are there any matters which you think should be excluded from any national standards?

Whilst I do not personally agree with caps on taxi numbers in each local authority, if it is felt that this should be retained, then there is an argument for allowing this to be set at local authority level. However, it should be a function for the local authority Cabinet / Executive rather than Public Protection Committee.

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

In-depth consultation with the public, the trade and local authorities.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

I would recommend that the Welsh Government go further than just setting national standards, and seek to overhaul the outdated and anachronistic legislation around taxis/PHVs. The very fact that we have an arbitrary distinction between Hackney carriages(!) and PHVs in an era of app-based taxi companies underlines that fresh legislation fit for the 21st century is required.

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

There needs to be consistency around enforcement of inadequate vehicles and inadequate drivers across Wales. The current system sees 22 local authorities all operating their own standards of enforcement and disciplinary hearings for drivers. This is not in the interests of the public when they might find a significantly higher threshold for driver / vehicle standards in one local authority than another. In the interests of protecting the public, a high benchmark for enforcement and driver discipline needs to be set and maintained at a Wales-wide level.

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Comments:

I strongly agree with this proposal for the reasons outlined above. There should be Wales-wide consistency, with a high standard for vehicles and drivers. Not only could this drive up standards, but it could also make a big difference on issues such as climate change by creating a Wales-wide requirement for green/electric

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

vehicles for taxi/PHV usage.

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Comments:

The current system leads to inconsistencies and, in some areas, poor standards of vehicles and drivers. Local authorities are also ill-equipped to stand up to the likes of Uber and regulate them effectively.

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable)

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Keep my response anonymous

REFERENCE WP471

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable)

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REFERENCE WP472

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

A single JTA with committees would prevent regional competition. Wales naturally fractures into tribes and regions so having clarity of accountability with most of the authority vested in the single national body would be better.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

Yes - support this. Accountability is then clear. Regional list AMs could provide a useful democratic role if they sat on regional committees and it would foster collaboration rather than part politics. If all parties were involved in the responsibility of making Wales transport system work (but clearly the ruling party has the ministerial responsibility) then this might create a more constructive and collaborative approach. Whatever structure you adopt, it should be coherent with the WFG Act 5 ways of working. The JTA structure should INVOLVE users or their reps, stimulate COLLABORATION between parties, economic sectors, local authorities, oversee investment for the LONG TERM by working on 10 - 25 year plans not 5 year electoral cycles and aim to deliver INTEGRATED benefits and PREVENT carbon, NOx, particulate emissions, congestion and rural isolation.

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

Yes absolutely. That would be democratic.

Q6. Is the proposed division of national and regional functions appropriate?

Yes really good list

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

Integration with rail and mobility on demand services?

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Comments:

Imagine a small zero carbon highly local not-for-private-profit bus operator (Porthcawl): this model proves successful and the social enterprise wants to expand. Procurement should be fair for companies like this to win contracts as long as they maintain national standards on health and safety, quality of services etc.

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes but....

Q16a. In what circumstances do you think this would be appropriate?

...only in order to meet a specific need such as school or social care services.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

A formal, publicly published check (public consultation) that no other operator is currently available or seeking to be available to deliver the needed service

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

as above

Q17a. In what circumstances do you think this would be appropriate?

as above

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

as above

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

While the use of a taxi or PHV is a private contract between a customer and a supplier, this commodity exchange has wider public well-being impacts and so it is appropriate that these private transactions take place in a legislated and controlled framework.

Q23. Are there any matters which you would like to see contained in any national standards?

Decarbonisation of the taxi fleet - incentives

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

Owner drivers are often not economically well-off. Change requires spend. Government could arrange low or no interest loans for driver-owners to modify vehicles or change to low emission vehicles or go on courses etc.

Q26. What would be the best approach for determining the content of national standards?

Create a consultation group that includes the owner-drivers, taxi firms, local authorities but also national charities and NGOs that aim to improve safety and quality of experience for citizens with disability, women, children, and general citizens rights. Also air quality specialists, H & S Executive, AA, RAC etc.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Comments:

Local licensing is open to abuse where company owners who may be elected officials or have fingers in several pies may seek to influence decisions. A national authority, remote from local dealings and audited itself by WAO, would ensure legality and clarity

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Comments:

I like the idea that a national authority sets standards and guidelines but devolves accountability to local authorities. That way, issues that only local people would understand can be resolved within the context of the national guidelines

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

Everything has to be bilingual of course

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

It seems that we are talking about national standards and oversight with devolved accountability within this context. I see no reason why national standards applied locally should have any negative impact on the Welsh language as long as it is given equal status to English in this process.

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

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Name

Organisation (if applicable) -

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No Response

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No Response

REFERENCE WP473

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

Given that bus routes cross Local Authority boundaries, it makes sense for individual Local Authorities to co-operate on all aspects of bus operations in their communities..

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

NATIONAL JTA AUTHORITY supported by REGIONAL JTA ORGANISATIONS. Enables establishment of universal standards, co-operation, and outcomes associated with the management of bus services

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No comment

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

Welsh Government presence is important to give JTA's credibility and ensure Government Policy is regularly reviewed as circumstances change.

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

We need a mechanism in place to act if JTA's fail to exercise their functions effectively. Whole purpose of change is to drive the development of Bus Services in Wales forward to produce benefits Government, Operators and Passengers desire.

Q6. Is the proposed division of national and regional functions appropriate?

Accountability at all levels is important. We must not duplicate effort, but benefit from local knowledge on changing local patterns of bus supply and usage. Regional functions are best placed to respond, passing upward observations and information to help shape future national policy and functions of a National JTA.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

Integration of bus services with other public transport operations needs to be a priority. Too many communities still do not enjoy the benefits of an integrated public transport system

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

Enhanced partnership working is key to delivery of informed decisions on policy, bus operations, and passenger satisfaction.

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Comments:

Paragraph 22 was found to be confusing in its presentation. Local authorities should still be encouraged to invest in bus infrastructure.

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Comments:

We are seeing many of the current rail franchising schemes becoming unfit for purpose. We need to learn from this situation and ensure such is not repeated in the bus industry.

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Comments:

Independent audit should not be removed, as it helps to maintain standards, identifies good and weak practices, and places requirement for mandatory remedial action where failure is identified.

Q12. Do you have any other comments on the proposed process for franchising?

Franchising needs to be managed by experienced people from bus industry. As we have seen in regards to rail franchising, using staff from Department of Transport has created unworkable franchise practices which we must not repeat in Wales.

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

Permits are seen as acknowledgement that the operator has complied with all the requirements to enable franchising activities to proceed.

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Comments:
No comment

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

There have been a number of incidents where operators have walked away from service obligations before notice date of route termination has been reached, leaving passengers to find alternative means of transport. We need to be clear that all parties should adhere to the transitional arrangements agreed, and if not submitted for enforcement of a financial or other penalty for breaking the agreement.

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes. Cardiff and Newport are examples of how this arrangement is possible.

Q16a. In what circumstances do you think this would be appropriate?

Where other operators have not come forward or struggle to deliver commercial services. To protect socially essential public transport services in places where no alternative transport options exist.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

In house services should operate in accordance with wider bus industry standards. Competitive tendering process should be open to all operators and not exclusive to Local Authorities. We have seen past incidents in Cardiff area where local authority operator has used its position to drive out completion from other operators. This situation should not be allowed.

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

Cardiff and Newport Local Authorities already demonstrate this is possible. However I question whether smaller councils and rural councils have sufficient resources to achieve this objective given current austerity measures in place and proposed budget cuts to services overall.

Q17a. In what circumstances do you think this would be appropriate?

Local Authorities need to demonstrate that they have resources and business acumen to ensure successful

Q17a. In what circumstances do you think this would be appropriate?

delivery of in house services.

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Local Authority in house bus services must be given opportunity to earn income from the 'fare box' and not made wholly dependent on Local Authority funding. Services should be subject to independent audit to identify where potential failings need remedial action and compliance with Government Policy and required operational practices are maintained

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Universal eligibility age of 65 years or current pensionable age for both men and women should be applied..

Q19. Do you agree that an incremental change is the most appropriate method?

With growth in population eligible for Concessionary passes in future years, having a situation where eligible holders rises above 50% of total bus users, leads to the question about whether bus operators will be put at a disadvantage in not being able to make a profit from the fare box takings. Money needed to ensure in future investment of bus fleet and service development.

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

If information about routes, timetable, fares and tickets is not available, how will users know about what bus services operate in their communities?

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Comments:

Cancelled or varied services impact on public confidence to continue support of bus services. Advance information is important to Local Authorities as it may need intervention where a route is no longer considered commercially viable by an operator, but socially necessary to public users.

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

My experience of taxi use is that there are variable standards in driver appearance, attitude to good road usage and safe driving, and quality of taxi facilities being offered to the public. National standards would drive up requirements for adherence of good standards practice in driver appearance, quality of vehicle offered and services provision to customers.

Q23. Are there any matters which you would like to see contained in any national standards?

Standards in driver appearance. Standards of cleanliness and facilities offered in taxi vehicles. Good route knowledge of the destination, good driving skills and customer service delivery. Putting an end to practice adopted by some Asian Drivers or subletting their licences to unqualified taxi drivers. A practice I have encountered on a number of occasions in Cardiff area.

Q24. Are there any matters which you think should be excluded from any national standards?

No comment

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

We must not compromise ability to enforce standards within Taxi and PHV services. Practical obstacles drive down standards of operation and customer services. One example has been inability to deal with a growing practice in Cardiff of taxi drivers declining to accept customers for short distance journeys, and use of discrimination practices to decline carriage of disabled customers.

Q26. What would be the best approach for determining the content of national standards?

A clear public statement from Welsh Government of what or what is not covered by National Standards. Making conditions mandatory and enforceable by law.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No comment

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

If a vehicle is not roadworthy or driver no longer fit to be a taxi driver, then Local Authority should retain power to suspend or revoke a licence, and where appropriate institute legal proceedings through a court to remedy the situation. Irrespective of the fact they may have not been issuing authority. Using a consultation process

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

between the two Authorities as appropriate.

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No

Comments:
No additional comments

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No comment

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Comments:
We need to prevent cross border offences, evidence of bad practices, or criminal activity by taxi operators from going unrecognised by Local Authorities

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No comment

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Comments:
We need a national database whose information can be shared by Local Authorities, Police and Government for the purpose of detection, enforcement and prevention of future infringements of National Standards applied to taxi and PHV operators.

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Comments:

Current system appears to function reasonably well.

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No comment

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No sure what reasoning is behind this question. We already have legislation which governs the use of Welsh by public services. Some review may be necessary in the case of Asian Taxi Drivers where their first language is neither Welsh or English. Setting minimum standards for all Taxi Drivers irrespective of Ethnic Origin to comply in use of Welsh as well as English language comprehension.

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

Better provision of taxi vehicles, and higher standard of customer service delivery.

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

See answer to question 36.

Q38. 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:

None

Submit your response

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Name

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Organisation (if applicable)

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No Response

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No Response

REFERENCE WP474

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

Buses (like trains) cross local authority boundaries, so to avoid fragmentation a joint approach is essential - and somehow this must also include the English counties bordering Wales

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

A single body for the whole of Wales is the only sensible way to provide common standards

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

I would have thought that Transport for Wales could act as the Transport Authority for the whole of Wales, so that it has oversight of bus as well as rail services - integration between modes is much more likely if that happens

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

On the face of it, Welsh Ministers should be represented, not least because WG is a major funder of public transport - but for the sake of consistency whatever happens in relation to TfW and the rail network should apply to buses - so an arms' length organisation might not involve Welsh Ministers being represented - I just don't know enough about the structure of TfW to comment further

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

These powers are essential in the public interest

Q6. Is the proposed division of national and regional functions appropriate?

No - there should be a single authority for the whole of Wales, possibly with divisional offices, but one authority is enough - we're a small country and money is tight!

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

See above - I want to see TfW become the single transport authority for Wales, covering rail, bus, taxis and ferries

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

It won't happen unless it is required by law!

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Q12. Do you have any other comments on the proposed process for franchising?

N

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Comments:

There are some very good local bus companies in Wales which could contribute a lot to the procurement

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

process from their expertise

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Not sure - maybe WG could guarantee existing levels of funding for public transport to the local authorities, but in the context of current local authority cutbacks it would have to be ring fenced

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No

Q16a. In what circumstances do you think this would be appropriate?

None

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

It should not be permitted

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No, because I think this function (if it is necessary) should be carried out at national level

Q17a. In what circumstances do you think this would be appropriate?

None

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

See earlier comments

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Yes

Q19. Do you agree that an incremental change is the most appropriate method?

Q19. Do you agree that an incremental change is the most appropriate method?

Yes

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

Anyone wanting to propose changes to the network should have access to such statistics, as far as commercial confidentiality allows

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No

Comments:

This should be done at national level

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

Essential as a way of lifting standards, which currently range from excellent to very poor

Q23. Are there any matters which you would like to see contained in any national standards?

Don't feel qualified to comment

Q24. Are there any matters which you think should be excluded from any national standards?

Don't feel qualified to comment

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

Again, don't feel qualified to comment - as an occasional taxi user, I simply feel that at the moment standards vary too much

Q26. What would be the best approach for determining the content of national standards?

Compare standards which apply in other parts of the UK and some other countries which are thought to have high standards

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

N/A

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No

Comments:

Should be handled nationally

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No

Comments:

Should be handled nationally

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

N/A

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

N/A

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Comments:

As above - essential to achieve common (higher) standards

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Comments:

Should be done nationally

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

N/A

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

Not qualified to comment

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

Not qualified to comment

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

Not qualified to comment

Q38. 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:

N/A

Submit your response

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Organisation (if applicable)

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Keep my response anonymous

REFERENCE WP475

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

Make all bus contracts Transport for Wales and interlink them with rail services . Upgrade services to what they were in the late 80's . .

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No , it should be sorted by people who have the transport knowledge not politicians who often butt in and ruin a good thing .

Q6. Is the proposed division of national and regional functions appropriate?

No, The valleys are being left behind with minimal or no services in some areas

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

Keep it to people who have the knowledge

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

A policy is required

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Comments:

Undecided

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No

Comments:

Listen to the local people's needs , don't waste cash on audits .

Q12. Do you have any other comments on the proposed process for franchising?

Integrate rail and bus services much better and supply limited bus services to parts of villages they don't presently go to in the valleys so locals and the elderly can use. At a cheap enough rate to allow them regular usage .

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

Should be run by TFW as one. With franchise available for small operators to gain access to local Valleys villages .

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Comments:

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Local short distant contracts integrated with tickets to other areas and trains.

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Paid service to keep the service running until everything is in place fir TFW to run it.

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

TFW should run it

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Only cardiff bus running Local Authority services as most were bought out in the 80/90's

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

Fit their own Valleys as part of a TFW Metro system

Q17a. In what circumstances do you think this would be appropriate?

Integrated transport links

Q17b. What, if any, safeguards to you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Run as one on behalf of a supplier like TFW

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

50 for discounted travel not pension ages.

Q19. Do you agree that an incremental change is the most appropriate method?

Q19. Do you agree that an incremental change is the most appropriate method?

Yes

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

Use of Newer vehicles for safety reasons.

Q23. Are there any matters which you would like to see contained in any national standards?

No refusal to take a passenger due to distance . Happens regularly in Cardiff early hours of the morning. They cherry pick and refuse local passengers for longer distance higher priced fares.

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

Available use of Taxi Ranks.

Q26. What would be the best approach for determining the content of national standards?

Set up a Working group with a cross. Section of the public .

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

Make them enforceable with a Fine or Bansfir non compliance of the rules .

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

All areas should have more stringent regular checks !
Better standards of staff and their newer vehicles will stop corners being cut .

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Comments:
A must these days

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

Continuous police checks annually not just when applying for a licence.

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

Both should be used for info purposes

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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

Name

Organisation (if applicable) -

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

No Response

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

Keep my response anonymous

REFERENCE WP476

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

No Response

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

this is a good thing for our industry as long as it is policed

Q23. Are there any matters which you would like to see contained in any national standards?

none

Q24. Are there any matters which you think should be excluded from any national standards?

none

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

taxis and private hire should be kept as separate entities as they are now hackney working of ranks also private work with top lights fitted

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

very little welsh speaking in our area

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

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Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP477

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes

Q16a. In what circumstances do you think this would be appropriate?

Where private companies are not interested but a need can be demonstrated.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No competition with private companies.

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

Yes but not in competition with private companies.

Q17a. In what circumstances do you think this would be appropriate?

Where private companies are not interested but a need can be demonstrated.

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No competition with private companies.

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Yes.

Q19. Do you agree that an incremental change is the most appropriate method?

No. Move directly to current pensionable age.

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

Prohibit drivers with criminal records.
CCTV in cabs.
Minimum vehicle standards.

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No Response

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

Consultation on buses is fine but Cardiff has demolished its bus station and there seems to be no sign of a new one. So much for integrated transport!
There must be minimum standards for taxis. The taxis operating from Cardiff station are an embarrassment.

Submit your response

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Name

Organisation (if applicable)

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Keep my response anonymous

REFERENCE WP478

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

If JTA are the option to be deployed a single Pan Wales body.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

I believe that it should be with Transport for Wales, however the operational delivery to be delivered as a franchise such as Keolis Amey for the rail. This could then be effective management in tandem with rail by Transport for Wales.

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

In addition to ministers there should be representatives from Transport for Wales and Keolis Amey.

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

Yes.

Q6. Is the proposed division of national and regional functions appropriate?

As previously mentioned I believe a single body with a National operational delivery approach would be the most beneficial for passengers.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

None

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

To ensure all partners are fully accountable for their responsibilities.

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Comments:

The Welsh Audit Office.

Q12. Do you have any other comments on the proposed process for franchising?

None

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

None

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes as a franchisee. I however believe a national services should be run directly by a national franchisee or directly by a noinated body of Transport for Wales.

Q16a. In what circumstances do you think this would be appropriate?

Operator of last resort, following a franchise failure.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

None

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

Yes

Q17a. In what circumstances do you think this would be appropriate?

None

Q17b. What, if any, safeguards to you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

None

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Yes

Q19. Do you agree that an incremental change is the most appropriate method?

Yes

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

They should be combined into a single Transport for Wales app with Rail and Metro.

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

Keep my response anonymous

REFERENCE WP479

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

Authorities should look at local companies instead of major firms. Subsidies could be used better

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

Do not agree with the proposals to creat a JTA. Another Quango to create jobs which are not required.

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

See answer to Question No3 above.

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

See answer to Question No3 above.

Q6. Is the proposed division of national and regional functions appropriate?

See answer to Question No3 above.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

See answer to Question No3 above.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No

Comments:

See answer to Question No3 above.

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Certainly. Authorities would have the local knowledge to do this

Q16a. In what circumstances do you think this would be appropriate?

Possible SLA's between Authorities.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

National standards would ensure that taxi services are delivered consistently across Wales, and help deal with any perceptions of inconsistency between Authorities. Notwithstanding the above, every local authority policy has taken into account the views of local customers, local residents and the local taxi trade, and the perceived inconsistencies across Wales often, therefore, arise from the inconsistencies in what local people and taxi businesses need across Wales. Some form of local determination would help ensure that local needs continue to be met within any national framework, although this local determination would need to be proportionate, evidence based and/or within agreed parameters.

Q23. Are there any matters which you would like to see contained in any national standards?

Existing standards should be taken into account when developing any National Standards, such as the Department of Transport Taxi and Private Hire Vehicle Licensing: Best Practice Guidance (March 2010).

Any National Standards developed should be consistent with criteria implemented in England to reduce variations in driver, vehicle and operator requirements, especially around the border areas.

Any National Standards should include local knowledge tests, so that customers using local taxis can reasonably assume that the taxi will be able to take them to their destination, and language standards so that customers can reasonably expect their requirements will be understood.

Q24. Are there any matters which you think should be excluded from any national standards?

There are no matters that should be excluded, although National Standards should not duplicate other legislation.

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

Common National Standards should be achievable, particularly if some local determination is allowed so that differing local needs can be taken into account. However, there are challenges that need to be overcome, and

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

these include that:-

1 The communities served by the taxi trade differ widely, covering both large cities and very rural areas. These communities may have different needs depending on the type of community and the availability of other forms of transport.

2 The economic picture for the taxi trade varies greatly across Wales, with a vibrant taxi trade in some areas but reporting difficulties in continuing to offer services in poorer or more rural communities.

3 The nature of the taxi trade delivering services to these different communities is not uniform. Some areas have a high proportion of taxi services delivered by large Private Hire companies, whilst others are dominated by single proprietors that own and drive their own vehicles

4 The adoption of a national standard could effectively decrease standards in some areas of Wales that currently meet a higher standard, whilst the adoption of a higher standard could affect the ability of the taxi trade to continue to offer a service, particularly in poorer communities with limited opportunities to charge higher fares to recoup costs

Any National Standard will need to find suitable consistent standards which work for both urban and rural areas, and the adoption of agreed parameters within which local decisions could influence local standards would assist this process. Transitional arrangements and grandfather rights will also be required.

Q26. What would be the best approach for determining the content of national standards?

The Welsh Government must work in partnership with local authority licensing officers, who have experience of developing workable standards that protect public safety.

We would suggest that the most appropriate body to assist with the development of national standards would be the All Wales Licensing Expert Panel. This Panel consists of licensing officers with extensive knowledge and experience in taxi licensing, and answers through the Welsh Heads of Environmental Health to the Directors of Public Health Wales and the Welsh Government Directorate for Public Health.

The Welsh Government would also need to engage with passenger safety groups and operator representatives and this could, for example, be included within the Licencing Expert Panel on a task and finish basis. A similar methodology was recently used by Defra to develop new legislation and guidance.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

The previous Welsh Government consultation on Taxi and Private Hire Vehicle Licensing in Wales referred to National Standards for all taxis and private hire vehicles, with the power for local licensing authorities to set additional conditions where it is appropriate to do so.

The view of Members is that powers to set some local standards are important in ensuring that local trade and customer needs are met, although it is accepted that these need to be within pre-defined parameters and evidence based.

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

Members believe that the revocation of a vehicle licence should be the responsibility of the home Licensing Authority. The Licensing Authority that issued the licence will have invaluable local knowledge and the historical records about the licence holder, and is responsible for recovering any fees associated with taking enforcement action. Members agree that it is appropriate for any authorised officer to have the power to

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

immediately suspend a licence of any vehicle operating in their area (irrespective of where it was licensed) where there is an immediate public safety risk e.g. a defective tyre. That suspension would then need to be reported to the appropriate Licensing Authority for them to consider whether to lift the suspension or take further action. A process where a local authority in whose area a contravention occurs can request/ require a review of a licence by the licensing authority would negate the need for that authority to carry out the review of the licence themselves. In practice, this Authority has not experienced issues where another authority has not taken action on evidence presented to them, or officers of another authority have failed to support enforcement action taken by this Authority.

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

A wider range of enforcement remedies would be clearly beneficial, and in particular would 1 Benefit the taxi trade, by allowing enforcement action other than a licence review that risks their licence and livelihood, 2 Protect public safety by allowing prompter action in respect of contraventions 3 Be more efficient and effective for local authorities by reducing costly licence reviews 4 Be useful in supporting licence reviews and prosecutions, in that they can show that a licence holder has been given an opportunity to remedy a contravention but has failed to do so.

