



Regional Bus and Community  
Transport Strategy  
November 2013

# Regional Bus Network Strategy

- Bus services, whether provided commercially or supported by the Welsh Government or local authorities.
- Community Transport and Demand Responsive Transport (DRT) services meeting local transport needs provided on a non-for-profit, and usually on a demand-responsive, pre-booked basis. This can include car schemes, dial-a-ride minibus services and registered community bus services. These can be fixed, semi scheduled or demand responsive, fully flexible services delivered by the 3rd sector on a non-for-profit basis enabling providers to fill gaps in the local transport network.
- Other demand responsive transport includes taxis and private hire vehicles, which are run by commercial organisations.

# Wales Transport Planning Framework

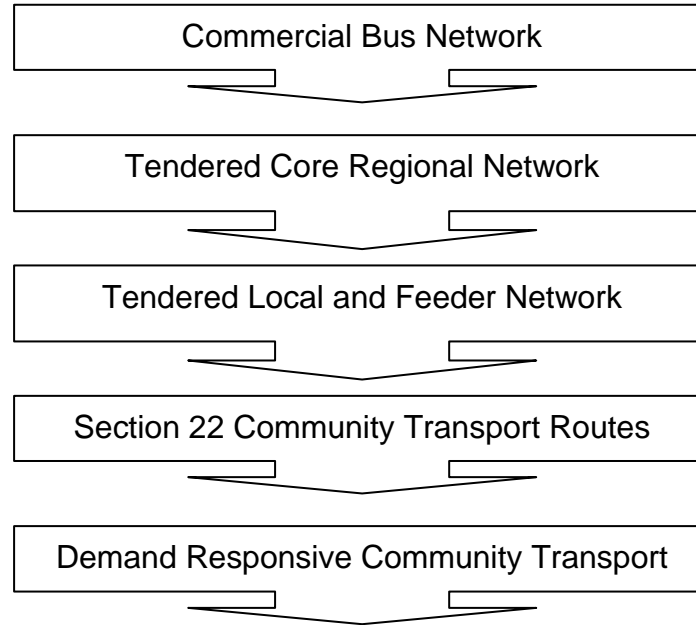


# Network Strategy Contents

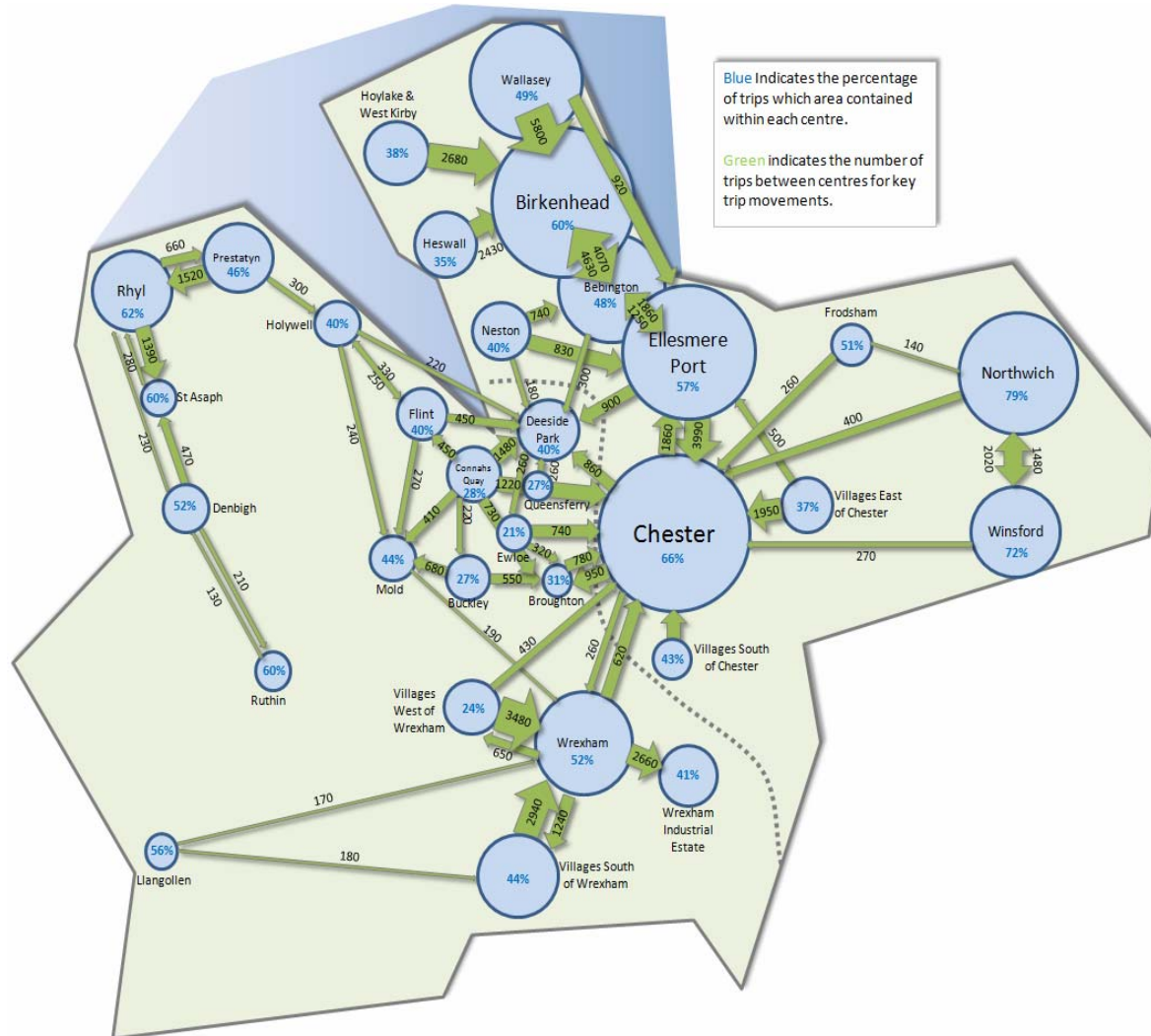
The Network Strategy has five strands:

- Network Coverage
- Vehicles
- Infrastructure
- Network Performance
- Stakeholder Engagement.

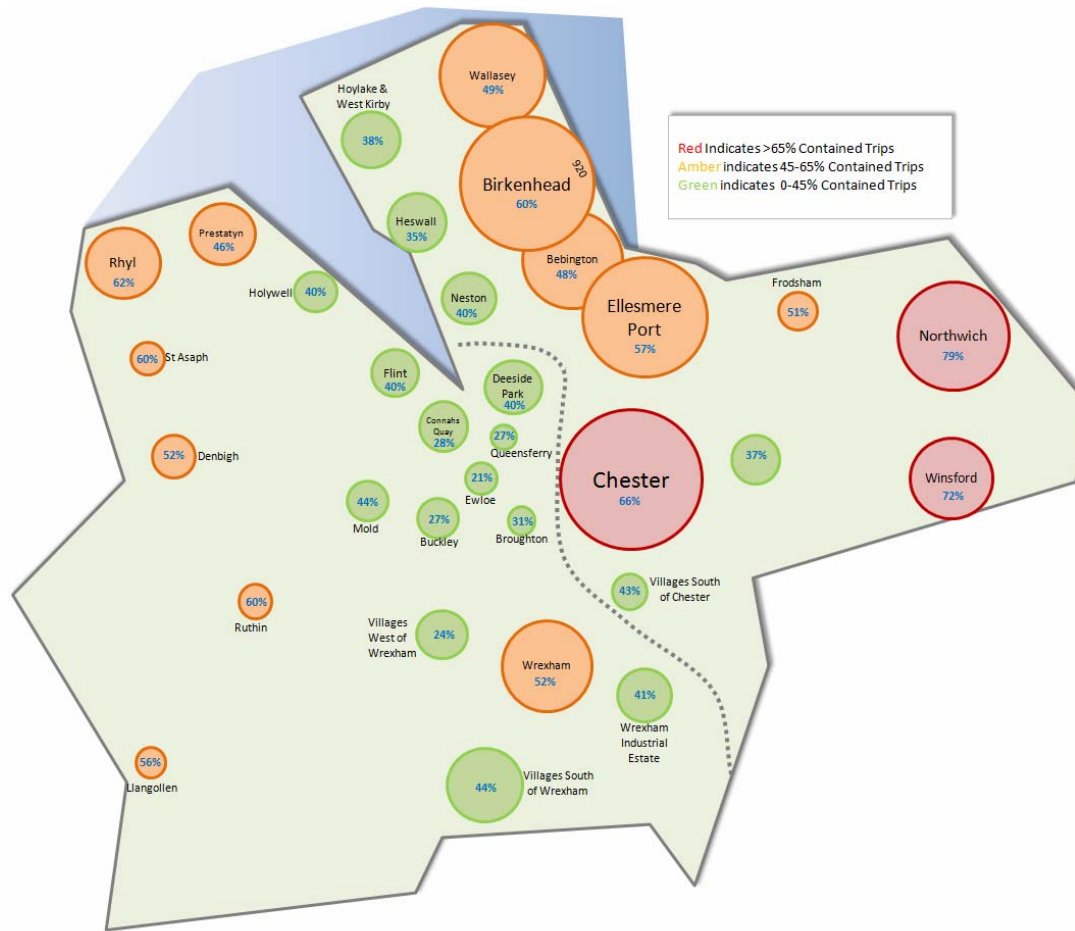
# Regional Passenger Transport Hierarchy



# Journey to Work Analysis - Key Flows (2001 Census)