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

The following additional provisions should be considered

1 Powers for local authority officers to stop and direct taxi and PHVs, regardless of where that vehicle was licensed.

2 The ability to impose conditions on licences in addition to the National Standards, particularly where additional controls are regarded as necessary in order to allow an applicant to obtain a licence

3 Mandating training for all individuals involved in the licensing decision-making process, with defined content and standards for that training as appropriate.

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Comments:

The establishment of a mandatory national database of all licensed drivers is critical, but should be expanded to include vehicle owners, Private Hire operators and dispatchers. Any national database must be able to link to any equivalent database in England to avoid duplication of data entry and ensure public safety, particularly around the border areas. This authority has previously had a number of drivers from the Bristol and other areas, some of whom remain licenced with the authority. Members have noted the consultation launched by the Department of Transport on the 12th February 2019 entitled "Taxi and private hire vehicle licensing: protecting users". This introduces draft statutory guidance for Licensing Authorities that will apply in England and Wales, until and unless legislation is introduced in Wales, and seeks to address a number of issues of concern that are referred to in this Welsh consultation. This places England ahead of Wales in developing guidance and highlights the need for English and Welsh legislators to work together in addressing these

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

issues. Unless there is a clearly perceived need for separate Welsh standards, joint standards should be adopted wherever possible.

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

It is vital that information held by other enforcement bodies and agencies is effectively shared with Licensing Authorities. At present, there is a risk that a Licensing Authority may not be made aware of a taxi driver known to the Police in connection with a crime that may render them not a "fit and proper person" to drive.

To resolve this, the Common Law Police Disclosure provisions need to be reviewed to ensure that all relevant information held by the Police regarding crimes and conduct by taxi and private hire drivers, including arrest, charge and conviction information, is shared with licensing authority immediately. A similar arrangement is required with Safeguarding Boards

Mini-buses seating more than 8 passengers are not covered by taxi licensing legislation, and taxi drivers who have had their licence refused or revoked by a local authority have been found to be driving these larger vehicles. This needs to be addressed to ensure that bus customers receive the same level of protection as taxi customers.

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No

Comments:

Members have very clear concern about this proposal, and in particular the potential loss of local enforcement knowledge. There are some clear dis-benefits to this proposal, whilst many of the advantages can be easily achieved in other ways.

There is no detail contained within this white paper as to how the JTA would undertake the licensing function and therefore it is very difficult to be able to answer this question. However, Members would make the following points

1 An effective taxi trade depends on local knowledge, and the ability of the taxi driver to take customers to their chosen destination. It is unclear how a JTA would deliver this within a single licensing scheme that allows drivers to operate over a wider area.

2 Taxi drivers will, quite understandably, work where it is most economically advantageous for them to do so. It is unclear how a JTA will, within a single licensing regime, ensure that all areas of Wales receive a service and, in particular, smaller, poorer and more rural areas. In particular, it is unclear how taxi ranks will be managed and how Hackney Carriage's using these will be controlled.

3 Welsh Authorities have experienced an influx of drivers from English Authorities who wish to avoid more stringent licensing regimes whilst still driving in those English Authority areas, and Intended Use policies have been adopted by many Welsh Authorities to address this. It is unclear, however, whether and how a JTA would address this, or how any such policy could be enforced.

4 Effective enforcement and the protection of public safety depends on local knowledge, local contacts and local partnership working. It is unclear how a national JTA will retain local knowledge and local relationships.

5 The consultation makes reference to the wider economic aspects of the taxi trade, and this raises the issue of whether there is a potential conflict of interest and, more importantly, whether public safety issues will be subsumed into the wider focus on transport needs

6 The proposal does not outline how existing partnership working in respect of wider transport services, and in

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

particular with the planning, highways and school/social service transport functions of each local authority, will be maintained within a JTA structure.

7 A JTA based single all-Wales licencing regime would particularly benefit larger companies wishing to trade across borders, such as Uber, but would be of little or no benefit to the majority of taxi businesses and, indeed, could leave them open to competition that drives them out of business.

8 The synergies between the bus and taxi trades are not laid out in the consultation, and journeys involving both would be unusual. If it is envisaged that taxis and mini-buses could be contracted to replace buses on some routes, this could be achieved at a local as well as a national level. Furthermore

- a. Disabled access taxis and mini-buses will rarely, if ever, offer the level of easy access that a bus can provide
- b. An arrangement along these lines would benefit larger businesses able to source additional vehicles and drivers, but would not benefit the significant number of individuals owning and driving just one vehicle.
- c. The use of contract taxis and mini-buses on some routes could reduce income for other taxi businesses operating in these areas.
- d. Larger mini-buses (over 8 seats) are licenced as busses, and drivers are not subject to the same scrutiny as taxi drivers.

9 Whilst larger App based companies such as Uber could benefit millennials who are able and used to accessing services in this way, this proposal has not outlined how vulnerable and low income groups would be protected to ensure that they can continue to access the services they need. Areas with limited mobile coverage could also be adversely affected.

10 A single JTA may necessitate taxi businesses making applications etc. on-line or through the post. Our experience is that some of the trade would struggle with this, and that on-line processes are not well used where a face to face service is available. There would also be a lost opportunity for face-to-face contact between licence applicants and officers which can highlight issues that need to be taken further and, on occasion, have led to the refusal or revocation of licences. Access to advice for the trade could also reduce, particularly locally based advice.

11 For Local Authorities, the loss of the taxi licensing function and fees would mean a loss of staff, and this would have major implications in terms of service resilience for other licensing functions, particularly in smaller authorities.

12 The loss of the taxi licensing function will not reduce the underpinning costs of the wider licensing functions of the authority on a pro-rata basis, making service delivery more expensive for other licence holders and leaving local authorities with costs that cannot be fully recouped.

13 The proposal does not outline how other taxi related service delivery falling to local authorities, and in particular taxi rank provision and fare setting, will be delivered and financed.

14 Improvements to the current policies and procedures that protect public safety, such as National Standards, can be rapidly achieved and adopted within the existing delivery framework. The need to deliver these within a new legislative and JTA structure will delay this important work

15 Many cost savings inherent in setting up a JTA, such as developing just one policy instead of 22 across Wales etc., can be achieved within the existing delivery framework.

16 It is not stated how democratic oversight of the JTA will be delivered, but Members have a significant concern that the needs of small authorities and communities will not be given precedence and that local voices will be lost.

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Comments:

Members are strongly in favour of retaining local responsibility, particularly in respect of enforcement, taking the view that the loss of local knowledge could seriously affect the safety of taxi customers. There is scope for a Joint Transport Authority to have a strategic overview of taxi transport provision, whilst Local Authorities continue the delivery and enforcement of taxi licensing and safety functions. For example, the Gambling Commission sets strategy and the framework within which gambling licence administration and enforcement by Local Authorities is delivered. A Joint Transport Authority could, in the same way, look at wider strategic matters whilst working with and supporting existing joint working arrangements in Wales, sharing knowledge and best practice and delivering standardisation and uniformity where appropriate. A Joint Transport Authority could have a valuable role in the strategic delivery of taxi transport services, focusing on issues important to Welsh communities and taxi users. This could include, for example, 1 A more focussed (and funded) approach to the provision of disabled access taxis, 2 Taking steps to help support and ensure the economic vibrancy of the taxi trade in poorer and rural communities, perhaps through grant funding to create a level playing field with trains and busses.

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

The existing legislation is archaic and would benefit from fundamental reform with new primary legislation. In particular, local residents often do not understand the difference between hackney and private hire vehicles, and Members would encourage and support new legislation that removes this differentiation.

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

Members have no comment on this

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

Members have no comment on this.

Q38. 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:

Whilst the power to set local Welsh Standards in respect of taxis is welcome, there is a clear need to have legislation and policies that achieve a similar level to that found in England, and any Welsh determination should therefore bear the proposed changes in England in mind.

Submit your response

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Name

Organisation (if applicable)

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Keep my response anonymous

REFERENCE WP480

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

No Response

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

No Response

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

No Response

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No Response

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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No Response

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No Response

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP481

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

No

Comments:

Local councils have their own rules

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No

Q6. Is the proposed division of national and regional functions appropriate?

No

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Comments:

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No

Comments:

No

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No

Q12. Do you have any other comments on the proposed process for franchising?

No

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No

Q14. Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

Councils should run their own licensing borrow

Q24. Are there any matters which you think should be excluded from any national standards?

Cross border

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

Offering other ways to pay instead of just cash

Q26. What would be the best approach for determining the content of national standards?

Keep licensing to the borough

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

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Name

Organisation (if applicable)

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Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP482

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

There should be equal representation from each County Council on the Joint Transport Authority, this would stop one Council dictating the policy and funds available.

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

I think Joint Authorities is better than one for the whole of Wales which would be too big to manage

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

I have no objection to a Welsh Minister being on a Joint Authority

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

I think it should be made very clear from the start that Joint Working means what it says - working together. This must work or more money will be wasted.

Q6. Is the proposed division of national and regional functions appropriate?

As I have already said a Regional Authority would work better.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

We need to try Buses first rather than jump into other services, make the Buses successful and then look to other services.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Comments:

Audit has a part to play, it is debateable whether it should come under the Welsh Audit Office

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Plan well in advance before introducing, learn from the mistakes done last year (2018) with franchising train services.

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Currently the VOG Council run a Community Bus which one can book in advance, however, I do not think one Local Authority could have the resources and manpower to run their own service. Of course if the WG is prepared to give the funding (which I doubt) then it could work.

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

That is simple, go out to at least five companies for tenders to the Service offered.

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Yes

Q19. Do you agree that an incremental change is the most appropriate method?

Yes

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

Changes happen frequently, many passengers just cannot keep up with the changes.

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Comments:

It is essential that a good service is maintained.

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

It is far too loose at present.

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

It is essential that the public have the best and are looked after.

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

This document should be treated equally.

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable)

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No Response

REFERENCE WP483

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

Option 2 as Rural areas and Urban areas have different needs

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Comment

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No powers of intervention but support and guidance only

Q6. Is the proposed division of national and regional functions appropriate?

Yes

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

Ticketing should be national (ie a Universal travel ticket like an oystercard) to allow cross company travel.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

There needs to be Welsh Assembly funding to support it

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Comments:

Providing there are Universal Tickets and Welsh Assembly funding to support it

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Comments:

Wales Audit Office

Q12. Do you have any other comments on the proposed process for franchising?

Universal ticketing and Welsh Assembly Government funding required.

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

Yes but local discretion is required

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Comments:

To protect small local enterprise and prevent cartels

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Consult with subject matter experts

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes

Q16a. In what circumstances do you think this would be appropriate?

When private organisations are unable or unwilling to fulfil a transport need.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No additional comment

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

Yes as they may have funding options not available to local authorities

Q17a. In what circumstances do you think this would be appropriate?

No additional comment

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No additional comment

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Yes providing there is a universal ticket

Q19. Do you agree that an incremental change is the most appropriate method?

Yes

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Comments:
statutory notice period would be required

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

Highest common denominator would be used for vehicle safety and DRB Checks

Q24. Are there any matters which you think should be excluded from any national standards?

No

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

Transition period required

Q26. What would be the best approach for determining the content of national standards?

Highest Common denominator

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

None

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

None

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

None

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No

Comments:

The licencing function needs to remain at local level. Consistency will be achieved via national standards that all will adhere to

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Comments:

See above

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

Functions to remain with local authorities with national standards applied

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

Welsh can be used more freely in local areas especially given the North/South Welsh differences

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

As above

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

As above

Q38. 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:

When new buses are introduced they need to be fit for the terrain ie small buses, hybrids, city buses etc

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Organisation (if applicable)

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Keep my response anonymous

REFERENCE WP484

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

No Response

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

No

Comments:

Before you Make any changes you should hold meetings with all drivers with there local authortites and explian your reasons why you want a change,. we under NPTCC are happy so what would the changes mean for us.

Q23. Are there any matters which you would like to see contained in any national standards?

how would youe changes affect us ? we are based in Pontardawe and want to renew our badge etc so where would we go ? if it was Cardiff that would mean extra cost to us in a very fragile econmic time

Q24. Are there any matters which you think should be excluded from any national standards?

i belive its your duty to sit us down and you explain to us what you want and let us think about what want

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

the cost to us

Q26. What would be the best approach for determining the content of national standards?

local meetings

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

No Response

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No Response

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable)

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Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP485

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

Decisions made by Cardiff affect the Vale and vice versa and this will be repeated across Wales.

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

A single Joint Transport Authority for Wales with Regional Delivery Boards. This would allow for joined up thinking. While geographically London is much smaller than Wales, it is three times larger in population size (9 million plus during the day) and has a single organisation overseeing transport "Transport for London" which allows for easier ticketing options and decisions about the infrastructure that are made taking all considerations into account. An example of how this benefits passengers is the use of the Oyster card across the bus and rail and underground networks.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

The make-up of the Regional Delivery boards / JTAs in both options need to be considered. Inclusion on the boards of people who actually use public transport, rather than just being made up of people who rely on cars is essential. All of public transport should be in the remit of the JTA so that planning is joined up.

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No, I think they should have oversight and the JTA needs to be accountable to Welsh Government, however I don't think it is helpful to have ministers on the JTA. Nor on any committee of the JTA. It should be politically more neutral.

Q5. Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

Yes of course, this should be a given.

Q6. Is the proposed division of national and regional functions appropriate?

I think the whole model is wrong as the paper appears to purely focus on the buses, and not on rail and road networks. There is very little joined up thinking across the road / rail / bus network.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

As above, there should be a transport authority for Wales. You could even call it 'Transport for Wales' with powers across the road, rail and bus networks as well as consideration to pedestrians and cyclists.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No

Comments:

It is another layer of bureaucracy. There are too many quangos and this would be another layer. The JTA would need to have oversight of quality, and bus operators sign up to delivery to a quality specification and be held accountable for failure.

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No

Comments:

As above, no. It is another layer of bureaucracy. There are too many quangos and this would be another layer. The JTA would need to have oversight of quality, and bus operators sign up to delivery to a quality specification and be held accountable for failure.

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No

Comments:

I actually don't know, but there has to be something better than the cherry picking that is allowed to go on at the moment. However I am aware that there is UK and EU legislation (at the moment) that may make franchising and contracting and tendering quite challenging. While I agree local people should be involved in decisions affecting their local area, I am less convinced by an argument for local authority involvement as officers make decisions rather than councillors and the decisions can make no sense.

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Comments:

Yes, I think it is one way of scrutinising decision making and calling decision makers to account.

Q12. Do you have any other comments on the proposed process for franchising?

Q12. Do you have any other comments on the proposed process for franchising?

Remove local authorities from the process.

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

I am not convinced by the argument for small and medium size bus operators, as overheads would be passed onto customers. There has to be economies of scale, but large operators should not be allowed to cherry pick, i.e. they should take on the less profitable routes alongside the profitable routes.

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No

Comments:

I am not convinced by the argument for small and medium size bus operators, as overheads would be passed onto customers. There has to be economies of scale, but large operators should not be allowed to cherry pick, i.e. they should take on the less profitable routes alongside the profitable routes.

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Not sure but they need to be considered

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No as I don't trust them to run these effectively or efficiently as they cannot collect rubbish or fill in pot holes at the moment, so adding the running of the buses to their responsibilities would be pointless.

Q16a. In what circumstances do you think this would be appropriate?

If funding were ring fenced and could not be diverted,

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Ideally there would be one national operator, I am not in favour of a deregulated market as this does not allow for the running of unprofitable routes when operators can cherry pick.

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No, another layer of bureaucracy

Q17a. In what circumstances do you think this would be appropriate?

Q17a. In what circumstances do you think this would be appropriate?

I don't

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

I don't agree with Q17 so have no comment on this issue

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Yes although I would miss out personally. But I also don't see the rationale for extending concessionary fares at the other end of the age range - i.e. to 20 and 21 year olds.

Q19. Do you agree that an incremental change is the most appropriate method?

Yes.

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

Compared to websites internationally and elsewhere in the UK, planning a journey on public transport in Wales is very challenging as the websites are not user friendly. Making it all open data might mean operators would have to also improve their websites and more apps could be created to assist users.

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

However I do not want to see this unfairly applied against Uber / Lyft or similar services. The current black and white cabs in Cardiff are often ramshackle and dirty compared to an Uber, but for some reason Uber has a bad

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

name.

Q23. Are there any matters which you would like to see contained in any national standards?

Standards of cleanliness, hygiene and also the age of vehicles and maintenance records. Also DBS certificates and criminal record checks of all drivers. Drivers should have to display information about their license and a picture so you know that they are who they are supposed to be.

Q24. Are there any matters which you think should be excluded from any national standards?

While I would like to see options for Taxis and private hire vehicles for disabled users, it would be impossibly expensive for all taxis to be converted to take wheelchairs for example, i.e. some of the very sophisticated wheelchairs are too heavy to be carried in most vehicles.

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

It would depend what was in the common national standards.

Q26. What would be the best approach for determining the content of national standards?

Public consultation on what was wanted.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No

Comments:

Common standards across local authorities should mitigate against drivers going to RCT (for example) as the standards are not the same as in Cardiff. There is a suggestion that this is why there are so many RCT Ubers in Cardiff. But allowing Cardiff to revoke these licenses is not fair to users, so the introduction of common standards and co-operation across the local areas should stop this issue. Also if this was allowed and you wanted a journey from Merthyr to Cardiff you might end up in the situation of having to change cabs at the local authority boundary which is ridiculous

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

If vehicles are infringing the law then yes, but also the issuer of the license should be informed.

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Comments:

DBS and criminal record checks would not identify drivers who had no convictions but about who there were concerns and complaints.

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Comments:

Again, a unified national authority e.g. TFW.

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

None

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

Most of the drivers in Cardiff have neither English nor Welsh as a first language in my experience. This should be taken into consideration if you are now suggesting that private individuals who own and drive their own taxis could be impelled to learn a third language.

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

There would be a large reduction in the number of people able to apply for a license, and thus a reduction in the number of taxis available. This would impact negatively on the population.

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

While it may be seen as 'less favourable' actually having taxi and private hire services who had drivers and call handlers who speak Welsh being able to advertise a Welsh speaking service could be a good idea. Rather than compelling all operators, even some single handed private hire vehicles to offer services in Welsh. In some areas of Wales this already happens, but in the south east where drivers may not have Welsh origins it is more challenging. To be honest, other than saying the destination, small talk is not a necessary part of the journey.

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable)

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REFERENCE WP486

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Yes

Q19. Do you agree that an incremental change is the most appropriate method?

Yes

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

No Response

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

No Response

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No Response

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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

Name

Organisation (if applicable) -

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

No Response

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

Keep my response anonymous

REFERENCE WP487

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

There needs to be a structured approach to transport provision to ensure that transport needs, safety and environmental considerations etc are adequately considered. In addition, the needs and rights of the public have to be considered when appraising conflicting transport needs.

Consider the following situation circumstances that arose in Thornhill Cardiff after the imposition of a revised bus route

We the NO X8 BUSES HERE Group wish to express our concern as to how the introduction of a revised X8 route was implemented in Thornhill. Every step of the way was out of step with what you now propose and indicates how essential your proposals are.

Prior to 3rd April 2018 Launcelot Crescent and Camelot Way were quiet, peaceful havens for the residents living along its route, imagine our surprise when 60 to 70 eleven to fourteen ton buses per day started ploughing through our residential streets.

We understand that bus routes were deregulated and the traffic commissioner who is the arbiter in approving new routes and revisions does recommend that residents be consulted, if we had we would have been running to our elected representatives to ask for help. It says a great deal when they were not aware of the proposals. There was no consultation all agencies after implementation advised they had no powers to deal with what was happening with the Local authority advising that the route conformed with all requirements. It would appear no account was taken of the following:-

- Buses to travel on the opposite side of the road
- Buses having to negotiate blind bends
- Residents to park on pavements to ensure safety of their cars
- Buses having to mount kerbs and pavements for some manoeuvres
- Road safety being compromised by what is having to happen to allow the route to operate.
- The Environmental impact cannot be stressed more especially in light of the WAG and Cardiff Councils policies relating to the environment.

In addition to the foregoing which specifically affect us we can advise when we moved into our homes there was a North Cardiff plan and a bus strategy which identified the bus routes proposed and the roads were built accordingly. It was obvious looking at the road configuration there was no intention for a bus route to operate through the route now in use, the roads are simply not suitable for buses as they require.

Our list of concerns goes on and on, with all of these changes being introduced without the residents on the route being consulted or told about the proposals. As homeowners if we wish to make major alterations to our property we will have to get planning permission and abide by the appropriate building regulations, yet a bus company can introduce a change willy nilly to the detriment of house holders.

We see first-hand the comings and goings of the X8 and can advise that:-

Most of the buses are totally empty

The numbers of passengers alighting and boarding in a day can be counted on the digits of your hands where is the demand that you keep sighting as the reason for introducing the service.

The passengers are nearly all in their 20s to 50s, not the elderly NAT cite as requiring the service.

It is incredible that it would appear under current legislation there is nothing we can do but grin and bear it. We have researched the internet and found some interesting essential engineering requirements for roads

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

acting as bus routes

A clear carriageway width of at least 6.2m must be consistently available, with any on-street parking provided off- carriageway in parallel dedicated bays

- Ideally bus routes should be designed with a standard minimum clear width of 6.5m.
- Localised widening should be assumed on bends, in line with results of a realistic tracking exercise.
- Alignment of the street must avoid needless and excessive changes in direction or priority.
- Tracking should permit two buses to pass in opposing directions without the corners of vehicles, or tyres, typically needing to remain less than 200mm from the kerb for extended distances
- Tracking should be performed for 12.2m Scania K230UB single deck buses
- The front offside corner of the bus should never normally need to perform an excursion over the marked carriageway centreline. This will require localised widening on bends with tight radii.
- Inside kerb radii of 25m represent a good minimum to avoid tracking problems along mainline carriageways. Vertical deflection to achieve traffic calming should be avoided.

We accept that the references are to new roads but surely the criteria set out should be applicable in all circumstances as far as possible.

After what we have witnessed along the revised route a number of the criteria in relation to bus manoeuvres does not seem to be available and carriageway measurements on this route show the width to be between 6.0 to 6.2m.

With regard to the overall provision of bus services there is no coordination, just competition in Thornhill. The area is served by around 16 buses per hour, many of which only collect a handful of passengers on the route. With planning a more cost-effective service for all operators could be introduced. In addition there are some areas not catered for because operators say they are not economic, an overall strategy surely could address this.

The previous information just given shows the need for the legislation you now propose to try to ensue the problems we encountered are eliminated elsewhere in Wales.

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

A sole National Joint Transport Authority (JTA) we consider would be too unwieldy to deal with local issues and we would prefer the option B approach of one national and three regional JTAs. We think that this approach would provide for more meaningful consideration of local issues and give better access to the public/residents to voice concerns in respect of route proposals. It could be that National JTA set overarching strategy to be implemented by local JTAs with consideration of local needs.

It is essential that the regional JTAs has the authority and legal backing to ensure routing proposals are implemented. Currently to us it is unclear what teeth the bodies will have to enforce decisions.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

Could there be public/resident representation on regional JTAs to ensure that it is not just vested interests who are on the committee, some level of impartiality needs to be addressed in the formulation of the JTA. How does the current traffic commissioner fit into the equation?

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

It is essential that WAG is represented on JTAs. WAG formulates national policies on overall transport strategy, environmental initiatives and budgets for support of the transport network, it therefore has a significant role to play.

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

See answer to Q4

Q6. Is the proposed division of national and regional functions appropriate?

The National JTA overarching body with the regional JTAs geographically split in order to be closer to the immediate issues of the region.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

The role of the Traffic Commissioner should be passed to the JTAs day to day consideration with the regional JTAs, with the National JTA being the final arbiter on contentious issues that cannot be resolved.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

All providers must be working together to deliver for the needs of all parties on a bus route. The Thornhill case shows this is not happening:- - Too many buses for the demand - Parts of the area have no bus provision - Bus war obvious to the residents - Lack of consultation on significant route changes - Currently monetary consideration main driver - Reduce noise, safety and environmental pollution

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Comments:

Closer cooperation essential for all stakeholders. Closer cooperation can lead to:- - Economies of scale both financial and economic - Realign provision to actual need, smaller fleets to service actual need - Provide for less environmental pollution - Pointless competition can be eliminated - Work to initiating transferability of tickets

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Comments:

This is a difficult one, in the perfect world the answer is a resounding yes. Lack of alternatives can lead to complacency and a diminishing of the quality of service. If it can be seen more than one provider is interested could a job share type of arrangement be considered, splitting the timetable between interested providers.

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Comments:

Audit of any provision is essential with all parties having access to an overall arbitrator who should be the National JTA.

Q12. Do you have any other comments on the proposed process for franchising?

Franchising can and probably will be a minefield to administer.

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

We do not think it is useful as it will require too much effort and time to manage, probably cost not justifying means or outcome.

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Comments:

If introduced the answer has to be Yes.

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

We are against franchising and have no comments on this item.

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Only where there is a known need and there are no operators prepared to offer the service, rural areas and non-cost effective routes being the only areas to be considered.

Q16a. In what circumstances do you think this would be appropriate?

Where no provision would otherwise be offered.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Totally audited and vetted by National and Regional JTAs.

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No

Q17a. In what circumstances do you think this would be appropriate?

None

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

If introduced need to ensure all aspects subject to audit with reports considered by JTAs.

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

If anything it should be means tested and therefore concessions for those who need it whether they are under or over the age of 60.

Q19. Do you agree that an incremental change is the most appropriate method?

If introducing change just bite the bullet and do it now.

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

Information is key in everything we do and therefore needs to be available to all.

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Comments:

Local Authorities in conjunction with JTAs should be involved with the decision making process before any variations are implemented. With all decisions being based on the available information.

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:
N/A

Q23. Are there any matters which you would like to see contained in any national standards?

N/A

Q24. Are there any matters which you think should be excluded from any national standards?

N/A

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

N/A

Q26. What would be the best approach for determining the content of national standards?

N/A

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

N/A

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:
N/A

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:
N/A

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

N/A

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Comments:

N/A

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

N/A

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Comments:

N/A

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Comments:

N/A

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

N/A

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

N/A

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

N/A

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

N/A

Q38. 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:

N/A

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REFERENCE WP488

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

No Response

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

Age and cleanliness of vehicles would be advantageous. Even in small areas there is a vast range of quality of service offered by companies. Appearance & cleanliness of drivers can also be so drastically different even within a company.

Q24. Are there any matters which you think should be excluded from any national standards?

My worry is that by standardising the industry you will be ignoring the diversity of the industry. For example, recently P.C.C tried to enforce all licensed vehicles to have their plates displayed on the exterior of the vehicle. PHV's cover a wide range of services from Wedding Cars, Funeral Cars and in our case, Chauffeur Cars. This blind all inclusive outlook would not work for these industries and would in fact have a very detrimental effect.

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No

Comments:

Local Authorities know the firms and drivers in their own areas. It would also be impossible to enforce any policing of policies and standards over such large areas which could, in my opinion, lower standards by those who currently flout rules. I think Option A would be detrimental to the industry as a whole.

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Comments:

Local Authorities know the firms and drivers in their own areas. It would also be impossible to enforce any policing of policies and standards over such large areas which could, in my opinion, lower standards by those who currently flout rules. I think Option A would be detrimental to the industry as a whole.

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

I don't think the proposals would have any effect on the use of the Welsh language or any other language.

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

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Name

Organisation (if applicable)

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No Response

REFERENCE WP489

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

Yes to provide a seamless, coordinated service.

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

NO unless they are community based. They should not be setting up in competition with operators. They have already squeezed operators to the bone with bidding systems etc for school transport.

Q16a. In what circumstances do you think this would be appropriate?

Only for community based transport.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Local Authorities will be able to pay their drives more, use HR/ Legal services, IT etc inhouse. Private operators have all these costs to meet. This is like the Councils who run nursing homes - the staff have better working conditions, higher salaries but they don't pay private companies enough to survive. Not a level playing field.

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No. Concessionary bus fares should continue to be from age 60. Reasons include carbon footprint, health & wellbeing, access to social activities via public transport. Free transport is really important and should be maintained. Options to take away bus passes that are not used over a period of time could be considered.

Q19. Do you agree that an incremental change is the most appropriate method?

No - there should be not change. Retain the status quo.

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Comments:

Local authorities should build good working relationships with operators. It is a sad state of affairs if they do not have open two way communication which is in the public interest.

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

No Response

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q27. Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

No Response

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No Response

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable) -

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

No Response

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No Response

REFERENCE WP490

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

These proposals should not be used as a means of empire building. Try to avoid any further increase in bureaucracy as this increases staff and office costs at a time when budgets are very tight.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

They are the elected representatives so should be attending any JTA or committee thereof. They are accountable to the electorate.

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

Agree.

Q6. Is the proposed division of national and regional functions appropriate?

Yes.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards to you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No.

Q19. Do you agree that an incremental change is the most appropriate method?

You have not explained any detail of the incremental change. But I do think this is the most appropriate method.

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

Formal warnings to drivers who cherry pick customer and refuse a fare on the basis that it is not a long journey / lucrative fare.

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Comments:

One organisation is far cheaper than 22 individual local authority offices.

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable) -

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Keep my response anonymous

REFERENCE WP491

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

Public ownership

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

Yes. They should.

Q6. Is the proposed division of national and regional functions appropriate?

Not without public ownership in an integrated system.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes.

Q16a. In what circumstances do you think this would be appropriate?

All

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Full nationalisation.

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Yes.

Q19. Do you agree that an incremental change is the most appropriate method?

Yes.

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable) -

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No Response

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Keep my response anonymous

REFERENCE WP492

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

I would prefer a single JTA as it would provide greater consistency of approach to the implementation of the proposals.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

Dont think so.

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

Yes they need to be represented to ensure they are happy with the decisions being made. They need to represent the people of wales, but there must be a mechanism for local bodies such as older peoples forums to be represented as well.

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

Yes that is sensible,, otherwise they may be led by other motivations.

Q6. Is the proposed division of national and regional functions appropriate?

Yes

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

no

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

If they are only voluntary it would be too easy for companies to ignore it.

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Comments:

this would add a required layer of oversight.

Q12. Do you have any other comments on the proposed process for franchising?

This could be dangerous, the most competitive bidder might be useless at running a route, This would require very strict standards to be adhered to.

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

permits sound like a workable proposal.

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Comments:

Yes because good small companies must be allowed access to the market so that they can grow if successful.

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

operators should be given a guaranteed transitional period if they are to lose their current contract.

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No, they are already struggling to deliver key services without being asked to do any more.

Q16a. In what circumstances do you think this would be appropriate?

I don't.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Don't do it.

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No, Cardiff Bus is run like that and nobody thinks that is a good service.

Q17a. In what circumstances do you think this would be appropriate?

I don't

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

don't do it !

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Yes

Q19. Do you agree that an incremental change is the most appropriate method?

Yes, as long as people who already have a pass can keep it.

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

Yes this is definitely needed.

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Comments:

yes all this should be in the public domain.

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

too much variance at the moment.

Q23. Are there any matters which you would like to see contained in any national standards?

safety of vehicles and passengers, price controls.

Q24. Are there any matters which you think should be excluded from any national standards?

they should be free to choose the type of vehicle.

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

existing contracts for supply of vehicles, loss of identity for a particular company.

Q26. What would be the best approach for determining the content of national standards?

examine best practice from other countries, consult universities.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

none.

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

this is obviously required to ensure passenger safety.

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

yes.

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

none

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Comments:

be careful setting up a database, it could become very costly, how many government IT schemes go over budget ? try and use an 'off the shelf' package for this.

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Comments:

yes if we have a single JTA.

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

i dont think these proposals would impact the use of Welsh.

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

none

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

I would of thought that all media would be available in both Welsh and English.

Q38. 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:

No Response

Submit your response

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

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Name

Organisation (if applicable) -

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No Response

REFERENCE WP493

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

Makes sense as routes often cross local authority boundaries

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

National plus three regional - need consideration of locality - mid Wales is very different to South Wales for example

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

It would make sense for Ministers to oversee transport in Wales

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

Makes sense to me = yes to this

Q6. Is the proposed division of national and regional functions appropriate?

Yes there needs to be national framework but with local considerations

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

Taxis and private hire and community transport - community transport is overlooked and there doesn't seem to be a common approach to this in different places

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

Not just legislation but legislation with teeth to ensure it is clear how it will be enforced if not complied with

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Comments:

It seems crazy that for example some routes in Cardiff are run by two bus companies competing - it is confusing and yields no benefits

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Comments:

Accountability is key and independent verification is important

Q12. Do you have any other comments on the proposed process for franchising?

No

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

N.a

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Not my job to know this - leave it to the professionals in travel

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Only if there are no alternative operators or operators do not provide a reliable safe service

Q16a. In what circumstances do you think this would be appropriate?

See above

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Local authority services should be scrutinised to ensure they are only there where no safe reliable alternative is available

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

Not sure

Q17a. In what circumstances do you think this would be appropriate?

Not sure

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Not sure

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Men and women should have same pensionable age - equality! But it should be aligned to the lowest if that situation is allowed to continue

Q19. Do you agree that an incremental change is the most appropriate method?

No - if this is the rule just implement it asap

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

Information on bus times, routes and prices is too hard to find and rarely accessible

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

About time

Q23. Are there any matters which you would like to see contained in any national standards?

Accessibility standards to ensure disabled, deaf and visually impaired people can access information, book taxis etc. Apps for taxi booking should be more accessible.
Also clear standards on access for assistance dogs

Q24. Are there any matters which you think should be excluded from any national standards?

Not sure

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

Geography may present different circumstances in different areas

Q26. What would be the best approach for determining the content of national standards?

National body with regional sub groups

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

N.a

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

If standards are not met licence needs to be revoked

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Comments:

Wales needs a universal approach

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

More people use English but Welsh speakers need access so do British Sign Language users

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

Sundays need to be treated same as Saturdays as the majority of the public are not Christian. Withholding bus services on Sundays is horrible and excluding.
Better services needed in evenings and earlier mornings.

Submit your response

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Organisation (if applicable) -

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Keep my response anonymous

REFERENCE WP494

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

In the 1950s we had Western Welsh Services which delivered public transport across the region

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

Regional Structure between say four local authorities, working together could give the public a much better service if authorities are prepared to collaborate

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

NO

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

Yes the Transport Minister

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

Local Authorities must make a success of this project to give the public the best service, if they cannot make it work then the Welsh Ministers must resolve the problems

Q6. Is the proposed division of national and regional functions appropriate?

Yes, a regional authority to control bus es.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

Taxis

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Comments:

It gives Bus Companies a long term to provide a good service for the public, in addition the public get to know the provider for their area.

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Comments:

Yes, transparency is vital for the public

Q12. Do you have any other comments on the proposed process for franchising?

NO

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Comments:

It really depends for the parts of Wales that the Bus Company is serving, e.g. for Mid Wales Councils it may be more practical for SMEs whilst in larger areas across Cardiff, VOG, Bridgend, Neath Port Talbot it would be

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

better to franchise.

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

All local authorities know the company that serves them well and they should continue with their contracts until the new regional authority put the new arrangements in place.

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

NO

Q16a. In what circumstances do you think this would be appropriate?

Many authorities run their own community transport which involves volunteer drivers driving a mini bus for short trips, this could continue, however, I would hope that the new authority would look after all small routes which have been neglected in recent years,

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

If you went down this route all contracts would be let to tender to invite at least three or more bus operators.

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No, I am in favour of a regional approach for a better service for everyone.

Q17a. In what circumstances do you think this would be appropriate?

No comment

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Comment

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Retirement age for those who apply, I do not have a bus pass, but I am retired. I have not applied because the Bus Service is so poor and buses are always running late, it is much better to use a train although when you use a train you know how sardines feel such is the overcrowding.

Q19. Do you agree that an incremental change is the most appropriate method?

Yes

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

Times of buses must take in the route where there are no bus lanes. With increased development in rural areas, roads are crowded with slow vehicles and buses suffer.

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Comments:

Transparency is important.

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

Taxis must have national standards

Q23. Are there any matters which you would like to see contained in any national standards?

Quality of the Vehicle

Q24. Are there any matters which you think should be excluded from any national standards?

NO

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

It will not appeal to the Taxi Owners but the Public deserve the best service

Q26. What would be the best approach for determining the content of national standards?

All Councils across Wales should meet where their Officers can feed into the national standards

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Comments:
Essential

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

All Documents must be Bi-lingual and Officers across Wales be the same

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

It will take many years for people in the South to be in a position to speak Welsh fluently.

Q38. 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:

No Response

Submit your response

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REFERENCE WP495

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

General Standards should be the same across Wales including the provision of information at bus stops which needs to be updated at every change.

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

A national JTA plus three separate regional JTA's. This should allow for a more democratic approach to decision making with skilled Officers with the appropriate knowledge base to deploy the best strategy for each of the three areas - one size does not fit all.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

Don't get influenced by the current structure and the potential viewpoint that what currently exists remains the best approach.

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

Yes - they should. Certain Authorities are on completely different agendas and do not see the benefit of a well thought out public transport system.

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

Yes - they should. See above also as the same applies.

Q6. Is the proposed division of national and regional functions appropriate?

Probably. However a franchised network is more likely to work in the favour of larger Operators so it would be critical to fully understand the implications of any tendering procedures undertaken.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

I assume that the JTA would be responsible for the procurement of "unprofitable" bus routes. This needs to

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

be funded correctly - not only with BSSG but also the element of an Authorities allocation that potentially was originally allocated for Bus Services and associated Infrastructure.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

Probably - it doesn't seem to work properly at the moment with a voluntary system and frankly a number of Authorities don't have the knowledge or the inclination to take it forward.

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Comments:

Again Probably - there have been significant improvements in bus service information (at least on line via Traveline Cymru - if not at the actual bus stop which is often abysmal)

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Comments:

I answered yes but really I am not sure/convinced. In many cases I feel that an area wide franchise is not the way forward (and is likely to cost more). Smaller Operators are often just as good or even better than larger ones particularly for more isolated rural routes.

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No

Comments:

Waste of money - too many "consultants" about as it is!

Q12. Do you have any other comments on the proposed process for franchising?

No

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

Not sure how this is supposed to work - would the JTA take over the role of the Traffic Commissioner in this respect. Would a registration be similar to a Permit?

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Comments:

Yes - see previous comments

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

I would assume there would be a specific date when things would change - very much like 26 October 1986.

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Not too different from Cardiff Bus and Newport Transport at the moment?

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q18. Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Q17b. What, if any, safeguards to you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Yes absolutely. I could never understand why it wasn't pensionable age anyway. (But at least I've already got mine!)

Q19. Do you agree that an incremental change is the most appropriate method?

Yes

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

But most of this is already available anyway?

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Comments:

Quite important as it allows other Operators to ascertain whether it is worthwhile submitting a tender.

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

The standard should be the same across Wales - licences should be revoked if there are specific problems and there shouldn't be an option simply to start operating elsewhere

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

I have no views on this

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable) -

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No Response

REFERENCE WP496

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:
Long overdue

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

All Wales JTC and 3/4 regional JTAs would provide level of planning and coordination that is required
All wales body would be made up of reps from regional JTAs and W.G.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

see above - support W.G. involvement
Consideration of rail, air and sea transport necessitates

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

Yes ministers must have powers to guide and intervene to ensure fairness, effectiveness and planning

Q6. Is the proposed division of national and regional functions appropriate?

Yes

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

Walking and cycling should be included

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

But as client and subsidiser in most case, the JTAs must have proper authority

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

A franchise should be a franchise in all but exceptional circumstances
L.A. bus companies should be developed so they can compete, see below

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes

Very important and should be developed irrespective of private sector interest

They would ensure high standards and a clear public service ethos, democratic accountability and decent employment standards

Q16a. In what circumstances do you think this would be appropriate?

In all situations

They should be able to be awarded franchises

Cardiff and Newport Bus are fine examples of L.A. controlled bus companies. This model should be developed and they should be supported at every opportunity

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Firstly, there should be a strongly regulated market

LA buses should be given all assistance

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

I believe this has happened.

Favour direct LA control

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

NO

Q19. Do you agree that an incremental change is the most appropriate method?

No change

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Comments:
of course

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Comments:

Yes but there would need to be strong local infrastructure provided thro@ LAs with local offices and contacts
Local intelligence will remain very important

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable) -

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No Response

REFERENCE WP497

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

No Response

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes. There was always a better service in Greater Manchester when local authorities ran the bus services. The local authority should be aware of the needs of the local people. If it means potential to reduce the level of public funding then this should be looked into.

I live on the number 12 route Rhyl to Llandudno.

If anyone cared to look at this service they would see that off peak, they are running double decker buses every 12 mins. The buses are nowhere near full and you frequently get 2 or 3 buses arriving at the same time. Clearly there is no need for double deckers or the frequency they are running at.

It's no wonder people who have to pay full fare are not using the buses as the fares are too expensive.

If the fares were reduced surely it would encourage more people to use the buses.

If this means looking at a different way of compensating or subsidising the companies then it should be considered.

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No I do not.

When I started work at the age of 17 it was with the premise that I would retire at 60 which I will be later this year. With the change in the law I will now have to wait another 7 years for my pension. If the age for concessionary bus passes falls in line with this then I along with numerous other women of my age will again have to wait.

I accept everything boils down to money but if money was being spent properly instead of being wasted then I wouldn't be so incensed with the proposals.

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

It would take too long to list all the money being wasted by Conwy council, but why are some businesses and local officials having money spent on them for tickets to different venues. How can this be essential spending. Why did they have to have new council buildings in Colwyn Bay at such a cost to run, not essential spending. Why did they have to remove the Victorian pier to build what can only be described as a toilet block. If they are trying to attract tourists I am sure foreign visitors are not going to flock to see that.

How much has been spent on demolishing the pier.

The Welsh Government should be employing someone to look after the local people's needs and keep a close eye on what money is being spent, as quite clearly there is no one doing this job at the moment.

So, don't immediately take the easy route by depriving people of concessionary bus passes just because the money is not being spent wisely.

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

No Response

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

No Response

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No Response

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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

Name

Organisation (if applicable) -

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

No Response

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

Keep my response anonymous

REFERENCE WP498

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

Prefer one Authority, thus ensuring economy of effort/scale. A 'whole system' approach

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No feel that one Authority is best

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

Should be cross party working to the benefit of all people within Wales regardless of political affiliation

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

There needs to be overall assurance and accountability of any authority that is funded by public monies. Ultimately if a body is failing Government should have the power to put in support teams to improve performance & assurance ensuring best/prudent value

Q6. Is the proposed division of national and regional functions appropriate?

Given the complexity of buses not sure if the regional/Pan Wales or Pan Wales model is better? I guess an advantage of 3 regions with a Wales wide National body would provide employment opportunities in multiple regions whereas a National approach would serve to centralise employment opportunities in one place. And whilst using a regional model virtual working/telephony would allow a centralised function for enquiries, complaints etc.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

Would allow robust legislation where needed to maximise the benefits of public transport

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Comments:

Would provide an 'honest broker' ensure transparency, non bias etc

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Phased approach looking to mitigate impact over a reasonable length of time

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Only if it provides a cost saving on what a franchise would have provided, perhaps exploiting opportunities where local authorities have workshops using these to support the bus service (could even be offered as income generation to franchised services)

Q16a. In what circumstances do you think this would be appropriate?

Anywhere there is a benefit to the public or to public monies/costs/savings

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Transparency of process, open tendering systems, stress testing to ensure the service being tendered has resilience & longevity

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

How long is arms length? Would it be economically viable to have a service managed at opposite compass points?? There is also something about public perception of the provider if arms length.

Q17a. In what circumstances do you think this would be appropriate?

Along the M4 corridor or the A55 corridor, heart of Wales

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Again open transparent processes

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No, I think you have people who at 60 may now be working part time and more likely to use a bus than their own car. Since having my own pass I have used the bus on countless opportunities leaving the car at home. What is the driver here - is it getting more vehicles off the road and onto buses or making a cost saving by increasing the age threshold?

Q19. Do you agree that an incremental change is the most appropriate method?

If you wish to change the concessionary age then yes this should be incremental for those who have reached the current age of 60. Perhaps a concessionary reduction in fares in addition to tapering the age?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

Everything needs to be open and transparent including punctuality!

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Comments:

Key to ensure best service possible and going forward retaining the contract and when back to the tendering process

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

Tailored to provider eg hackney type cab v private hire

Q23. Are there any matters which you would like to see contained in any national standards?

No minimum journey (at times cabs on ranks will refuse short journeys so as to not lose their place in a long queue of waiting cabs in C'diff Central Station), a given % or number of accessible vehicles, cleanliness inside/outside, thinking to C'diff and event days someone to manage a queue of cabs ensuring first cab gets the next customer. A knowledge of the equality act, service dogs etc being embedded with drivers ensuring they are informed about the rights of a disabled person, service dogs, sensory disabilities

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

How do you ensure PHV's are providing the best possible service for someone who calls and it's a short journey to be told nothing available when they are holding vehicles for longer journeys.

Q26. What would be the best approach for determining the content of national standards?

Consultation with all stakeholders

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

Should be able to go back to the issuing authority to prevent duplicates etc being issued

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

Monitoring & enforcement is the only way of providing the public with a good service

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Comments:

Essential to ensure proper safeguarding in place eg an driver has been sacked in one area following a serious complaint/incident that person could simply go down the road to the next authority. Need to ensure robust safeguarding processes to ensure vulnerable people are not at risk and where there is an incident then this is shared widely and complete oversight of the person so would need drivers licence, proof of address, additional proof of identity

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

Should all drivers be the subject of DBS????

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Comments:

Oversight of process/applicants, economy of effort having a centralised function dovetail in to DVLA

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

Should be promoted, eg your driver speaks welsh - when travelling I have seen cabs with notices of the languages that the driver speaks. Wales in particular Cardiff has visitors from all over the World and would help demonstrate the commitment to tourism

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

Economy of effort with centralisation leading to better systems processes assurance

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable) -

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

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP499

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes

Q16a. In what circumstances do you think this would be appropriate?

In routes which run at a loss but are important for vulnerable people eg elderly.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

I agree. I also think you shouldn't be able to use your bus pass before 9am Monday to Friday to try to ensure as many people who are using the bus to go to work get a seat.

Q19. Do you agree that an incremental change is the most appropriate method?

It's the most appropriate

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

Speeds that taxis can drive.

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

Consult with taxi drivers from all over Wales.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

No

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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No Response

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No Response

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Keep my response anonymous

REFERENCE WP500

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

Yes

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

Yes

Q6. Is the proposed division of national and regional functions appropriate?

Yes

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

Yes taxi and phv to be licensed under one body like I. E. Welsh government transports badge and to work anywhere across Wales as this is where passengers find more licensed drivers available via nationwide ride hailing app like Uber or Ola.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Comments:

Set Fares and cost monitored under one body.

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No under one body I. E. Welsh government transport services.

Q16a. In what circumstances do you think this would be appropriate?

Yes.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Class meeting and explaining how to safeguard.

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards to you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

One body i. E. Welsh government transport services. Taxi and phv should be licensed under one body like Welsh government public transport and all licensed drivers should have access to any citys, towns or villages in Wales to provide public transport service. As customers have easier access to phv via nationwide ride hailing app like uber and taxi

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No

Comments:

As customers have easier access to phv via nationwide ride hailing app like uber and taxi. Taxi and phv should be licensed under one body like Welsh government public transport and all licensed drivers should have access to any cities, towns or villages in Wales to provide public transport service. As customers have easier access to phv via nationwide ride hailing app like uber and taxi.

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No

Comments:

Taxi and phv should be licensed under one body like Welsh government public transport and all licensed drivers should have access to any city town or villages in Wales to provide public transport service

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Comments:

Class room meeting.

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Comments:

Taxi and phv should be licensed under one body like Welsh government public transport and all licensed drivers should have access to any cities, towns or villages in Wales to provide public transport service. As

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

customers have easier access to phv via nationwide ride hailing app like uber and taxi

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

Safeguarding training should be provided under Welsh government.

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

English and Welsh

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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

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Name

Organisation (if applicable) -

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Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

Keep my response anonymous

REFERENCE WP501

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

Taxi and phv should be licensed under one body like Welsh government public transport and all licensed drivers should have access to any citys, towns or villages in Wales to provide public transport service. As customers have easier access to phv via nationwide ride hailing app like uber and taxi.

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No

Comments:

Taxi and phv should be licensed under one body like Welsh government public transport and all licensed drivers should have access to any cities, towns or villages in Wales to provide public transport service. As customers have easier access to phv via nationwide ride hailing app like uber and taxi.

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No

Comments:

Taxi and phv should be licensed under one body like Welsh government public transport and all licensed drivers should have access to any cities, towns or villages in Wales to provide public transport service. As customers have easier access to phv via nationwide ride hailing app like uber and taxi.

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Comments:

Classroom meeting. Online question and answers.

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Comments:

Taxi and phv should be licensed under one body like Welsh government public transport and all licensed drivers should have access to any citys, towns or villages in Wales to provide public transport service. As customers have easier access to phv via nationwide ride hailing app like uber and taxi.

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

English and Welsh

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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

Name

Organisation (if applicable) -

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Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

Keep my response anonymous

REFERENCE WP502

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

yes it essential that local authorities have a say and work together to improve local bus services

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

one joint transport authority would seem to be a good idea. if people listen to each others points of view the regional joint transport authorities may not be needed as i assume this would cost more.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

hopefully this would mean that there would be more power to change bus services for the better

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Comments:

i am not totally sure how this works but if it means that local authorities have a say where buses go and when then this would be an advantage.

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Comments:

i would have thought if public money is involved then an independent audit may well be required to make sure everything is above board

Q12. Do you have any other comments on the proposed process for franchising?

no

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

no

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

yes

Q16a. In what circumstances do you think this would be appropriate?

if no bus company wants to run an unprofitable route and areas would be cut off from public transport

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No, I feel very strongly that 60 should be the age of a free bus pass. women have been penalised in recent years with a rapid increase of pension age and not enough time to have proper provision for their retirement.

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

many people are being made redundant in their late 50s and have little prospect of a well paid job in their early 60s. People need to be encouraged to meet up with each other and prevent depression and the feeling of being cut off from others. the cost of transport is very high and people become isolated as they can not afford to travel.

Q19. Do you agree that an incremental change is the most appropriate method?

i really do not want the age to change. I know as i am 59 I am thinking about my own interests but i am going to be devastated if I cant have my bus pass for another 6 to 7 years where as friends will have the freedom to travel around free. i would obviously feel we should have a sudden jump and that an incremental change would be fairer but i really hope it wont be changed. many people who already have a pass are not going to reply to this consultation document as they are told their pass is safe. people in there late 50s are suffering the consequences on the state pension age the most and many feel the free bus pass would help them enormously.

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

we need notice of changes to routes or timings

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

the same rules should apply throughout Wales

Q23. Are there any matters which you would like to see contained in any national standards?

police checks on drivers and making sure that taxi drivers are not working that have a serious criminal record.

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

if it is to do with safety of the public

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Comments:

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

this is the only way we can know whether someone is safe to drive other people

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Comments:

all info about licences should be held by 1 licencing in Wales

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Keep my response anonymous

REFERENCE WP503

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

Cross border services and joined up strategies

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No problem with JTAs providing 'local' input / representation guaranteed

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

Non All Wales approach - localism first - all wales has not worked in any aspect for developing services

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No - they should take a responsible role

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

Input welcome from whatever source but Ministers need caution on exercising intervention with local decision makers

Q6. Is the proposed division of national and regional functions appropriate?

Yes

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

UK wide is advantageous for all integrated services

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Comments:

Constant monitoring of services essential and independent is key

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Service users needs - no discontinuation / rescheduling of existing services

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No

Q16a. In what circumstances do you think this would be appropriate?

Arms length company arrangement to secure essential services

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

Yes - see above

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Yes

Q19. Do you agree that an incremental change is the most appropriate method?

No

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Comments:

essential - public information etc

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Organisation (if applicable)

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Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP504

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

Cooperation between local authorities is essential to coordinate timetables and prevent long waits for passengers.

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

My preferred option would be Idea 4. Using the local authority to run the service, because the local authority better understand the needs of the local population. Cardiff has a service provided by the local authority, and it is far superior to any other service in Wales. Living in area where the transport is franchised I must say that the local franchise is very poor, with missed buses due to a lack of crew, and aged, poorly maintained buses. I do not agree with an increase in the age that a bus pass becomes available. My wife has not yet retired, and has arthritic problems. she has a pass, as do I, but I developed an arthritic joint problem long before my retirement, which affected my mobility, and I welcomed the pass at age 60 which allowed me to travel to the local hospital with little problem. I would not wish to deprive other people of that benefit!

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

Someone from the Welsh government should represent it on a JTA.

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

I would agree with that.

Q6. Is the proposed division of national and regional functions appropriate?

I believe that a JTA should be formed on a regional basis primarily. A national authority would have difficulty coordinating the whole scenario.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

I would like to see a policy coordinating bus and rail transport, but I don't believe that will ever happen.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

I believe that legislation is required. I fear that, without it, some authorities would not implement the policy correctly.

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Comments:

The plans detailed appear to be logical if the future of public transport in Wales is to be secured and improved.

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No

Comments:

Franchising would end up with the same problem that my local area already has. The franchise is generally given to the cheapest quote, with very little regard to the quality of service. The public end up with a franchisee which is understaffed, due to poor working conditions, and under equipped to provide a good service. This applies to both bus and train services in South West Wales.

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Comments:

Any proposal or assessment needs to be audited to ensure accuracy.

Q12. Do you have any other comments on the proposed process for franchising?

Franchising, or outsourcing, has been proved to be a very unreliable way of providing services. Witness other recent failures in different areas of service provision! A franchise should NOT be awarded purely on grounds of cost!

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

The franchise should be constantly assessed for adherence to the principles of a QCS. This does not mean giving a failing franchisee an automatic renewal of their franchise.

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Comments:

Very often a small or medium sized operator may be the correct choice, as they may be able to provide a better service, particularly in rural areas.

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

I would not agree to franchising, given the choice. Outsourcing is a very old fashioned idea, which has been proved to be unreliable over time.

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes, take for example buses in Cardiff.

Q16a. In what circumstances do you think this would be appropriate?

Where there is a large enough local authority that is able to finance the service properly.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Allowing other operators to transport passengers within the in-house area without overly zealous restrictions. Fares to be equal between operators.

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No. This again is outsourcing.

Q17a. In what circumstances do you think this would be appropriate?

None.

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

I am against arms length bus services on principle.

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No. See my previous answers. This change would be detrimental to older women with arthritic mobility problems.

Q19. Do you agree that an incremental change is the most appropriate method?

I do not agree with the principle.

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

It would make things much simpler in order to plan journeys, with regards to timing and cost.

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Comments:

I think this might affect the overall result of the tender.

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

This will ascertain that passengers will be safe, and not overcharged.

Q23. Are there any matters which you would like to see contained in any national standards?

Q23. Are there any matters which you would like to see contained in any national standards?

Driver reliability, i.e. criminal record, and safety.

Q24. Are there any matters which you think should be excluded from any national standards?

No.

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

I can not foresee any obstacles.

Q26. What would be the best approach for determining the content of national standards?

Proposal 4 in the document. That licensing should be governed by a single authority for Wales.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

If standards are to be adhered to, this is a must.

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

If standards are to be adhered to, this also is a must.

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Comments:

This should be applied in any area where public safety is involved. As in policing.

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Comments:

It is obviously easier to administer this from a national authority.

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

I fail to see how this would have an effect on the language. Providing the information is available in Welsh. Although there are many people whose preference is Welsh. Is anyone who speaks Welsh not bi-lingual?

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

None that I can see.

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

I have no idea.

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable) -

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No Response

REFERENCE WP505

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

With some operators crossing county boundaries it is important that local authorities and the service operators work together

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No we are putting too much power in Cardiff

Q6. Is the proposed division of national and regional functions appropriate?

Yes

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No

Comments:

As above to much power in Cardiff

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Comments:

Past experiences have shown that the bigger operators will undercut the SME's just to get the contract and then bump up the prices after a short time

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No this would not be cost effective

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

Some local authorities have set up very high standards and these should be looked at first

Q23. Are there any matters which you would like to see contained in any national standards?

Vehicle test other than the MOT

Q24. Are there any matters which you think should be excluded from any national standards?

No

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

None they should all be to the same standard

Q26. What would be the best approach for determining the content of national standards?

Speak to operators and licensing managers at all local authorities

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

At present with cross border working sometimes local authorities may need to do this

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

Local authorities should have the power to issue warning and inform the issuing authority of this

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Comments:

As long as all authorities have access to the data base and are allowed to add to it.

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No

Comments:

If it is all carried out in Cardiff who will inspect vehicles, who will carry out roadside checks and who will issue new and renewed licenses. Or will everyone have to go to Cardiff to do this

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Comments:

Local knowledge, enforcement are paramount to all safeguarding

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable) -

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

No Response

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP506

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

A countrywide structure would make travelling longer distances more efficient and practical.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

There should be democratic accountability.

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

Elected Ministers should have power to intervene

Q6. Is the proposed division of national and regional functions appropriate?

Yes

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Comments:

Would promote a fairer process

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes

Q16a. In what circumstances do you think this would be appropriate?

When there is danger of a current service being unable to fulfill the timetable.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

An independent ombudsman

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

Yes

Q17a. In what circumstances do you think this would be appropriate?

When this would promote a more reliable service

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

An independent ombudsman

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Yes

Q19. Do you agree that an incremental change is the most appropriate method?

Yes

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

No Response

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

No Response

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No Response

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable) -

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

No Response

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No Response

REFERENCE WP507

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

Whole of wales and neighbouring counties

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

Not on JTA but possibly on committees

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

To try to keep the plans direction being influenced or waived.

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Comments:

To promote fare equality.

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No.

Q16a. In what circumstances do you think this would be appropriate?

In no circumstances!.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No

Q17a. In what circumstances do you think this would be appropriate?

Never

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Yes

Q19. Do you agree that an incremental change is the most appropriate method?

No

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

Standards should be equal whether in Wales, England etc. That way users would know that they get the same service wherever they travel.

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q28. Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable) -

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No Response

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Keep my response anonymous

REFERENCE WP508

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

Regional bodies may be better than one national body. Otherwise there is a risk of less populated areas being overlooked, which is the essence of the present problem.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

Good idea. Some supervision at national level of regional committees seems sensible

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

Good idea; the evidence being put before Ministers is a problem.

Q6. Is the proposed division of national and regional functions appropriate?

So sorry, I have forgotten already how this was divided

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Comments:

It is well for the franchises to be assessed on consistent grounds. We don't want the pals or relations of the committee members being given franchises under the table.

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Comments:

Seems sensible

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Carry on present arrangements until new ones are ready.
If a new service is to be introduced, that could be done without waiting for old arrangements in other places to take place.

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes

Q16a. In what circumstances do you think this would be appropriate?

When there is no bus company offering, or when the local authority can do it cheaper.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

The financial figures should be accessible.

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

Yes.

Q17a. In what circumstances do you think this would be appropriate?

If that would be cheaper, or if the LA has not the wherewithal to do it themselves; but you have to watch out for cronyism or 'old boy' arrangements, especially in areas where everybody knows everyone else. The District Auditor would need to keep a sharp eye open,.

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Job for the Traffic Commissioner and/or the District Auditor

Q21. Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Yes. Equality of the genders.

Q19. Do you agree that an incremental change is the most appropriate method?

Don't know.

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

This information is essential for anyone wishing to use public transport. Preferably posted at bus stops.

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

Not all authorities have the capability to do this.

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

Difficulties in providing services in remote areas

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

Their prohibition should apply in their own area, but they must tell this to the authority that issued the licence.

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Comments:

Not sure. It may be better for the issuing authority to do this, but if no action is taken then the LA could do it on their own. I can foresee a fruitful field for costs in administrative labour here.

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Comments:

Obvious.

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Comments:

Not at all sure. Local authorities are closer to the ground and more likely to know the circumstances. This is especially the case in a mountainous area such as Cymru; somebody in Caerdydd may not know the

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

circumstances at Deiniolen....

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Comments:

Local management is closer at hand and usually quicker to react, but again, you have to make sure there is no corruption; the District Auditor needs to be vigilant.

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

Dim broblem....

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

Licence Plates using the Welsh alphabet might be an interesting innovation....but of course they could not cross the border. Piti mawr.

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable) -

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Keep my response anonymous

REFERENCE WP509

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

I have reservations about establishing a JTA another form of structure as this incurs significant costs

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

Can responsibility be assigned to an organisation already in place under "hosted" arrangements.

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Comments:

Scrutiny and challenge across any public service is absolutely essential to ensure protection of the public purse and quality and equity of services.

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No

Q15. Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Q15. Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards to you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Absolutely disagree with this - a large percentage of women are already being penalised with pension changes and the suggestion to change access to current concessionary fees will cause further hardship and potential isolation issues for those that are already suffering. (Just look at the WASPI campaigns across Wales)

Q19. Do you agree that an incremental change is the most appropriate method?

Q19. Do you agree that an incremental change is the most appropriate method?

I do not support any change

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

There is clearly a need to improve public transport but moving the responsibilities from one organisation to form another will not address the issues only move the issues.

Submit your response

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

Name

Organisation (if applicable) -

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

No Response

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

Keep my response anonymous

REFERENCE WP510

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

One national JTA and three regional JTAs (4 JTAs in total). more localised knowledge

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

yes I think its a good idea

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

thinking about the divisions - there would be a big difference between the city and rural areas - this would mean that the rural area JTA would need to be operated differently to city/built up areas - this could be a good thing

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

I don't think you can include the train services, although it would be really good if they were connected. for many years I have travelled to work using two different bus companies - where one would drop off the other wouldn't pick up so lots of running to other locations every day. I have also had bus and train journeys - only for the bus service to alter the times by only a few minutes but which meant missing the train. and if a train was running late it wouldn't stop so would be late for work. When other workers hear about public transport every day they don't believe you - when they try themselves they find out, this is why people use their cars.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

closer scrutiny of the service provided - and action should be taken if service not provided

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Comments:

if it was easier for users to complain when they are not getting the service agreed

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Comments:

the worse bus service I knew was provided by a local councillor

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Comments:

as long as the service is followed up strictly and that the contract can be withdrawn easily

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

yes

Q16a. In what circumstances do you think this would be appropriate?

rural areas

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

I think it should be 65 and stay there,

Q19. Do you agree that an incremental change is the most appropriate method?

yes

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

I think there ought to be a main database but I don't think a license should be issued for the whole of Wales.

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

good luck on only having welsh speaking bus and taxi drivers

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable) -

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

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

No Response

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP511

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

Yes – local authorities need to work together to design a service which works for their electorate(s), regardless of the partnership or franchising model chosen. The creation of JTAs go some way to addressing this. It will allow authorities to pool resources and capabilities to create regional bus networks which will work for everyone. It will ensure that the breadth and depth of a service does not depend on one's postcode, and it will ensure that socially necessary routes are protected and not just limited to metropolitan areas. Local authorities and JTAs need not only to work with each other but also with the Community Transport industry. CT is vital in many areas of Wales and the relationship between CT, the local community and the JTA will be vital to ensuring improved transport networks across the country. The aim of any new legislation should be to reduce regulatory burdens and empower local authorities to improve services.

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

The consultation paper does not detail of the relative merits of the different proposed models, so additional information is needed in order to make an informed answer. That said, the ideal structure must be one which balances the flexibility to design local services, with the weight of nationally enforceable standards e.g. ticketing, vehicle etc.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No comment

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

It is vital that ministers should be represented on a JTA. It very visibly demonstrates the value the government places on public transport and proves it is committed to providing a solution.

In addition, ministers are directly elected and democratically accountable. This ensures that the needs of the voting public will be heard and embedded within the JTAs' strategic objectives.

The JTAs need to be long term and have a strategic focus, things not always found in shorter term political appointments. The Ministers should shape the high level strategic framework but not the implementation – otherwise there is a risk that personal projects overshadow national objectives.

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

This is appropriate. It will ensure that transport is protected, and not left to fail in the event that a JTA collapses.

JTAs are a new innovation and must be designed to minimise any risk of failure. There will need to be clear objectives and timelines agreed and only when / if a JTA fails to meet these should Ministers be able to offer direction.

Q6. Is the proposed division of national and regional functions appropriate?

Yes. It balances the need to provide a national standards and frameworks with local flexibility in designing regional solutions for local residents. It is also important that JTAs should not become too centralised and only focus on the bigger projects.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

JTAs must be able to issue ticket price guidelines, otherwise the entire legislation risks being undermined by a traveller's postcode, specifically the partnership or franchising model in operation where they live, and the desired profit margins of the operator(s). A resident who travels within multiple JTA jurisdictions, should expect to pay a similar rate (per mile / journey / etc) in each.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

The current legislation is not fit for purpose. It places too many bureaucratic hurdles in front of potential schemes, and no QCS has ever been approved. New legislation is necessary – particularly for urban areas – and whilst EQP are a good start as they give authorities an increased influence, they still embed too much power in the hands of high-margin operators. Franchising is a more balanced and flexible solution. In rural areas, however, legislation may not actually be necessary. Very few services are economically viable and so there is little incentive for commercial operators to enter into an EQP. Instead, authorities should use their existing powers, rather than creating additional legislation, to create enhanced benefits.

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No

Comments:

We believe the EQP proposals need strengthening, in 4 key ways: 1) Scrutiny Authorities should have to provide a value and values-based case supporting EQP vs other options. This is a criteria for franchising, and we must hold EQP to the same level of scrutiny. 2) Objection mechanisms There is no detail on the a) objection mechanisms or b) how key terms such as 'majority' or 'sufficient' are defined. On a), the process must prohibit a constant loop of objection-redraft-reconsult-objection, resulting in proposals being essentially quagmired until an authority gives way. For b) we strongly recommend the Welsh Government adopt the approach of the UK, and ensure that power to object is fairly apportioned, and not just in the hands of large operators. For example, if 'majority' is defined on market share alone, this will ensure large operators could derail the entire process. EQP need checks and balances, but they must be fair, equitable and proportionate. 3) Community Transport The EQP makes no mention of the role of Community Transport and this needs to be corrected. CT plays a hugely valuable, and increasing role in the delivery of socially necessary public transport

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

and must not be side-lined. The best solution for a region will almost certainly include CT operators. 4) Competition The Welsh Government should take this opportunity to reignite competition. Too often, one or two large operators dominate in particular geographies and whilst the franchising powers could open up these areas to competition, authorities need to ensure competition within EQP as well. Without competition, there is a risk that an unresponsive private sector monopoly is replaced with a publicly commissioned one. One option would be to empower JTAs to cap individual operator market share e.g. at 25%. This ensures that there are always sufficient operators in serious contention for contracts – rather than just a single player. This in turn would help the authority to gain the best value for the public purse and the best service for the passenger. Competition is particularly weak in an EQP. There is currently no mechanism that would allow competitive market entry, no means of challenging incumbents, and no clear criteria for who is 'in' and who is 'out'. In essence, the proposals give powers for Authorities to recognise and coordinate cartels with no market test whatsoever. This cannot be conducive to improving services for passengers – only the bottom line of operators. The legislation, therefore, must make clear how competition is supposed to operate in an EQP environment.

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Comments:

Yes, although much will depend on the exact requirements of the assessment. The proposals need to reduce the regulatory burden to allow any authority to design the service that works for their electorate, across partnership models and franchising. If regulations make any particular scheme too onerous – such as introducing an overly complex assessment process, authorities may simply stick with the status quo and key proposals are rendered redundant. The UK Bus Services Act has created an unnecessarily onerous process for authorities to franchise, with unnecessarily-challenging hurdles to overcome. These increase in inverse proportion to the size of the Authority – the smaller you are, the greater the number of steps. The Welsh Government should avoid – in this instance – replicating the approach of the UK, and instead improve upon it. In addition, reliance on the Green Book five case business model is a helpful framework but largely ignores or undervalues social impact. The government must ensure that any assessment of franchising (and EQP) includes social value as a 6th category, not just a subcategory of something else.

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Comments:

We support the requirement for an independent auditor however the guidance must be explicit that the individual may only comment on whether the process has been followed and is not permitted to comment on the decision or outcome.

Q12. Do you have any other comments on the proposed process for franchising?

The Welsh Government must not be swayed by those whose best interest lies in maintaining the current monopoly.

When dissenters talk of franchising, they talk of Transport for London (TfL). Many then go on to say that this model, built to fit the scale, complexity and resources of the English capital uniquely, is inapplicable to non-metropolitan areas, and therefore franchising in general cannot work. They have also more recently added

Q12. Do you have any other comments on the proposed process for franchising?

increased congestion to the panoply of excuses.

This is a fallacy. An example of the franchising model in a non-mayoral authority already exists, and is thriving, in the British Isles – Jersey.

Jersey, in the Channel Islands, has successfully franchised its bus service to HCT Group, a social enterprise transport company. Just 80 buses serve 100,000 people and the results have been hugely positive:

- An increase in passengers of 38% since 2013.
- A saving of around £1m of public subsidy per year
- The addition of five additional routes and increased frequency of services

The day-to-day management of this franchise by Jersey's government or 'Transport for Jersey', if you will, is called Craig – not a department of hundreds - just one transport professional.

Jersey achieved these results through clever commissioning, using shared incentives including a profit share to align the operator's interest with their own – and using open data and open book accounting to reduce the burden of contract management.

For a detailed study of the Jersey franchising model, Practical bus franchising: the Jersey model is available on the HCT Group website:

<http://hctgroup.org/uploaded/Practical%20bus%20franchising%20-%20the%20Jersey%20model.pdf>

The Jersey model demonstrates that the benefits of franchising can be realised at a smaller scale and is entirely replicable.

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No comment

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Comments:

HCT Group is a medium-sized operator and we successfully operate the franchise in Jersey and within the highly-competitive and franchised London market. The impact on small and medium operators will vary depending on the exact franchise model implemented. It is true that some may find themselves ill-resourced or ill-equipped to deal with complex Quality Contract-style tenders. That is exactly why we argue for sensible levels of regulation. SMEs can be supported in several ways: through the inclusion of the Social Value Act, by inviting smaller operators to join the working groups and most importantly, by embedding the passenger voice throughout. Small and medium operators are typically closest to the customer, providing bus services that are at the heart of their communities, promoting inclusion and accessibility, and delivering real social value. By recognising this, and including reference to the Social Value Act in any guidance and legislation, smaller operators, Community Transport providers, social enterprises and the third sector – would be far better positioned to compete against larger operators. Similarly, these groups must also be included in any working groups – ensuring that the valuable services they offer are not omitted. Finally, and most crucially, all too often industry consultations exclude the very people they are purporting to help. By ignoring the voice of the community, the proposals risk jeopardising the future of the smaller and medium-sized operators who typically provide those community services. The Welsh Government has the opportunity to address this by including a duty to consult with those in this position. Communities can be involved through the democratic process, greater consultation and transparency. Passengers can and should be represented through the creation of a statutory role for Passenger Focus or other appropriate independent bodies.

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

To ensure no loss of service during the transition period, the notice period for varying or cancelling services is vital in ensuring consistent services for passengers and should be extended. This will prevent existing local operators (but who will not operate in the subsequent franchise scheme) from immediately cancelling all their local services, cascading their vehicles to other geographies, and destroying any property which might be suitable for use by other operators.

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

The aim of the white paper is to improve the legislative framework for bus services to ultimately improve said services.

As such any legislation should equip whomever is best able to provide the best service to do so.

Q16a. In what circumstances do you think this would be appropriate?

It is appropriate in any circumstance in which the authority is the best organisation to provide the best service to the local population. This may mean in terms of cost, but should never be judged on cost alone. It is important that social value and the importance of socially necessary routes are taken into consideration.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

All tendering should be open and transparent, with evaluation criteria and any weighting methodologies shared.

Equally important, all depots must be included as part of a franchise plan. This ensures open competition and does not disadvantage new operators without an existing base.

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

The aim of the white paper is to improve the legislative framework for bus services to ultimately improve said services.

As such any legislation should equip whomever is best able to provide the best service to do so, in-house, arm's length or external.

Q17a. In what circumstances do you think this would be appropriate?

It is appropriate in any circumstance in which an arm's length company is the best organisation to provide the best service to the local population. This may mean in terms of cost, but should never be judged on cost alone. It is important that social value and the importance of socially necessary routes are taken into consideration.

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

All tendering should be open and transparent, with evaluation criteria and any weighting methodologies shared.

Q17b. What, if any, safeguards to you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Equally important, all depots must to be included as part of a franchise plan.
This ensures open competition and does not disadvantage those without an existing base

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No comment

Q19. Do you agree that an incremental change is the most appropriate method?

No comment

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

Opening up data will improve information consistency and transparency for passengers. It will mean that wherever passengers are travelling, they will be able to plan a route, understand their ticketing options, know how much it will cost and make better journey decisions. In urban areas, where occasionally operators compete on road (note that this is not the same as genuine competition), 3rd party providers will be able to create apps empowering individuals to make a choice about when they travel and the operator they travel with. In more rural areas it will provide passengers with a basic level of information hitherto missing – namely whether their proposed journey is even possible. A passenger will be able to access an app containing comprehensive and reliable data and will plan the journey themselves. It is even possible to suppose that reliable data and reliable services will lead to more people choosing to take the bus. Car usage could reduce, congestion could improve and public transport would be for public benefit – not shareholder profit.

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Comments:

Authorities must be able to obtain this information. Rarely can services be cancelled 'in isolation'. Typically, cancelling or varying a service has a knock-on effect on other routes. Authorities need to have a full understanding of the entire network - commercial, and socially-necessary - to ensure that they tendering for a network which fulfils the needs of local passengers, not the shareholders of private sector operators.

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Comments:

No comment on any further questions

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

No Response

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No Response

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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

Name

Organisation (if applicable)

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

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP512

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

No Response

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes. Buses are a necessary social service that benefits the whole community (including people who do not use them directly). They should be run for the social good and not just for commercial profit.

Q16a. In what circumstances do you think this would be appropriate?

On retirement I moved from the countryside where there was no public transport at all to an inner suburb of Cardiff where I am very well served by a direct bus route.
There was no commercial incentive at all to provide a country bus service where I used to live.
My direct bus route in Cardiff is served by both private and local authority buses. It is unfair that the private bus company does not serve any of the less profitable routes while the local authority does.
There is a good case for direct L A provision in both town and country. Traffic management and air quality require a good bus service that can replace more car journeys.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

See above. The safeguarding needs to be the other way round. Profitable routes and loss making routes should be tendered as a package, so private companies do not cherry pick, making subsidised services more expensive.

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

Yes if it is necessary given present legislation. But I would prefer a direct in house bus service. When I moved to Cardiff 10 years ago I was pleased to see the signs inside the buses saying 'This is a Cardiff Bus - owned by YOU!' I would hope Wales could oppose the 1985 Transport Act. I had relatives living in London and Sheffield in 1985 who saw an exceptionally good service deteriorate after the Act.

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

I benefit almost daily from my bus pass which I value greatly. I am very grateful. I am sure that bus passes indirectly reduce health and social care costs.

Given that we account for 47% of users, and probably go home by bus as well, the public cost should be based on a season ticket not a one way fare.

Q19. Do you agree that an incremental change is the most appropriate method?

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

No Response

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

No Response

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No Response

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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

Name

Organisation (if applicable) -

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REFERENCE WP513

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

It is essential that transport is considered on a national basis. The map included in the paper demonstrates that the existing system is one created by the coal and iron master's need to get the resources of the country to their markets. That original purpose was strengthened by the way in which the industrial centres drew population to the major ports and the points of resource extraction. Cities and towns have become service centres as industry declines and the retail industry goes into trauma. It could be now that the greatest resource Wales has to offer is experience. The tourist trade provides the link to experiences of landscape, mountain, river and lake, but our transport system does not. We need a transport system that brings people into Wales to hubs where bus, taxi and private hire vehicle along with bicycle (including electric) and self drive car hire encourages travel to the whole of Wales. The post Beeching remnants of a rail system are a shadow of Victorian and Edwardian expansion, but as part of a synchronised transport system can still provide the basis for an ambitious and efficient system. Cities and market towns should be the basis for a system of hubs with linking local buses carrying visitors into all areas.

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

The ambition of the WG for this paper to be the start of a major, national conversation about bus transport that we can use to develop a high quality system across Wales is laudable, however the existing system is so out of kilter with the needs of Wales that it is more than just challenging. The legislative proposals of the paper appear to be a good starting place, and the introduction of Transport for Wales is a positive development. The tools for change are being brought into place,

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

We would like to see the WG vision carried through by the JTAs and therefore it would appear to be essential that the Ministers should be represented.

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

We would like to see the WG vision carried through by the JTAs and therefore it would appear to be essential that the Ministers should have powers to issue guidance and directions, and to intervene in cases of failure.

Q6. Is the proposed division of national and regional functions appropriate?

It is essential that national and regional systems are integrated and synchronised.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

It appears that the earlier intervention failed in its intended use, the updated version must be more successful.

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Comments:

See Q8 above.

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Comments:

It is clear that the QCS system has not worked and therefore the proposed scheme has to be an improvement. It is important to understand the reasons for the failure of QCS and ensure that its replacement is more effective. There has to be concern that the ambition for change might falter through lack of financial resource in both the WG and local authorities creating intransigence among private operators.

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No

Comments:

There is a danger that an independent audit organisation creates just another layer of organisation and it would seem that, as the WG has the ambition and the plan to bring about the changes necessary then the WG should be the body ensuring that change occurs in the way they wish. Any failure by the WG is then subject to electoral inspection and possible censure. Audit should therefore be carried out by the Welsh Government

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

department.

Q12. Do you have any other comments on the proposed process for franchising?

The degree of decision making in the hands of private operators is understandable but provides cause for concern. It is essential that the private operators, who have already taken huge strides in improving their vehicle stock and service levels are now encouraged to take the next steps towards providing an integrated service.

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Comments:

There have been marked improvements achieved by SMEs operating in the transport sector and these have to be appreciated, they encourage passengers to believe that there should be an ongoing role for SMEs in this field. There may be a need for financial support for SMEs making the changes necessary to achieve the necessary development.

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

While local authorities should be free to close gaps in provision where no other provider is available they should not be replacing SMEs in existing roles.

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

Travel Line is a very useful tool for travelers in cities where there is a variety of service. It is currently of less use in rural areas where services are infrequent and not synchronised.

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

Licensing of taxis and other transport providers should be under the control of Transport for Wales, under the direction of the WG.

Q23. Are there any matters which you would like to see contained in any national standards?

Vehicle condition, driver ability and safety record, local knowledge, SatNav direction is not sufficient.

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q34. Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

The value of data should be appreciated and it should not be possible for any data user, other than those chosen by the WG to have access to bulk data.

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Comments:

We would like to see local authorities having input of local knowledge into a national scheme.

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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No Response

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No Response

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No Response

REFERENCE WP514

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

bus companies should work together and with rail services to cover Wales and England to widen the service and not decrease it

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

no men and women should receive free passes if disabled or over 75

Q19. Do you agree that an incremental change is the most appropriate method?

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

Each situation demands independent assessment

Q23. Are there any matters which you would like to see contained in any national standards?

These should conform with UK and European standards

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

No Response

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No Response

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable) -

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No Response

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No Response

REFERENCE WP515

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

So that local authorities can pool ideas, resources, personnel and therefore save money that can help fund bus services and subsidies for services.

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

I believe that way B would be preferred as this would be a fairer way to organise JTA's where more rural communities would hopefully be represented as well as larger, more populated areas in Wales.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

Yes, a Welsh minister should be represented on the National JTA (such as the Minister for Economy and Transport).

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

Yes, they should have powers to oversee that the JTA's are functioning effectively and fairly over the whole of Wales.

Q6. Is the proposed division of national and regional functions appropriate?

Yes

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

This is required because LA's and bus companies working and planning together will ensure that the needs of all communities and bus users will be taken into consideration. This can only improve bus services surely.

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Comments:

to enable bus routes/ timetables to be set according to need.

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Comments:

To ensure fairness.

Q12. Do you have any other comments on the proposed process for franchising?

No.

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No.

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Q15. Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

The proposal (below) to allow local authorities to run some bus services directly could be utilised as a stop gap during the process.

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes

Q16a. In what circumstances do you think this would be appropriate?

To fill the gaps in more rural areas, getting people to work/school/hospitals and medical centres. Also see answer to Q15.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Safeguards do need to be put in place but not sure how.

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

Not sure

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards to you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Yes, but not sure how.

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Yes, only if it means that the savings made would be put towards improving bus services.

Q19. Do you agree that an incremental change is the most appropriate method?

Yes.

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

This is paramount to a successful bus service. All apps/ bus stop timetables/ online timetables need to be correct and up to date. Also timetables to be made available on buses.

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Comments:

Most definitely. At present, this is not allowed and holds back any hope of securing a replacement service when a bus company decides to change or cancel a service.

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

To ensure safety of passengers.

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No Response

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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

Name

Organisation (if applicable) -

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

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No Response

REFERENCE WP516

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No definitely not!
Women's pensionable age has risen dramatically in recent years, with no guarantees of further rises in the future. Together with WASPI women, women in this age group (approaching 60) will lose out & not be able to enjoy the financial freedom & benefits that free public transport would bring.

Q19. Do you agree that an incremental change is the most appropriate method?

I would prefer no change to the current status. If there were to be incremental changes, it should be phased in very gradually ie 10 years.

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

No Response

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

No Response

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No Response

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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

Name

Organisation (if applicable) -

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

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP517

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

A licence obtained in Cardiff should be no different to one obtained in Swansea or Newport.

Q23. Are there any matters which you would like to see contained in any national standards?

Improved English standards.
Customers continuously complain about the inability to communicate clearly with there driver.
Improved maths skills.

Q24. Are there any matters which you think should be excluded from any national standards?

Closing borders . No need to close. Border between UK and Europe

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

Making sure existing drivers make the standards. And support those that fall short.

Q26. What would be the best approach for determining the content of national standards?

Combine the best bits from the biggest councils. To ask local drivers from local areas .

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

If there is defects or issues they should be addressed. Regardless of licensing authority.

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

Depends on lesser sanctions available. I.e temp ban. Temp suspension

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Comments:

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

One licence. The ability to use your licence in any authority. To work for any company.

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Comments:

National standards. But handled locally.

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

The ability for customers to have freedom of choice. To choose any firm in any city.

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

An electrician makes national standards
A plumber Adheres to national standards
A bricky makes the same standard
They can work in any city in any town
They are qualified to do a job.

Submit your response

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

Name

Organisation (if applicable)

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

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP518

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

No Response

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

Thanks for your reply. I hope this works out. I want all taxi and phv to be licensed under one body like the Welsh government transport services and allow drivers to work anywhere. This doesn't mean that every drivers is going to work in Cardiff City but regardless of the drivers, it's public is our concern and when needed they should receive all public transports such like taxi phv bus services promptly without all these different rules and legislation it all should be one body ruled and that ways general public have wider access as well as drivers.

Q23. Are there any matters which you would like to see contained in any national standards?

Thanks for your reply. I hope this works out. I want all taxi and phv to be licensed under one body like the Welsh government transport services and allow drivers to work anywhere. This doesn't mean that every drivers is going to work in Cardiff City but regardless of the drivers, it's public is our concern and when needed they should receive all public transports such like taxi phv bus services promptly without all these different rules and legislation it all should be one body ruled and that ways general public have wider access as well as drivers.

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

Thanks for your reply. I hope this works out. I want all taxi and phv to be licensed under one body like the Welsh government transport services and allow drivers to work anywhere. This doesn't mean that every drivers is going to work in Cardiff City but regardless of the drivers, it's public is our concern and when needed they should receive all public transports such like taxi phv bus services promptly without all these different rules and legislation it all should be one body ruled and that ways general public have wider access as well as for drivers.

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No

Comments:

Thanks for your reply. I hope this works out. I want all taxi and phv to be licensed under one body like the Welsh government transport services and allow drivers to work anywhere. This doesn't mean that every drivers is going to work in Cardiff City but regardless of the drivers, it's public is our concern and when needed they should receive all public transports such like taxi phv bus services promptly without all these different rules and legislation it all should be one body ruled and that ways general public have wider access as well as for drivers.

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No

Comments:

Thanks for your reply. I hope this works out. I want all taxi and phv to be licensed under one body like the Welsh government transport services and allow drivers to work anywhere. This doesn't mean that every drivers is going to work in Cardiff City but regardless of the drivers, it's public is our concern and when needed they should receive all public transports such like taxi phv bus services promptly without all these different rules and legislation it all should be one body ruled and that ways general public have wider access as well as for drivers.

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Comments:

Thanks for your reply. I hope this works out. I want all taxi and phv to be licensed under one body like the Welsh government transport services and allow drivers to work anywhere. This doesn't mean that every drivers is going to work in Cardiff City but regardless of the drivers, it's public is our concern and when needed they should receive all public transports such like taxi phv bus services promptly without all these different rules and legislation it all should be one body ruled and that ways general public have wider access as well as for drivers.

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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

Name

Organisation (if applicable) -

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

No Response

REFERENCE WP519

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

,If the vehicle does not comply to national standards ,it should be stopped working in any area as a safety issue.

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

Whatever the licencing officers see fit for the issue.

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Comments:

Borders between a lot of licencing areas are so close together,the freedom of phvs and taxi's to drive and pick up passengers wherever they are is great,just before Christmas I had a drop off in Caerphilly from Cardiff,while in Caerphilly I had a job to Sengenydd,then back to Caerphilly castle to pick up and drop off in Aberdare, then in Aberdare to Merthyr,and on the way back to Cardiff I had a job to Central Cardiff from Taffs Well the passengers were shocked and very happy when I picked them up as they couldn't get local cabs as they were very busy at Christmas time, I didn't have to many dead miles,no time and desiel wasted and the passengers got a lift quickly

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Comments:

Only for checking vehicle standards

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q40. Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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

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

Name

Organisation (if applicable) -

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

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

Keep my response anonymous

REFERENCE WP520

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

No Response

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No. People of all ages should be encouraged to use public transport as much as possible to reduce traffic congestion and air pollution. This proposal would result in many more people using cars to access towns and cities causing additional problems as a result. Also affordable public transport is a lifeline for many rural communities and this change would result in many more people being unable to use public transport on a regular basis, probably resulting in the loss of vital services in the long term.

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

No Response

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

No Response

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No Response

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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

Name

Organisation (if applicable) -

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Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

Keep my response anonymous

REFERENCE WP521

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

Whilst in North Wales we already work closely on a number of transport matters we believe there is scope for closer working in the future through the form of a JTA. This would allow us to pool resources and deliver better services across the region as opposed to delivering services in isolation. As bus routes tend to cross local authority boundaries and indeed the Wales/England border it is important that through a regional approach we view these without boundaries. One matter to note is that it's important to consider the role of education transport and how collaboration between that and public transport continues following the creation of a JTA.

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

Our preferred option is a national JTA that would be required to discharge specified national/strategic functions, with three separate regional JTA's to discharge specified regional/implementation functions. This would ensure that policy and strategy can be set at a national level but ensures that delivery is done on a regional basis which will ensure more local input and ensures that the service provision is suitable for the area. Regional JTA's should have sufficient opportunity to influence strategy and policy at a national level.

We believe that any regional JTA should be local authority led and possibly managed through an agreed host authority. This should ensure that North Wales is adequately represented.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

We strongly believe that there should be one JTA to cover the North Wales region. This should mirror the boundaries of the North Wales Economic Ambition Board. This will allow joint working between the JTA and the NWEAB on common goals to improve transport provision through the region.

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

We agree that Welsh Ministers should be represented on a national JTA to set national policy and strategy. There should be an option to have a Minister to cover each JTA region on the national JTA. These Ministers could then sit on their respective regional JTA committees to ensure a link between the national and regional JTA's.

Further to this we believe that each local authority area should have one elected member on the regional committee to ensure that there remains an element of local scrutiny of decisions made at a regional and national JTA.

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

This seems a reasonable proposal, however some regional/local accountability should exist as well. This can be achieved through the involvement of local elected members at the regional JTA committee.

Q6. Is the proposed division of national and regional functions appropriate?

In principal we agree with the proposed division of functions but would wish to see regional differences reflected in any national policies/strategies. It is important to note that one size does not fit all where public transport is concerned. Further, we believe that procurement of physical infrastructure such as bus stops and interchanges should be the responsibility of a regional JTA, rather than a national function.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

We believe that a regional JTA should be responsible for the creation and publication of all timetable information for the region as this is currently a very important local service which we provide and should continue under a regional JTA. Indeed, being based within a regional JTA offers opportunities to improve the information provision without county boundaries.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

In Conwy we already work closely with our local operators with regards to individual routes. We have 2 quality partnerships already in place, 1 between Bangor and Conwy and 1 covering parts of the Snowdon Sherpa network. Generally these have proved to be successful however these only cover singular routes and therefore we don't have much success in working in partnership where network development is concerned. We therefore fully support any legislation that would secure enhanced partnership working between operators and local authorities. However, it is vital that local authorities or a JTA are able to influence EQP's by offering enhanced rates of BSSG to operators who actively participate in EQP's. Given our good working relationship with our local operators, and past experience in establishing quality partnerships we would propose a trial EQP in the Conwy and wider area to test its ability to improve the overall network. The routes between Llandudno and Rhyl and Llandudno and Prestatyn would be good test areas for this. This would also assist in making the case for introducing EQP's across the country and we believe this is a far more viable alternative to that of franchising. We would also want the regional JTA to have powers to impose a positive duty on operators to ensure that there is integration between bus services and rail services including an obligation to serve designated transport interchanges.

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Comments:

Fully support the proposed process for developing and making EQP's. It is absolutely vital that all parties are involved from the start and that common goals are set prior to starting discussions. This will ensure that all parties are working towards the same outcomes and reduces the risk of putting significant work into something that will not be agreed at the end as not all partners have been fully invested in the process.

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No

Comments:

We do not agree with the proposal to introduce franchising. We strongly believe that better results can be achieved through strong partnership working between local authorities and bus operators possibly through the EQP proposal.

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No

Comments:

No comment.

Q12. Do you have any other comments on the proposed process for franchising?

We do not think this proposal should be progressed and more focus should be but on the development of EQP's.

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

Where franchising arrangements are in place this proposal to introduce a permit system seems reasonable and in the interest of passengers using public transport rather than the operators.

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Comments:

Franchising poses a significant risk to small and medium sized bus operators. We find it very difficult to imagine how these operators could compete in a franchising environment. In Conwy we only have a very small number of operators as it is and introducing franchising could have a detrimental impact on local bus service operation within the county.

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No comment.

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

We believe that local authorities should have the ability to run their own bus services. However, this should only be on a small scale, possibly up to 21 seats, daytime only. If a local authority wished to run a more comprehensive in house service we believe this should be subject to closer scrutiny and the development of a robust business plan which should go through an approval process at Welsh Government.

Q16a. In what circumstances do you think this would be appropriate?

We believe this would only be appropriate where there is insufficient or no market competition. It would also be appropriate where the quality of service delivered on certain routes or a certain area are poor and there is a requirement to improve the quality of service.

It may also be appropriate where a local authority can prove a more efficient and effective use of local authority assets such as the use of social services vehicles.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

In the first instance, local authorities should always test the market in advance of introducing an in-house service. Upon receipt of tenders, if the submissions are deemed to be expensive or if there is no competition then local authorities should only then consider putting in place an in-house service. This should be fully costed to prove that it is offering better value for money and if possible, a higher quality service. If the operation is at arm's length then they should be competing with all other operators in the procurement process.

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

We believe this should be an option, but will require significant consideration and in our opinion a robust business case should be authorised by Welsh Government.

Q17a. In what circumstances do you think this would be appropriate?

This would only be appropriate if the local authority can prove that there is a significant lack of competition within their area. This may happen if an area loses a major operator and are then subject to increased tender costs and lower service quality due to a lack of market competition.

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Arm's length bus companies should compete in the market as all other private operators do. They should be shown no favouritism and they should compete for tenders alongside all other private sector operators.

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

We generally support this proposal if there is scope to divert some of the concessionary travel funding into bus funding. Some services have become heavily reliant on concessionary travel and additional funding will be required to support these to move towards attracting a larger fare paying market over time. Sudden

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

withdrawal of the funding will have a detrimental impact on these services over time as they are heavily reliant on concessionary travel.

Another option which we would favour is the introduction of a charge for the issuing of a card. A small charge would help support the scheme and bus services locally. As an example, if this was an annual charge of £10 per card it would likely generate in the region of 7.5 million pounds. We believe that residents would be generally supportive of paying this cost if it was used to support better bus services.

Further, we would welcome initiatives and support from WG to combat fraud and miss-use of concessionary cards through more on bus monitoring.

Q19. Do you agree that an incremental change is the most appropriate method?

Yes. An incremental change is far more manageable.

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

Whilst we are generally in agreement with this, a lot of this information is already shared with us from our local operators.

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Comments:

This seems a reasonable proposal and would assist in the tendering process.

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

No Response

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

No Response

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No Response

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable)

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

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP522

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Comments:

N/A

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

N/A

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

N/A

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

N/A

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

N/A

Q6. Is the proposed division of national and regional functions appropriate?

N/A

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

N/A

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Comments:

N/A

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Comments:
N/A

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Comments:
N/A

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Comments:
N/A

Q12. Do you have any other comments on the proposed process for franchising?

N/A

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

N/A

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Comments:
N/A

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

N/A

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

N/A

Q16a. In what circumstances do you think this would be appropriate?

Q16a. In what circumstances do you think this would be appropriate?

N/A

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

N/A

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

N/A

Q17a. In what circumstances do you think this would be appropriate?

N/A

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

N/A

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

N/A

Q19. Do you agree that an incremental change is the most appropriate method?

N/A

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Comments:

N/A

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Comments:

N/A

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

National Standards should be brought in immediately, at the moment the discrepancies in standards between different local authorities are vast and national standards are a must.

Q23. Are there any matters which you would like to see contained in any national standards?

Issues like tinted windows, which are not allowed on licensed vehicles in Cardiff but are elsewhere, it costs drivers over a thousand pound to change these windows. And most new cars nowadays come with factory tints.

Q24. Are there any matters which you think should be excluded from any national standards?

No, although there shouldn't be minimum standards set. If cross border hiring is not stopped we will still have the issue of vehicles working in areas with different standards.

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

Rural areas may have different requirements to more metropolitan areas

Q26. What would be the best approach for determining the content of national standards?

Full consultation with Unions, Trade representatives, Drivers and local authorities

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

As well as national standards for vehicles, there should also be national standards for drivers with a high level of entry into the trade.

With each applicant having to complete -

- Enhanced DBS check
- A DSA taxi test
- Extensive knowledge test for the area they are applying to be licensed
- NVQ or Btec Professional Taxi and Private Hire driver qualification
- Group 2 medical
- Proof of eligibility to work in the UK
- English and Maths tests

An ethical Code of Conduct needs to be introduced for Private Hire Operators, at the moment they are answerable to nobody. The majority treat drivers with contempt forcing archaic rules onto a supposedly self employed individual. Drivers face the risk of being blacklisted by operators if they are deemed a 'troublemaker' This practice needs to end, with operators needing to be brought under control.

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

If a vehicle is in contravention of any legislation, then the authority the vehicle is in at the time of the offence should have full jurisdiction.

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

As above, its in the interests of public safety, it would provide more fairness to drivers, as it would ensure the same standards are kept in each authority.

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

National standards need to be in place regarding the issuing, revocation and sanctioning of licenses. There are currently no standard guidelines/processes in place, and they are not covered by legislation. Drivers can reasonably expect to have the same standards applied to them with regard to what is essentially disciplinary action. Therefore, guidelines/process should be agreed, with a suggested list of sanctions, similar to those produced by ACAS. This would also potentially remove the quasi legal hearing arrangements, which can put drivers at a disadvantage, or force them to pay for legal representation. Additionally, any subsequent appeal should not be put to the Magistrates Court, which again disadvantages drivers, and results in further legal fees. This can have the further effect of blocking access to justice for drivers.

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Comments:

It would improve public safety

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

Each individual should be made aware of the nature of the information which would be stored. Also, if this information is shared and/or disclosed to any other party, then the individual should be made aware.

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No

Comments:

Option B is my preferred choice as it retains the localism which is at the heart of current legislation.

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Comments:

Yes but with defined National Standards

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

Consideration should be given to setting a minimum fare level, in order to maintain the earning potentially for the drivers.

Traditionally, the taxi trade has some of the highest expenses for a self employed individual. The majority of drivers has to earn £300-£400 a week before they make any profit, a minimum fare would go some way to alleviate the struggle of making ends meet, it would also prevent the various app companies paying drivers £2.25 for a fare where perhaps a driver has driven over 5 miles to complete.

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

current Welsh Government legislation should be followed.

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

current Welsh Government legislation should be followed.

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

Cardiff is a very diverse City, with many languages spoken. The Welsh language is on an equal footing with English and as such, maybe free Welsh language courses could be offered to taxi drivers so they could converse in Welsh?

Q38. 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:

Q38. 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:

This whole consultation paper fails to address the major issues facing the trade in Cardiff; Cross border hiring; License numbers.

Cross border hiring and the sheer number of licenses issued by Cardiff County Council are killing the trade, and making drivers lives more and more difficult.

The recent task and finish group report from Westminster recommends that all taxi and PHV journeys should start and/or finish within the area which the driver, vehicle and operator are licensed. This would stop completely the issue we have at present, where drivers from other authorities work within Cardiff boundaries 100% of the time.

In my opinion, current legislation under the LGMPA 76 is not being enforced correctly. The act states that all licenses have to be "in force" when accepting a booking from a licensed operator. If a driver is sat outside his home licensing area then that vehicle license and the drivers badge is NOT in force.

The Welsh Government should also grant local authorities the power to cap the number of Private Hire licenses issued. At the moment councils can only cap the amount of Hackney Carriage vehicles on the road, and I believe that it is only Cardiff that does this. The amount of PHV licenses issued has increased drastically over the last few years. All this does is increase the pressure placed on drivers, it increases pollution and congestion because drivers are forced to work longer and longer hours to make ends meet.

The public deserve a good service, but not at the detriment of a drivers quality of life, their earnings, the time they spend with their family and ultimately the drivers health.

The Welsh Government have the opportunity here to be trail blazers for the rest of the UK to follow, you have the opportunity to improve the quality of life of the people that actually do this job - the drivers! Rather than protect the income of the operators that profit most from this industry whilst taking the least financial risk possible, that burden falls on the drivers.

Submit your response

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Name

Organisation (if applicable)

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

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No Response

REFERENCE WP523

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

From the information provided in the consultation document, it is difficult to see what the advantages and disadvantages of the 2 options are. A single JTA would appear to offer the possibilities of being more cost-effective, but 4 JTA's might allow for better consideration of regional issues. I would suggest that further consultation on much more detailed proposals is required.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

See my response to the previous question. Furthermore detailed consideration may lead to alternative structures becoming apparent.

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

This seems to be a sensible proposal.

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

This seems to be a sensible proposal.

Q6. Is the proposed division of national and regional functions appropriate?

This proposed division seems sensible.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

Not that I can think of are present, but once again other matters may arise following the publication of more detailed proposals.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

The proposed statutory structure would appear to have a number of advantages over the current mechanisms, and provided there is sufficient ability for the legislation to be modified in the light of experiences, this seems a sensible proposal.

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Comments:

Again, on the basis of the proposals in the consultation document, they seem sensible. It will be necessary to carefully consider the final details.

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Comments:

This does appear to be the case.

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Comments:

Any franchising arrangements need to be clear and transparent and independent audit should encourage public confidence. It will be essential for this to take place rapidly, and also for there to be adequate sanctions if it appears that the process was not correctly managed.

Q12. Do you have any other comments on the proposed process for franchising?

No

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Comments:

Tendering for contracts (which would be required under franchising) is often a major obstacle for SMEs, due to the complexity of the processes, the time that is required for tendering, and the uncertainty of the outcome. As SMEs can provide valuable local employment, it is essential that mechanisms are in place to enable them to take part without onerous burdens.

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

I do not have the expertise to answer this question.

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes

Q16a. In what circumstances do you think this would be appropriate?

In any situation where there is either inadequate or substandard bus provision.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Bearing in mind that local authorities tend to have better terms conditions for their staff than commercial companies, they may not have an unfair advantage in respect of costs, but this must be balanced against the absence of a need to make a profit for shareholders. Perhaps a ring fencing the "bus budget" for a local authority company to prevent cross subsidising from other local authority areas would help to provide a level playing field.

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

Yes

Q17a. In what circumstances do you think this would be appropriate?

When the local authority feel that this would provide a useful service to their population, where it may promote economic growth or tourism.

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Bearing in mind that local authorities tend to have better terms conditions for their staff than commercial companies, they may not have an unfair advantage in respect of costs, but this must be balanced against the

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

absence of a need to make a profit for shareholders. Perhaps a ring fencing the "bus budget" for a local authority company to prevent cross subsidising from other local authority areas would help to provide a level playing field.

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Yes

Q19. Do you agree that an incremental change is the most appropriate method?

Yes

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

The variation in standards applied by existing licensing authorities to hackney carriage and private hire licensing is one of the biggest problems facing not only the local authorities, but central Governments. It undermines attempts to improve standards by some authorities, and places public safety in jeopardy. National minimum standards would go some way to removing this risk. I would urge Welsh Government to consider the report of the Taxi and Private Hire Licensing Task and Finish Group in England where the recommendation to introduce national minimum standards in England was made. This has been accepted by the Government for England, and it is difficult to see any valid argument for a different approach in Wales. They should be introduced as a matter of the utmost urgency.

Q23. Are there any matters which you would like to see contained in any national standards?

Q23. Are there any matters which you would like to see contained in any national standards?

National standards need to consider vehicles (both hackney carriage and private hire), drivers (again hackney carriage and private hire) and private hire operators. In each case the basis for the national standards must be public safety whilst not placing unnecessary burdens in the way of those wishing to enter or remain in the hackney carriage and private hire trades.

In relation to vehicles, the obvious areas for consideration would be the overall safety and suitability of the vehicle proprietor; requirements to report convictions and other matters to the licensing authority; emissions limits; passenger seat space, legroom, headroom and ease of access and egress; power to weight ratios of the vehicle; taximeters; maintenance standards; frequent testing requirements; but there will be many other matters which will need to be taken into account.

In relation to drivers, the obvious areas for consideration would be the overall safety and suitability of the driver, which will include previous convictions (see the proposals in the current draft statutory guidance for England); requirements to report convictions and other matters to the licensing authority; driving ability; disability awareness; safeguarding awareness; child sexual exploitation awareness; spoken English (and possibly spoken Welsh) requirements; but there will be many other matters which will need to be taken into account.

In relation to operators, the obvious areas for consideration would be the overall safety and suitability of the operator, which will include previous convictions; similar checks on staff; requirements to report convictions and other matters to the licensing authority; record-keeping requirements; complaints procedures; but there will be many other matters which will need to be taken into account.

Q24. Are there any matters which you think should be excluded from any national standards?

No.

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

Agreement between licensing authorities and Welsh government; resistance from the Hackney carriage and private hire trades (existing licensees).

Q26. What would be the best approach for determining the content of national standards?

Creation of an advisory board comprising members from licensing authorities, the Hackney carriage and private hire trades (drivers, operators and proprietors), legal advisers. This board should be tasked with drawing up draft national standards which can then be genuinely consulted on and the board can then make recommendations to Welsh government for final approval.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

It must be recognised that drawing up minimum national standards is not a task that can be undertaken overnight. It will be a lengthy and involved process and adequate time and resources to achieve this must be provided.

It must also be recognised that there will never be complete agreement from all stakeholders to any such proposals, and an acceptance of majority agreement must be appreciated.

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

This proposal requires the introduction of national minimum standards against which any vehicle can be judged by any enforcement officer anywhere in Wales. Once those national minimum standards are in place, it is essential that this power is introduced. Careful consideration must be given to the practical effects of this proposal. Who can lift the suspension when the problem is rectified? Will this be the authority that imposed the suspension (it might require a vehicle to travel from one end of the country to the other to have the suspension lifted) or can it be lifted by the authority that licence the vehicle? What rights of appeal will be against any such action? Would those be heard and defended by the authority that made the decision, or will there be some mechanism to refer the matter back to the "home" authority for appeals? How will this action be funded? Will the "home" authority be expected to indemnify the enforcing authority? In addition, there will be many other matters which will need to be taken into account.

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

Improvement notices (specifying a problem which must be rectified within a specified period of time, and unless this is undertaken the licence will be suspended) would be a useful tool. In addition, fixed penalty notices should also be considered. Again, the funding of this activity will need to be carefully considered.

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Comments:

This is essential to protect the public from applicants simply moving between different local authorities.

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No

Comments:

Whilst there may be drawbacks to 22 different licensing authorities, the proposal to create one single licensing authority for hackney carriage and private hire licensing across Wales does not seem a sensible one. Hackney carriages and private hire licensing is essentially a local function, enabling a licensing authority to tailor its requirements to the needs of its local population, and visitors. Those requirements should be subject to national minimum standards (see above) but local control, local enforcement, and local functioning are all vital elements of the Hackney carriage and private hire regimes. At present, hackney carriages can stand ply for hire only within the County or County Borough (or zone within such an area) in which they are licensed. This restriction ensures that immediate hiring of vehicles can only be undertaken within the locality in which those licences are not only issued, but enforced. This also prevents an influx of vehicles for immediate hire from other areas. If there was one licensing authority for the whole of Wales, there will be nothing to prevent massive quantities of vehicles descending on locations where large numbers of people are expected. Obvious examples would include international matches in Cardiff, the Royal Welsh Show in Builth Wells, the National Eisteddfod at various locations around the country, seaside resorts in holiday periods, and many others. The opposite of this is a paucity of vehicles in areas where demand will be lower, and a complete absence of vehicles in many areas. Whilst it is accepted that at present any Hackney carriage or private hire vehicle (booked via a private hire operator) can be booked to pick up a passenger anywhere, transport them anywhere and drop them off anywhere, in both these cases there is the requirement for a pre-booking to have been made. Although technology is reducing the lead-in time for those bookings (with app-based systems such as Uber and Ola, as well as advances in technology for the more conventional private hire operators) it does provide a useful restriction. This could be reinforced by the introduction of some form of restriction, requiring the vehicle to commence the hiring or finish the hiring in the district in which it is licensed (the so-called ABBA system, although it may be that it would be necessary to extend this to either the "home" district or a neighbouring district to provide sufficient flexibility for licensees and customers. Wales is not a homogenous area. The geography, population centres, industry, tourism, and economic activity varies across the country. There are large urban areas, but there are also enormous areas of rural character, as well as countless tourist hotspots. To provide one licensing service for this vast and varied area would seem to be a difficult challenge. Any single authority would of necessity require subdivisions to administer the functions at a local level, and is therefore unlikely to be any more efficient or cost-effective than the current system. Provided national minimum standards are introduced, there is no reason why the existing structure cannot continue. There may well be some merit in considering joint arrangements between some local authorities, especially in the more densely populated areas, but that can be accommodated under the existing legislation by means of either a local authority joint board or delegation of functions from one authority to another. Finally, local democratic input is important in a transport system which is predominantly local in provision, use and character, and removal of local authorities in this process would seem to be a retrograde step for no discernible advantage.

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Comments:

See the previous answer.

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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

Name

Organisation (if applicable)

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

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP524

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

No Response

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

National standards would remove any inconsistencies for drivers. However, the standards should be set in consultation with the trade. Also, there should be an accommodation made for Local Authorities to be able to apply for exemptions on exceptional circumstances in order to maintain the underlying principal of localism.

Q23. Are there any matters which you would like to see contained in any national standards?

Manufacturers tinted glass to be allowed. Also, consideration given to CCTV in all cars, subject to financial assistance for drivers to have it fitted.

Q24. Are there any matters which you think should be excluded from any national standards?

No

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

Wales is geographically diverse - please see Q22 reference exceptions.
Dependent on the standards, some may also deter those who only wish to work part time.

Q26. What would be the best approach for determining the content of national standards?

Consultation with PHV and taxi representatives and local authorities.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

There should be national standards for drivers, not just vehicles.
There should be license conditions for operators also, to include the fair and ethical treatment of drivers, and to safeguard against unfair practices.

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

This would be in the interests of public safety. It would also provide more fairness for drivers, as it would ensure that the same standards were maintained in each licensing area.

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

This would be in the interests of public safety. It would also provide more fairness for drivers, as it would ensure that the same standards were maintained in each licensing area.

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

National standards need to be in place regarding the issuing, revocation and sanctioning of licenses. There are currently no standard guidelines/processes in place, and they are not covered by legislation. Drivers can reasonably expect to have the same standards applied to them with regard to what is essentially disciplinary action. Therefore, guidelines/process should be agreed, with a suggested list of sanctions, similar to those produced by ACAS. This would also potentially remove the quasi legal hearing arrangements, which can put drivers at a disadvantage, or force them to pay for legal representation. Additionally, any subsequent appeal should not be put to the Magistrates Court, which again disadvantages drivers, and results in further legal fees. This can have the further effect of blocking access to justice for drivers.

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Comments:

this would improve public safety

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

Each individual should be made aware of the nature of the information which would be stored. Also, if this information is shared and/or disclosed to any other party, then the individual should be made aware.

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No

Comments:

option B is better as it maintains the localism which is at the heart of the current legislation.

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Comments:

with defined national standards

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

Consideration should be given to setting a minimum fare level, in order to maintain the earning potentially for the drivers.

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

current Welsh Government legislation should be followed.

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

current Welsh Government legislation should be followed.

Q38. 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:

Cross Bordering

In line with the recent task and finish group report, we believe that the Welsh Assembly should adopt recommendation 11, which states that all taxi and PHV journeys should start and/or end within the area for which the driver, vehicle and operator are licensed. This, along with the implementation of recommendation 8, with regard to allowing Local Authorities to cap the number of taxi and PHV issued, remain the most effective proposal on the table to address the issue of 'cross bordering'. This practice is driving down the working conditions and earning the potential of those in the industry. It is important to note that this would not necessarily remove competition, as some fear, but would allow greater control over an important part of the transport infrastructure in Wales. The need for this comes from the increasing practice of drivers conducting the majority, if not all, of their work outside of the authority in which they hold their license, thus flooding some areas with more vehicles than are necessary.

The Welsh government has the opportunity to be at the forefront of improving the taxi and PHV industry in the UK, and GMB very much hopes that it takes steps to provide absolute clarity on the issue of 'cross bordering' and to end the practice. This matter is leading to an increase in the working hours of drivers and is therefore a matter of public safety, as well as fairness.

Operators Code of Conduct/Ethical Licensing

Whilst taxi & PHV drivers are currently categorised as self-employed, the reality is that there are a limited number of firms which they can sub-contract to. Some firms have previously engaged in rogue practices, such as sanctioning. Unfortunately there is little protection for drivers in this regard, as contracts are often brief or non-existent. Therefore we are seeking a minimum standard contract for drivers, which would include a grievance and disciplinary process, similar in nature to the ACAS code of conduct.

Submit your response

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

Name

Organisation (if applicable)

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

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP525

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

Yes, only to connect with people.

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

Public transport in Wales need to be upgrade

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Comments:

It would be very good idea because I'm a uber driver and I work early morning so I found every two trip out of are people missing, train because of cancellation.

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

I'm a taxi driver I found every two or three trip out of five trip specially early morning missing train missing bus bacuse of service cancel. And with uber 70% trip commuting to work or from work. And finally on a any rugby or football day Cardiff can handle like magic no matter how big attendees is . And it wouldn't be possible without uber driver around Wales region.

Q23. Are there any matters which you would like to see contained in any national standards?

Yes it would batter idea be
National Hackney
And
National private hire

Q24. Are there any matters which you think should be excluded from any national standards?

No

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

Yes

Q26. What would be the best approach for determining the content of national standards?

Open border for Wales driver only

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

Only Wales driver are :
Hackney
Private hire

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No

Comments:

This could make difficult for driver independently work . Any complaint directly to national transport would be great.

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

Get everything under one roof to national transport for taxi and private hire

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Comments:

any rugby or football day Cardiff can handle like magic no matter how big attendees is . And it wouldn't be possible without uber driver around Wales region.

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Comments:

I want to say one word (spend cut) don't need

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable)

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No Response

REFERENCE WP526

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

All vehicles and drivers should be of the same standard nationwide, and should all meet the same requirements nationwide. It makes no sense that what is deemed suitable by one council, is not suitable for another, when they are all doing the same job.

Q23. Are there any matters which you would like to see contained in any national standards?

All drivers, both Hackney and Private Hire should be forced to sit a DSA driving assessment, be a member of Institute of Advanced Motorists or hold an advanced driving qualification of some variety, such as RoSPA Advanced Driving Certificate. All drivers should also be qualified basic first aiders as part of the requirement to hold a hackney or private hire licence

Q24. Are there any matters which you think should be excluded from any national standards?

Any form of Knowledge, be it route or otherwise should not be included. It is not reasonable for a driver in Wrexham to have to prove they know their way around Swansea, nor is it required. Especially in the age of Sat Navs and with road layouts changing regularly due to redevelopment, and new housing estates being built. A knowledge test could become redundant in a matter of years. Additionally having passed a knowledge test does not prove that a driver knows their way around a city, or region. Such knowledge can only truly be gained from experience over time

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

Engine Emissions may be an obstacle. A city such as Cardiff or Swansea may require lower emission standards than a rural area, however the rural area may require vehicles that have higher emissions and low emission vehicles may not be up to the job in rural areas

Q26. What would be the best approach for determining the content of national standards?

Q26. What would be the best approach for determining the content of national standards?

Safety and comfort should be the primary reasons when determining national standards. Where the driver is concerned, these should be as high as is possible to ensure that passengers receive the best of the best service and are driven by the best of the best drivers. Where vehicles are concerned, minimum standards should be those that are easily at tenable from all areas. Vehicles should be of a minimum size for passenger comfort

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

National Standards should equate to a National Licence. If every one has to sit the same tests, meet the same requirements and all vehicles have to be the same, the next logical step is that they are enforced on a national level with a national licence

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

It is nonsensical that an officer is powerless to act against a vehicle in there area, even if it is blatantly breaking the law or not up to standard. The introduction of National Standards will remove the need for all officers to know the requirements and policy of all 22 councils, as all drivers and vehicles will have to meet the same standard.

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

National Standards, and national enforcement, allied with a National Licence.

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

National Standards, National Enforcement allied with a National Licence will make travel safer for all users as it will remove the remote possibility of a driver working out of area that is not up to scratch in the knowledge they can not be touched.

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Comments:

All councils should be made aware when someone has had a licence revoked or suspended by another licence. If someone does have a licence revoked in one area, they should be stopped from gaining a licence in another area. Likewise, if a driver holds a licence in two or more areas, then losing a licence in one area

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

should mean they lose the licence in all areas

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Comments:

With National Standards, National Enforcement and National Database, the need for local authorities to get involved in taxi licencing will become redundant. All power would be out of their hands anyway, and they would be little more than local representatives, and as such should act as such. Much like the local police man looks after his or her area, knows the locals etc, but act on a national level with regards to policing, law enforcement and prosecution. This is how current licencing staff from local authorities should act

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Comments:

This will be point less with national standard, enforcement and databases. Money could possibly be saved as numerous people wouldnt be carrying out exactly the same role, and checking exactly the same things

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

Drivers should retain the ability to work anywhere. If all drivers and vehicles are of the same standard and meeting the same requirement, then there is no logical reason not to allow them to work anywhere.

Q39. Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

It is critical that drivers retain the ability to work anywhere. This is best done under the umbrella of a JTA. The public deserve the right to choose any company they so wish, regardless of where they are located, wish to travel from or too, or where the company and its drivers are licenced. Many council boundaries are not clearly defined. Indeed there are numerous examples across South East Wales alone where one house is in one council, and the house next door is in another council. There is even an estate currently being built on the Cardiff / Newport Border that is being built across the border. Part of the estate will be in Cardiff, and part will be in Newport. Not allowing drivers to operate anywhere will cause unnecessary confusion and could potentially lead to prosecutions of drivers who un-knowingly broke the law, simply by not knowing they had cross council boundaries.

It will also lead to confusion among the public as in one circumstance they can use one company, but in another circumstance they cant. In certain areas, particularly Torfaen, Caerphilly and RCT, most companies do not start work before 7am. Should someone want a taxi before this time they have no option but to contact a 24 hour operation from Cardiff or Newport. Companies can not be forced to operate 24/7 and the public can be denied what is a vital service.

Claims that allowing drivers from anywhere to work anywhere will result in a landslide of drivers working in busier places like Cardiff & Swansea are unfounded scaremongering. Most drivers prefer to work where they know, and work where they live, regardless of where they are licenced. This would not change. People would still need taxis and private hire vehicles in the drivers original areas, so they would most likely stay put the majority of the time.

Finally the key thing to bear in mind is choice. Customer Choice. The customer deserves the right to choose to use which company they want to use, regardless of authority or location. True choice can only be retained, by retaining a drivers ability to work anywhere

Submit your response

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

Name

Organisation (if applicable)

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

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Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP527

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

One JTA for the whole of Wales

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

Yes

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable) -

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

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Keep my response anonymous

REFERENCE WP528

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

No Response

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards to you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

If taxis and PHV's all had the same standards, it would be easy for all councils to distinguish what is allowed and not. Example: most authorities allow tinted windows. if all did there would be no need to refer to each councils standard. Same as some require drivers to carry a torch. Silly as most phones now have a torch. Simplifying a check list as a standard make it simple and easy to comply

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

Time limit to comply to standard. not all drivers are fortunate enough to be able to upgrade their cars etc.
Time is essential

Q26. What would be the best approach for determining the content of national standards?

Forming one body.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

If the driver is deemed to be unfit and proper or the vehicle likewise then why should he/her or car not be taken off the road.

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Comments:

Is 2019 not the 70's. I don't understand why we don't already have this..

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

I think all info should be shared. If a council has refused a license to a driver then the reason why should be shared. This better prepares a council on said person.

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No

Comments:

I think Wales is to big for option A to work. i think it should be one set of rules. And the councils enforcing those

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

rules. Its also makes it easier for drivers to have a point of contact to go to as well as the public.

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

I think knowledge tests should be scrapped. A driving test re introduced as our ability to drive safely is much more need than knowledge of an ever changing city. A longer sat nav part of the exam to take place. Our licences should not restrict where we want to work as this limits customer choice. I'm based in cardiff and licensed here but my clients are based on the outskirts but prefer my services over others. Why should they be limited to using local taxi offices that may not operate in times of their need etc

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable) -

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

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

Keep my response anonymous

REFERENCE WP529

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes

Q16a. In what circumstances do you think this would be appropriate?

To provide essential public transport services, where appropriate.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No

Q19. Do you agree that an incremental change is the most appropriate method?

No, it should be kept to 60 to increase and encourage people to use public transport.

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes, this would encourage people to plan journeys using public transport

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

Yes this would be a god idea

Q23. Are there any matters which you would like to see contained in any national standards?

DBS checks on drivers. All vehicles to be of roadworthy and safe

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

A vehicle may be on a long journey, when something untoward has occurred to either the driver or vehicle. The local authority should be able to revoke the licence

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

Depends on situation

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No Response

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

Same as local authority provision of identified Welsh speakers, perhaps via a special badge or sticker to celebrate the fact.

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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

Name

Organisation (if applicable) -

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

No Response

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

Keep my response anonymous

REFERENCE WP530

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

It is a good idea to provide a co-ordinated approach

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes

Q16a. In what circumstances do you think this would be appropriate?

To fill a gap in services

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No. Public transport use should continue to be encouraged from 60 to reduce carbon emissions.

Q19. Do you agree that an incremental change is the most appropriate method?

No, should be kept at 60

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Would encourage us to book in advance and plan journey using public transport

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

There should be national minimum standards

Q23. Are there any matters which you would like to see contained in any national standards?

DBS for all drivers, safe vehicle standards

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

If there is a lapse in either vehicle or driver, any local authorities should be able to revoke licence

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Organisation (if applicable) -

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No Response

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Keep my response anonymous

REFERENCE WP531

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

No Response

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

No Response

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No Response

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No Response

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

No Response

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No Response

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No Response

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards to you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

No Response

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

A national standard is a must. There's so many variants between 22 authorities. Some drivers benefit from this and some have a disadvantage. All taxis should have one standard and all phv's should have one standard across the board.

Q23. Are there any matters which you would like to see contained in any national standards?

Tinted windows. Not added on but when they come as standard from the car manufacturer. Privacy glass some call it.

A standard phv plating. I.E Cardiff phv's have a plate at the back of the car and a small window badge which shows the same details as the plate. RCT have oval stickers on the door. Newport have triangles on the door. There should be one standard for a phv. Maybe a small window sticker.

A taxi and phv should not be older than x amount of years. This would also enable meeting pollution targets as older vehicles do seem to give off more pollution.

National tests for new drivers. Even if each authority has custom questions regarding their area. The test should be the same everywhere.

Every driver should have to do a DBS check every 3-5 years.

For the mileage taxis and phv's do and the responsibility they have to carry the public, the cars should be held to a higher standard than an MOT.

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

Opposition from current drivers who think they would not meet the standard.

Q26. What would be the best approach for determining the content of national standards?

See what the current requirements are within the 22 authorities. What ever requirement is the same over 22 authorities, keep. Ask the drivers and the public and see what's the most popular options.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

This is a no brainer. If cars are working outside their area then any authority they are in should be able to stop them.

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

This is a no brainer. If cars are working outside their area then any authority they are in should be able to stop them.

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Comments:

A new authority that deals with a new standard is needed. Maybe in bigger cities, drivers who don't live there charge them a surcharge per day to stop too many drivers going to certain cities and flooding the area with drivers.

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Comments:

I think this option works too but would take a lot longer to implement.

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

I think your stance on keeping cross bordering is spot on. To lock drivers into an area in this day and age just isn't practical.

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

I don't think this affects the Welsh language.

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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Name

Organisation (if applicable) -

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No Response

REFERENCE WP532

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

There needs to be a structured approach to transport provision to ensure that transport needs, safety and environmental considerations etc are adequately considered. In addition, the needs and rights of the public have to be considered when appraising conflicting transport needs.

Consider the following situation circumstances that arose in Thornhill Cardiff after the imposition of a revised bus route

We the NO X8 BUSES HERE Group wish to express our concern as to how the introduction of a revised X8 route was implemented in Thornhill. Every step of the way was out of step with what you now propose and indicates how essential your proposals are.

Prior to 3rd April 2018 Launcelot Crescent and Camelot Way were quiet, peaceful havens for the residents living along its route, imagine our surprise when 60 to 70 eleven to fourteen ton buses per day started ploughing through our residential streets.

We understand that bus routes were deregulated and the traffic commissioner who is the arbiter in approving new routes and revisions does recommend that residents be consulted, if we had we would have been running to our elected representatives to ask for help. It says a great deal when they were not aware of the proposals. There was no consultation all agencies after implementation advised they had no powers to deal with what was happening with the Local authority advising that the route conformed with all requirements. It would appear no account was taken of the following:-

Buses to travel on the opposite side of the road
Buses having to negotiate blind bends
Residents to park on pavements to ensure safety of their cars
Buses having to mount kerbs and pavements for some manoeuvres
Road safety being compromised by what is having to happen to allow the route to operate.
The Environmental impact cannot be stressed more especially in light of the WAG and Cardiff Councils policies relating to the environment.

In addition to the foregoing which specifically affect us we can advise when we moved into our homes there was a North Cardiff plan and a bus strategy which identified the bus routes proposed and the roads were built accordingly. It was obvious looking at the road configuration there was no intention for a bus route to operate through the route now in use, the roads are simply not suitable for buses as they require.

Our list of concerns goes on and on, with all of these changes being introduced without the residents on the route being consulted or told about the proposals. As homeowners if we wish to make major alterations to our property we will have to get planning permission and abide by the appropriate building regulations, yet a bus company can introduce a change willy nilly to the detriment of house holders.

We see first-hand the comings and goings of the X8 and can advise that:-

Most of the buses are totally empty
The numbers of passengers alighting and boarding in a day can be counted on the digits of your hands where is the demand that you keep sighting as the reason for introducing the service.

The passengers are nearly all in their 20s to 50s, not the elderly NAT cite as requiring the service

It is incredible that it would appear under current legislation there is nothing we can do but grin and bear it. We have researched the internet and found some interesting essential engineering requirements for roads

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

acting as bus routes

A clear carriageway width of at least 6.2m must be consistently available, with any on-street parking provided off- carriageway in parallel dedicated bays

- Ideally bus routes should be designed with a standard minimum clear width of 6.5m.
- Localised widening should be assumed on bends, in line with results of a realistic tracking exercise.

Alignment of the street must avoid needless and excessive changes in direction or priority.

- Tracking should permit two buses to pass in opposing directions without the corners of vehicles, or tyres, typically needing to remain less than 200mm from the kerb for extended distances

- Tracking should be performed for 12.2m Scania K230UB single deck buses

- The front offside corner of the bus should never normally need to perform an excursion over the marked carriageway centreline. This will require localised widening on bends with tight radii.

- Inside kerb radii of 25m represent a good minimum to avoid tracking problems along mainline carriageways. Vertical deflection to achieve traffic calming should be avoided.

We accept that the references are to new roads but surely the criteria set out should be applicable in all circumstances as far as possible.

After what we have witnessed along the revised route a number of the criteria in relation to bus manoeuvres does not seem to be available and carriageway measurements on this route show the width to be between 6.0 to 6.2m.

With regard to the overall provision of bus services there is no coordination, just competition in Thornhill. The area is served by around 16 buses per hour, many of which only collect a handful of passengers on the route. With planning a more cost-effective service for all operators could be introduced. In addition there are some areas not catered for because operators say they are not economic, an overall strategy surely could address this.

The previous information just given shows the need for the legislation you now propose to try to ensue the problems we encountered are eliminated elsewhere in Wales.

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

A sole National Joint Transport Authority (JTA) we consider would be too unwieldy to deal with local issues and we would prefer the option B approach of one national and three regional JTAs. We think that this approach would provide for more meaningful consideration of local issues and give better access to the public/residents to voice concerns in respect of route proposals. It could be that National JTA set overarching strategy to be implemented by local JTAs with consideration of local needs.

It is essential that the regional JTAs has the authority and legal backing to ensure routing proposals are implemented. Currently to us it is unclear what teeth the bodies will have to enforce decisions.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

Could there be public/resident representation on regional JTAs to ensure that it is not just vested interests who are on the committee, some level of impartiality needs to be addressed in the formulation of the JTA. How does the current traffic commissioner fit into the equation?

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

It is essential that WAG is represented on JTAs. WAG formulates national policies on overall transport strategy, environmental initiatives and budgets for support of the transport network, it therefore has a significant role to play

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

See answer to Q4

Q6. Is the proposed division of national and regional functions appropriate?

The National JTA overarching body with the regional JTAs geographically split in order to be closer to the immediate issues of the region.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

The role of the Traffic Commissioner should be passed to the JTAs day to day consideration with the regional JTAs, with the National JTA being the final arbiter on contentious issues that cannot be resolved.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

All providers must be working together to deliver for the needs of all parties on a bus route. The Thornhill case shows this is not happening:- Too many buses for the demand Parts of the area have no bus provision Bus war obvious to the residents Lack of consultation on significant route changes Currently monetary consideration main driver Reduce noise, safety and environmental pollution

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Comments:

Closer cooperation essential for all stakeholders. Closer cooperation can lead to:- Economies of scale both financial and economic Realign provision to actual need, smaller fleets to service actual need Provide for less environmental pollution Pointless competition can be eliminated Work to initiating transferability of tickets

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Comments:

This is a difficult one, in the perfect world the answer is a resounding yes. Lack of alternatives can lead to complacency and a diminishing of the quality of service. If it can be seen more than one provider is interested could a job share type of arrangement be considered, spitting the timetable between interested providers.

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Comments:

Audit of any provision is essential with all parties having access to an overall arbitrator who should be the National JTA.

Q12. Do you have any other comments on the proposed process for franchising?

Franchising can and probably will be a minefield to administer

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

I do not think it is useful as it will require too much effort and time to manage, probably cost not justifying means or outcome.

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Comments:

If introduced the answer has to be Yes

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

I am against franchising and have no comments on this item.

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Only where there is a known need and there are no operators prepared to offer the service, rural areas and non-cost effective routes being the only areas to be considered.

Q16a. In what circumstances do you think this would be appropriate?

Where no provision would otherwise be offered

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Totally audited and vetted by JTAs

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No

Q17a. In what circumstances do you think this would be appropriate?

None

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

If introduced need to ensure all aspects subject to audit with reports considered by JTAs

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Yes. Means test below or over 65s. If someone genuinely needs concessionary fare pass let them have it!

Q19. Do you agree that an incremental change is the most appropriate method?

If introducing change just bite the bullet and do it now.

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

Information is key in everything we do and therefore needs to be available to all

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Comments:

Local Authorities in conjunction with JTAs should be involved with the decision making process before any

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

variations are implemented. With all decisions being based on the available information

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No

Q24. Are there any matters which you think should be excluded from any national standards?

No

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

Local Authorities

Q26. What would be the best approach for determining the content of national standards?

Audit

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

N/A

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Q38. Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

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Name

Organisation (if applicable) -

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No Response

REFERENCE WP533

Improving public transport

Q1. Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

The smoother a boundary cross over the better for everyone. My preferred is to have the JTA system with Wales split into three regions North South Mid Wales.

Q2. Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

The JTA proposal is my preferred model as it is big enough to get standardization which is good for operator & passenger without being too big to lose local knowledge and interaction.

Q3. Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

It would be very helpful to have a direct link from a JTA. to the Welsh Minister.

Q5. Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

I agree that the Welsh Minister has these powers as a safeguard.

Q6. Q6. Is the proposed division of national and regional functions appropriate?

I think the the grouping into three regions South Mid & North would be the best.

Q7. Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

I would propose that the JTA be responsible for local service provision initially having a close liaison with Traws Cymru. Once the JTA system has been established and working satisfactorily look to then moving other functions.

Q8. Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

No

Comments:

I do not see any benefits to Wales with this system

Q9. Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No

Q10. Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

No

Comments:

The Franchising which was tried in Powys was a failure which has done immeasurable damage to the local bus companies and with no benefit to the people of Powys. Further more a multinational running such a franchise would inevitably be taking wealth away from Wales with no benefit.

Q11. Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Q14. Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Comments:

I think there has to be a franchise SME's will need to be considered with sympathy

Q15. Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

No; leave the running of buses to the operators who have a wealth of experience. if the set up with regards to contracts is set correctly there will be businesses willing to undertake them.

Q17. Q16a. In what circumstances do you think this would be appropriate?

Only when there are no operators available

Q18. Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

They should be run on the same basis as an independent operator with the same risks and costs, so that if in a competitive tender round it is an even playing field.

Q19. Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

Yes

Q17a. In what circumstances do you think this would be appropriate?

Only if there are no local companies to provide the service.

Q20. Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

A strict independent audit of the undertaking to ensure that they are not gaining unfair advantage over the competition.

Q21. Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Q21. Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No Response

Q22. Q19. Do you agree that an incremental change is the most appropriate method?

Yes

Q23. Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q24. Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q25. Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

No Response

Q26. Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q27. Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q28. Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q29. Q26. What would be the best approach for determining the content of national standards?

No Response

Q30. Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q31. Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q32. Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

No Response

Q33. Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q34. Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

No Response

Q35. Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q36. Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No Response

Q37. Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q38. Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q39. Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q40. Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q41. Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q42. Q38. 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:

No Response

Submit your response

Q43. You are about to submit your response. Please ensure you are satisfied with the answers you have provided before sending.

No Response

Q44. If you want to receive a receipt of your response, please provide an email address. Email address

Q45. Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP534

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

There needs to be a structured approach to transport provision to ensure that transport needs, safety and environmental considerations etc are adequately considered. In addition, the needs and rights of the public have to be considered when appraising conflicting transport needs.

Consider the following situation circumstances that arose in Thornhill Cardiff after the imposition of a revised bus route

We the NO X8 BUSES HERE Group wish to express our concern as to how the introduction of a revised X8 route was implemented in Thornhill. Every step of the way was out of step with what you now propose and indicates how essential your proposals are.

Prior to 3rd April 2018 Launcelot Crescent and Camelot Way were quiet, peaceful havens for the residents living along its route, imagine our surprise when 60 to 70 eleven to fourteen ton buses per day started ploughing through our residential streets.

We understand that bus routes were deregulated and the traffic commissioner who is the arbiter in approving new routes and revisions does recommend that residents be consulted, if we had we would have been running to our elected representatives to ask for help. It says a great deal when they were not aware of the proposals. There was no consultation all agencies after implementation advised they had no powers to deal with what was happening with the Local authority advising that the route conformed with all requirements. It would appear no account was taken of the following:-

Buses to travel on the opposite side of the road

Buses having to negotiate blind bends

Residents to park on pavements to ensure safety of their cars

Buses having to mount kerbs and pavements for some manoeuvres

Road safety being compromised by what is having to happen to allow the route to operate.

The Environmental impact cannot be stressed more especially in light of the WAG and Cardiff Councils policies relating to the environment.

In addition to the foregoing which specifically affect us we can advise when we moved into our homes there was a North Cardiff plan and a bus strategy which identified the bus routes proposed and the roads were built accordingly. It was obvious looking at the road configuration there was no intention for a bus route to operate through the route now in use, the roads are simply not suitable for buses as they require.

Our list of concerns goes on and on, with all of these changes being introduced without the residents on the route being consulted or told about the proposals. As homeowners if we wish to make major alterations to our property we will have to get planning permission and abide by the appropriate building regulations, yet a bus company can introduce a change willy nilly to the detriment of house holders.

We see first-hand the comings and goings of the X8 and can advise that:-

Most of the buses are totally empty

The numbers of passengers alighting and boarding in a day can be counted on the digits of your hands where is the demand that you keep sighting as the reason for introducing the service.

The passengers are nearly all in their 20s to 50s, not the elderly NAT cite as requiring the service

It is incredible that it would appear under current legislation there is nothing we can do but grin and bear it. We have researched the internet and found some interesting essential engineering requirements for roads

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

acting as bus routes

A clear carriageway width of at least 6.2m must be consistently available, with any on-street parking provided off- carriageway in parallel dedicated bays

- Ideally bus routes should be designed with a standard minimum clear width of 6.5m.
- Localised widening should be assumed on bends, in line with results of a realistic tracking exercise.

Alignment of the street must avoid needless and excessive changes in direction or priority.

- Tracking should permit two buses to pass in opposing directions without the corners of vehicles, or tyres, typically needing to remain less than 200mm from the kerb for extended distances

- Tracking should be performed for 12.2m Scania K230UB single deck buses

- The front offside corner of the bus should never normally need to perform an excursion over the marked carriageway centreline. This will require localised widening on bends with tight radii.

- Inside kerb radii of 25m represent a good minimum to avoid tracking problems along mainline carriageways. Vertical deflection to achieve traffic calming should be avoided.

We accept that the references are to new roads but surely the criteria set out should be applicable in all circumstances as far as possible.

After what we have witnessed along the revised route a number of the criteria in relation to bus manoeuvres does not seem to be available and carriageway measurements on this route show the width to be between 6.0 to 6.2m.

With regard to the overall provision of bus services there is no coordination, just competition in Thornhill. The area is served by around 16 buses per hour, many of which only collect a handful of passengers on the route. With planning a more cost-effective service for all operators could be introduced. In addition there are some areas not catered for because operators say they are not economic, an overall strategy surely could address this.

The previous information just given shows the need for the legislation you now propose to try to ensue the problems we encountered are eliminated elsewhere in Wales.

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

A sole National Joint Transport Authority (JTA) we consider would be too unwieldy to deal with local issues and we would prefer the option B approach of one national and three regional JTAs. We think that this approach would provide for more meaningful consideration of local issues and give better access to the public/residents to voice concerns in respect of route proposals. It could be that National JTA set overarching strategy to be implemented by local JTAs with consideration of local needs.

It is essential that the regional JTAs has the authority and legal backing to ensure routing proposals are implemented. Currently to us it is unclear what teeth the bodies will have to enforce decisions.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

Could there be public/resident representation on regional JTAs to ensure that it is not just vested interests who are on the committee, some level of impartiality needs to be addressed in the formulation of the JTA. How does the current traffic commissioner fit into the equation?

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

It is essential that WAG is represented on JTAs. WAG formulates national policies on overall transport strategy, environmental initiatives and budgets for support of the transport network, it therefore has a significant role to play

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

See answer to Q4

Q6. Is the proposed division of national and regional functions appropriate?

The National JTA overarching body with the regional JTAs geographically split in order to be closer to the immediate issues of the region.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

The role of the Traffic Commissioner should be passed to the JTAs day to day consideration with the regional JTAs, with the National JTA being the final arbiter on contentious issues that cannot be resolved.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

All providers must be working together to deliver for the needs of all parties on a bus route. The Thornhill case shows this is not happening:- Too many buses for the demand Parts of the area have no bus provision Bus war obvious to the residents Lack of consultation on significant route changes Currently monetary consideration main driver Reduce noise, safety and environmental pollution

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Comments:

Closer cooperation essential for all stakeholders. Closer cooperation can lead to:- Economies of scale both financial and economic Realign provision to actual need, smaller fleets to service actual need Provide for less environmental pollution Pointless competition can be eliminated Work to initiating transferability of tickets

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Comments:

This is a difficult one, in the perfect world the answer is a resounding yes. Lack of alternatives can lead to complacency and a diminishing of the quality of service. If it can be seen more than one provider is interested

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

could a job share type of arrangement be considered, spitting the timetable between interested providers.

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Comments:

Audit of any provision is essential with all parties having access to an overall arbitrator who should be the National JTA.

Q12. Do you have any other comments on the proposed process for franchising?

Franchising can and probably will be a minefield to administer

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

We do not think it is useful as it will require too much effort and time to manage, probably cost not justifying means or outcome.

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Comments:

If introduced the answer has to be Yes

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

We are against franchising and have no comments on this item.

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Only where there is a known need and there are no operators prepared to offer the service, rural areas and non-cost effective routes being the only areas to be considered.

Q16a. In what circumstances do you think this would be appropriate?

Where no provision would otherwise be offered

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Totally audited and vetted by JTAs

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

No

Q17a. In what circumstances do you think this would be appropriate?

None

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

If introduced need to ensure all aspects subject to audit with reports considered by JTAs

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Yes, but the bigger question is should all pensioners be receiving bus passes? Means test all ages if under/over 60s and disabled.

Q19. Do you agree that an incremental change is the most appropriate method?

If introducing change just bite the bullet and do it now.

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Information is key in everything we do and therefore needs to be available to all

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Comments:

Local Authorities in conjunction with JTAs should be involved with the decision making process before any variations are implemented. With all decisions being based on the available information

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

No Response

Submit your response

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

Name

Organisation (if applicable) -

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

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP535

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Comments:

Bus services for rural communities may need to connect to villages and towns across borders. E.g. where I live in Brynamman in Carmarthenshire people want to travel to Swansea, Carmarthen, Llanelli and Ammanford for work, life and leisure. It does not make sense for connections to have to rely on appropriate communication between Swansea and Carmarthenshire local authorities, that category of bus service needs to be planned on a regional level. Likewise long distance services need to be co-ordinated on a national level. If planning and decision making is over-complicated, services will be inefficient and complicated too. It makes sense for services to be planned at an appropriate organisational level - providing of course that localities are consulted and the people using the services are consulted too - the latter perhaps the most important contributors as it is pointless for well-meaning professional specialists and politicians designing services that they think will be good for people and not what people actually want or need. Also the people who would benefit most from better bus services need to believe that these represent the best option and the desirable option (on many levels) in order to use them. Involving them in the planning and commissioning and reviewing of bus services (as for all other public services) is maybe the best way to guarantee continued engagement. Also please do not neglect what can be planned and executed at local community level, promoting community development and cohesion as well as providing a needed service. E.g. a community minibus with volunteer drivers could provide many sorts of very locally needed services, like disabled people travelling to day centres for local community activities like children's sports teams and outings, and an evening bus to take our young people to Swansea for instance for a night out with guaranteed safe transport home at a time they want and need it, not an inappropriately early hour that a bus company might choose to do it. These types of services are much needed and bus companies will never find them profitable (their only motivation for providing bus services in the first place), these community members could never afford taxis for these purposes and therefore it would not be taking business away from anyone.

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

There is a tension between duplicating organisational levels and the consequent expense in terms of employment of people doing similar jobs in multiple settings and the need for services being planned and commissioned at the right level for the role of those services. After much thought I feel that the two tier model with a national body and 3 regional bodies is the right structure, although the more complex option, because long distance and regional level services need perhaps different thinking, strategy, planning and commissioning, with different public/private balance. A regional tier is necessary to effectively access information about people's needs and wants and to be responsive to local conditions. However good communication and co-operative working must be built in from the start and vigorously promoted, because these tiers of organisation must work effectively together, without rivalries and ownership issues getting in the way. The regional tier must also communicate effectively with local authorities and all coherent communities and their members to ensure that services are appropriate and responsive to changes in need, and innovative.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

I do not know what the best number of regional organisational bodies should be. I am assuming that you have done the appropriate research to decide on the number. I think the model should be based on need and the

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

issues that make the proposed regions coherent and sensible structures rather than just lumping areas together for "administrative" reasons (those these are not without any value). However I do agree with the principle of the 2 tier option suggested and do not have any better suggestion.

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

Relevant ministers should certainly have input and oversight in relation to the national JTA. I do not know who is appropriate to provide political guidance and oversight at regional level - perhaps local government elected representatives who have a duty to seek information and views from community and town councils as well as local authority level input. I suppose there is a balance between inclusiveness and ending up with a completely unwieldy, large committee that never achieves anything and is prey to local rivalries and ownership issues. Perhaps increasing use of task and finish type working groups with appropriate governance built into the JTA structure might help to inject the right degree of local input into the organisational processes without the problems of unwieldiness of trying to have a structure where no one is left out. Building in the right governance and communication pathways right from the start and actively promoting the desired way of working will prevent many potential problems. But - government must also trust people (once the right mechanisms are in place) to take responsibility at the most local level possible to achieve the right outcome. Be prepared to delegate and give support to willing participants to achieve successful outcomes.

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

The JTAs have to work within the prevailing political aims and objectives but should not be artificially constrained by ideological issues. Someone has to take ultimate responsibility for this area of activity from national government level, both from a governance and overlapping issues perspective. Thus ministerial oversight and responsibility is necessary; the ability to include all relevant considerations (e.g. environmental, financial and social), the ability to step in where the body is irredeemably dysfunctional and to ensure that the aspirations and other requirements of the elected government are fulfilled are essential in my view.

Q6. Is the proposed division of national and regional functions appropriate?

I think I have largely covered this above. The national and regional JTAs must have clearly defined roles and responsibilities to avoid damaging competition and ownership issues between them, and clearly defined governance and communication responsibilities right from the beginning. This is not to say that the organisational structures cannot evolve with time and experience. However the initial working should be defined by government, not left to the JTAs themselves to develop, to avoid delays in starting work and disagreements about who should do what. That may sound a bit too top down, but I really do feel that they have to start with clear expectations about what they should achieve and some guidance on how to do it. Maybe I have been involved in too many new teams who have spent far too long developing philosophies, mission statements and the like who end up arguing endlessly about the minutiae of what they should do and how they should do it and never achieve their potential! The potential for rivalries, ownership issues and inter-JTA jealousies if they all start from scratch is an issue from my point of view.

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

There is a relationship between the benefits of public transport and environmental, social and cultural issues. There may be a need for oversight of all transport to be overseen including rail, air and water transport as well as road transport bearing this in mind, but this is probably a central government function rather than muddling things in an organisational structure that should be concentrating good on bus services, taxis and community solutions to transport issues. However the national JTA should be communicating with organisational structures managing these other forms of transport, particularly rail, because a coherent national transport strategy is required which leads to bus and rail services in particular that complement each other and meet

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

different needs in the most effective way rather than competing for the same passenger groups. I think this co-ordinating and strategic function is a central government responsibility.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

A co-ordinated strategy for transport meeting all needs (movement of people, environmental challenges, social, economic and cultural issues) will never happen without government intervention at all levels because private individuals and companies providing public transport work for their own individual purposes without consideration for the public good. Responsibility for the public good properly lies with government and the private sector needs to provide services within the parameters set by government with its overarching responsibilities and concerns. This is not anti-private businesses, just government should state what is wanted and needed and the private sector then knows what is required it and can help to fulfill the needs of the community within the overall strategy of the government. I think that legislation is essential.

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Comments:

I do not really have the experience and knowledge to answer this but what the government is proposing sounds appropriate and sensible.

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Comments:

There needs to be an appropriate balance between private, public and community contributions to public transport with franchising being one mechanism for ensuring that the balance is right, particularly between the first two entities, and fair to all involved, including users.

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Comments:

I do not understand this question. I do not know what you mean by "the assessment". All critical functions should be subject to appropriate governance but I'm not sure what this question is about.

Q12. Do you have any other comments on the proposed process for franchising?

Q12. Do you have any other comments on the proposed process for franchising?

I do not know enough about franchising to be able to answer this.

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

I am not sure how else it could be done.

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Comments:

I feel local solutions to local issues are important and SMEs have an investment in their own communities that large operators do not. The cheapest option (which may result from economies of scale not available to SMEs) may not always result in the best and most cost-effective solution to a multifaceted issue. SMEs should be supported in understanding how to make a good business case for the added value that a locally provided service might provide. The advantages are there and they need to know how to communicate these to the commissioning authorities. Money spent on a particular option may save money in another way. That is why an overarching government input is required in order to recognise how different things work together rather than choosing the cheapest option by default. (That is not to say that the cheapest option is never the right one, just that overall benefit needs some independence to identify and quantify).

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

Accepting that this cannot be done overnight and managing the expectations of the community are important. The community needs to know what the ultimate aim is and the pathway to achieving it. Continuing the listening exercise is imperative. Maybe the order of activity should be needs and therefore community led, introducing changes at a pace which allows public transport providers to plan for and manage changes over a period of time. For instance in my community there are some urgent issues e.g. buses to major work locations at appropriate times, transport to hospitals and leisure transport especially for young people. The community should agree and prioritise needs and be part of the plan to progressively meet them. Old services should evolve not be withdrawn which will give cushioning to providers and users. Sorting out long distance bus routes may be easier and quicker to achieve than meeting local needs with locally appropriate solutions, and bringing people along so that the new services are used and communities start to benefit from the reduced need for car ownership. This is not going to happen overnight and bringing communities along at the right pace and with the right involvement will be a slow process if it is to be successful. A measured introduction of changes will introduce benefits and not compromise services or providers but will improve them. Providers need to be involved also so they can appreciate the long term vision and their part in it so that they can participate positively and bring their own expertise to solutions.

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes where needed. If a private operator cannot/will not provide for the service need identified, local authority or community solutions should be sought and enacted.

Q16a. In what circumstances do you think this would be appropriate?

When a private operator cannot or will not operate a service identified as essential or desirable by local

Q16a. In what circumstances do you think this would be appropriate?

residents and agreed with the local authority or regional body as essential or desirable the local authority should step in. Community solutions should also be explored (community minibus, car sharing for example). Low volume, irregular services such as visiting community facilities by disabled people like community centres or day centres or nights out in local town centres for young people or old people living in a village could qualify where taxis are too expensive or undesirable for other reasons (like no disabled access or suitably trained drivers or helpers).

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

If an operator is able to provide an appropriate service at a fair price, that would be acceptable. If no operator is able to do that, then the local authority or community should step in. I suppose the issue might be defining what is a fair price. This is bound up with decisions about whether subsidies are available or desirable and whether the private sector is unreasonably profiting from the public purse. Balanced against that is the expertise of the private sector in providing bus services which may have been lost from the public sector for many years (not that this means it cannot be relearned, but that may not be the best solution. I would see a mixture of public, private and community run services as being desirable. Safeguards could include regular review of contracts to confirm the best provider both in terms of quality of service and price. I think people in general are no longer tolerant of subsidies going straight into profits for the private sector and there may be more appetite for returning public services of all kinds to public provision than may be assumed.

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

This may be a more efficient and effective way of ensuring good quality services at fair cost than relying on the private sector in this instance. There is a danger of local authorities trying to directly run too many sortas of services in-house to be good at doing any of them, and an arms length company is in a better position to be expert in running the services it provides than directly competing with a lot of other areas of local authority provision. Any profits are more likely to be re-invested into futher service developments rather than being absorbed into another area of local authority activity or into shareholders.

Q17a. In what circumstances do you think this would be appropriate?

Where regular, well used services are required this may be useful. Irregular low volume transport may be more appropriate to community based solutions. Where regular services are sustainable the routes may be more likely to break even or be profitable (possibly). Services which are felt to be essential but requiring heavy subsidies should possibly be reserved for local authority direct provision rather than any sort of company. It should be born in mind that usable public services should save money for residents by making car use unnecessary. People should not expect to use public transport for unreasonably low fares, but fares should be pitched at a level that makes use of public transport a sensible option financially compared to owning a car. This is important for environmental considerations, emphasising the need for an overall strategic view at government level. Residents should be involved in making these decisions so that they can own them.

Q17b. What, if any, safeguards to you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

Contracts should be awarded in fair competitions. Fares can be subsidised for various reasons but not companies of any kind directly. This would direct the subsidy at users not companies, evening the playing field.

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

I agree. There may be a case for targeting concessionaire fares at low income groups rather than have a universal benefit. It has been suggested that free tv licenses should be targeted at pensioners who need pension top ups (pension credit? Can't exactly remember what it is called). This could be used to target pensioners who will benefit most as long as it does not cost more than providing it via a universal method. Another option would be to account for the need for tv licenses and public transport subsidies in pension credits so older people have the option of deciding what spending will improve their quality of life most. But that shifts the financial cost to central government from the BBC/Local authority so is probably not a helpful thought. If old people were given enough money to live on In the first place subsidising things like this would not be necessary and administrative costs would be reduced. But that's an argument for another day!

Q19. Do you agree that an incremental change is the most appropriate method?

If by that you mean a gradual introduction of the change, and ensuring people who currently have a concessionary pass do not lose it, yes. Please remember the plight of WASPI women - losing their bus passes would be extremely unfair and unacceptable on top of the injustice which is already afflicting them.

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Comments:

I hardly ever use buses because my village does not have a useful service and it is virtually impossible even with internet access to find out when the rare buses actually run. I cannot see any reason why access to this information should be restricted in the way that it appears to be at present. I have to assume that it is through incompetence and not design - why ever would anyone want to prevent people using public transport? Please make this information widely and freely available as soon as possible.

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Comments:

Absolutely yes. It is completely unacceptable for companies (of whatever form) or local authority provided services to be varied without discussion and should be noted as a negative if a company has done this with past services when contracts are awarded. There should be a statutory duty for changes of this nature to be notified and discussed with the local authority and residents affected (role for community/town councils) before any proposed change is enacted. This would prevent companies from winning contracts under false pretences when they have no intention of continuing to provide unprofitable elements of the contract once they have secured it.

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

It is illogical and must be expensive to continue the present system and dangerous for users. It must be changed to a system where non-negotiable national standards and conditions are applied. Nothing else makes any sense.

Q23. Are there any matters which you would like to see contained in any national standards?

Relevant offences should be shared nationally and licenses lost for the whole country, not just individual local authorities. Shouldn't Wales be sharing such information with the English authorities too? Offences would include violence, sexual offences, racial offences, serious driving offences and dishonesty (there may be other offences that I haven't thought of). Taxi drivers are lone workers and we have to be able to trust the licensing system to protect users and operators.

Roadworthy and low polluting vehicles should be mandatory and failure to comply should result in loss of license/confiscation of vehicle or some combination. Fines are probably not enough of a deterrent. Support may be needed transitionally to move to a low polluting vehicle fleet quickly or phased in to prevent hardship but roadworthiness should be mandatory now.

Q24. Are there any matters which you think should be excluded from any national standards?

All standards that apply to private hire and taxis should be national. Private hire and taxis should be subject to the same standards (they may be already, I don't know).

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

Taxi drivers and companies will not want to be governed by national standards but it makes no sense not to have them. Education of enforcers will need to ensure that everyone who monitors standards understands the changes. It should make it easier for police forces to check and ensure compliance if there are national standards and garages, mechanics and owners/drivers too. At present what is the situation if a taxi crosses a local authority boundary to an area where they or their vehicle is not compliant? National standards will get rid of any anomalies- good for everyone.

Q26. What would be the best approach for determining the content of national standards?

Standards should be based on safety considerations (roadworthiness, personal safety and probity). Also consider the Well-being of Future Generations Act and ensure environmental standards are applied. Should we be moving to electric vehicles for taxi and private hire?

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

You have exhausted my imagination!m

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

We should be moving towards national standards and licensing ASAP but meanwhile yes -revoke licenses for failing to comply with local authority standards in any area the taxi is operating in, not just where it was licensed.

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

Very much depends on the seriousness of the offence - unroadworthiness, violence, racial and sexual offences, dishonesty, serious driving offences - I would revoke the license. 31mph in a 30mph zone, one off parking issue? Possibly a warning.

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

Can't think of any.

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Comments:

Absolutely essential for protection of users, general public and owners/drivers. Should be shared across UK too.

Q35. Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Comments:

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

I think I've already covered this.

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

Isn't that covered in Welsh language legislation?

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

I'm losing the will to live.

Q38. 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:

Can't think of any.

Submit your response

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Name

Organisation (if applicable) -

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No Response

REFERENCE WP526

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

1 national body for consistency, planning and ticketing.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

N/a

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

No Response

Q6. Is the proposed division of national and regional functions appropriate?

No

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

Trains so it is seamless to travel

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes

Q16a. In what circumstances do you think this would be appropriate?

Q16a. In what circumstances do you think this would be appropriate?

No Response

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

There shouldn't be a deregulated market.

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

Yes

In what circumstances do you think this would be appropriate?

There shouldn't be a deregulated market.

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

There shouldn't be a deregulated market.

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

No. Everyone should have free transport whatever age they are.

Q19. Do you agree that an incremental change is the most appropriate method?

No Response

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

No Response

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Yes

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Yes

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q40. Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

Integrated ticketing between buses and trains is essential.

Submit your response

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Name

Organisation (if applicable) -

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Keep my response anonymous

REFERENCE WP537

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

Not sure

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

Not sure

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

Seems a good idea

Q6. Is the proposed division of national and regional functions appropriate?

Yes

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

Coordination with rail will help

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Seems a good idea

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

No Response

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

Yes

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes

Q16a. In what circumstances do you think this would be appropriate?

By use of an arms length company like Cardiff Bus

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

Yes

Q17a. In what circumstances do you think this would be appropriate?

Any

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No idea

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Yes

Q19. Do you agree that an incremental change is the most appropriate method?

Yes

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

No Response

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Comments:

They should be a high standard, such as that of cardiff council, with local authorities able to make additional requirements if necessary.

Q23. Are there any matters which you would like to see contained in any national standards?

Yes. Btec in taxi driving, advanced driving test, medical, drb and a local knowledge test appropriate to the local authority. A passenger has the right to expect a professional, knowledgable driver. Also conformity in how the licence plates look, and consistency in the cars allowed.

Also there should be a code of practice for operators.

And a clear and consistent appeal process for suspension of licence.

Q24. Are there any matters which you think should be excluded from any national standards?

The local element. If a driver wishes to work in a different local authority, they need to pass any additional requirements for a permit to work there.

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

Lack of welsh government listening to drivers.

Q26. What would be the best approach for determining the content of national standards?

Mirroring cardiff council's requirements. They are fair and ensure a high quality service for passengers. As well as ensuring that cardiff drivers are ambassadors for the city.

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

There's nothing about cctv or darkened glass. Or standards for operators.

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

As long as there is a robust and impartial appeals process.

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Comments:

Of course they should.

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

N/a

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Comments:

N/a

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

N/a

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

Comments:

Local licencing is the keystone to public safety.

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

Yes

Comments:

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

They do a great job, but are undermined by current legislation.

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

There are so many. Will just list for now.

Cross bordering
Code of conduct for operators
Public safety
Cctv
Appeal process for drivers
Recognition that it is a professional job and difficult and dangerous at times
The self employed nature of the work
Disability access

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No idea

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No idea

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

What does this question mean?

Q38. 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:

See answer to qu 35.

In addition, I don't think this consultation has been particularly well run, with many interested parties excluded, especially those most effected by the legislation such as taxi drivers and disabled people.

I attended one of the open sessions at Llandrindod wells with a wheel chair user and the room was completely inaccessible. It took over 30 minutes to assess the room. How that fits with the Welsh government's adoption of the Social Model of Disability is beyond me...

Submit your response

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

Name

Organisation (if applicable)

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

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

No Response

REFERENCE WP538

Improving public transport

Q1. Do you agree that it is important for local authorities to work together with regard to local bus services?

Yes

Q2. Please provide comments on the proposed organisational structures. Which is your preferred option and why?

Preferred option B to maintain local knowledge of issues with public transport, but with the oversight of a national board to keep a consistent approach.

Q3. Is there another organisational structure for the JTAs that we should consider? Please explain your answer.

No Response

Q4. Do you have any comments on the proposal that the Welsh Ministers should be represented on a JTA or any committees of a JTA?

No Response

Q5. Do you have any comments on the proposals that the Welsh Ministers should have powers to issue guidance and directions, and to intervene where a JTA is failing to exercise its functions effectively?

Seems sensible

Q6. Is the proposed division of national and regional functions appropriate?

No Response

Q7. Should any other transport functions be transferred to a JTA? Please explain your answer.

No Response

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Q8. Do you think that legislation is required to secure the benefits of enhanced partnership working? Please explain your answer to this question.

Yes

Comments:

These need to be mandated to be effective in practice

Q9. Do you agree with our proposals for EQPs, in particular the proposed process for developing and making EQPs?

Yes

Q10. Do you think that the proposed scheme provides a more workable option for the franchising of local bus services?

Yes

Q11. Do you think there should be a requirement for the assessment to be subject of to an independent audit? Please explain your answer.

No Response

Q12. Do you have any other comments on the proposed process for franchising?

No Response

Q13. Do you have any comments in relation to the proposals for the issuing of permits in circumstances where franchising arrangements are in place?

No Response

Q14. Do you agree that as part of any arrangements to let franchise contracts, specific consideration should be given to how SMEs can be enabled to be involved in the procurement process?

Yes

Q15. What transitional arrangements should be considered in order to ensure that bus services are not compromised during the process of preparing to franchise?

No Response

Q16. Do you think that local authorities should be able to run bus services directly (i.e. in-house services)?

Yes, if this is actually feasible for a local authority. This sounds good in theory where no company bids for a route but whether a LA with no experience in this area will deliver a suitable service is presumably not known.

Q16a. In what circumstances do you think this would be appropriate?

If no commercial bus company is willing to (cost effectively) run a route that has been identified as important.

Q16b. What, if any, safeguards do you feel ought to be put in place with in-house services to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q17. Do you think that local authorities should be able to set up arms length companies to operate local bus services?

Yes

Q17a. In what circumstances do you think this would be appropriate?

No Response

Q17b. What, if any, safeguards do you think should be put in place with arms length bus companies to ensure that no operator local authority has an unfair advantage in a deregulated market, and why?

No Response

Q18. Do you agree with the Welsh Minister's proposal to align entitlement to a mandatory concessionary fares pass with a woman's pensionable age?

Yes, with this increasing year on year.

Q19. Do you agree that an incremental change is the most appropriate method?

Yes, but the pace could be quickened.

Q20. Do you agree with our proposal to require the release of open data on routes, timetables, fares and tickets?

Yes

Q21. Do you agree with our proposal to enable local authorities to have the power to obtain information on services which are to be cancelled or varied, and where appropriate, disclose this information as part of tendering process?

Yes

Part 2 – Taxis and private hire vehicles (PHV)

Q22. Do you agree with our proposal to introduce national standards which will apply to all taxis and PHVs in Wales?

Yes

Q23. Are there any matters which you would like to see contained in any national standards?

No Response

Q24. Are there any matters which you think should be excluded from any national standards?

No Response

Q25. What practical obstacles might there be to setting common national standards for both taxis and PHVs?

How will this work in border areas, particularly Powys, where English and Welsh firms may cover the same areas?

Q26. What would be the best approach for determining the content of national standards?

No Response

Q27. Please provide any other comments or proposals around national standards that were not covered in the above questions.

No Response

Q28. Should a local authority be able to revoke or suspend a licence relating to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q29. Should a local authority be able to issue a lesser sanction in relation to any vehicle operating in its area, even if it did not issue the original licence?

Yes

Q30. Please provide any other comments or proposals around enforcement that were not covered in the above questions.

No Response

Q31. Do you agree with our proposal to create a database or make other arrangements for relevant safeguarding information to be shared?

Comments:

Unsure if a national database is proportionate. Safeguarding information should definitely be shared if an incident is identified however.

Q32. Please provide any other comments or proposals around information-sharing that were not covered in the above questions.

No Response

Q33. Do you agree with our proposal to redirect all of the existing taxi and PHV licensing functions away from local authorities and into a national licensing authority (Option A)?

No Response

Q34. Do you think that local authorities should continue to have responsibility for taxi and PHV licensing (Option B)?

No Response

Q35. Please provide any other comments or proposals around responsibility for taxi/PHV licensing that were not covered in the above questions.

No Response

Q36. We would like to know your views on the effects that the legislative proposals set out in this paper would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English.

No Response

Q36a. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q37. Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

Q38. 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:

The transport authorities would ideally have powers to ensure development plans (e.g. new housing, new hospitals, large workforces) are aligned with existing transport routes or that these routes are planned alongside the development.

Submit your response

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

Name

Organisation (if applicable) -

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

Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

Keep my response anonymous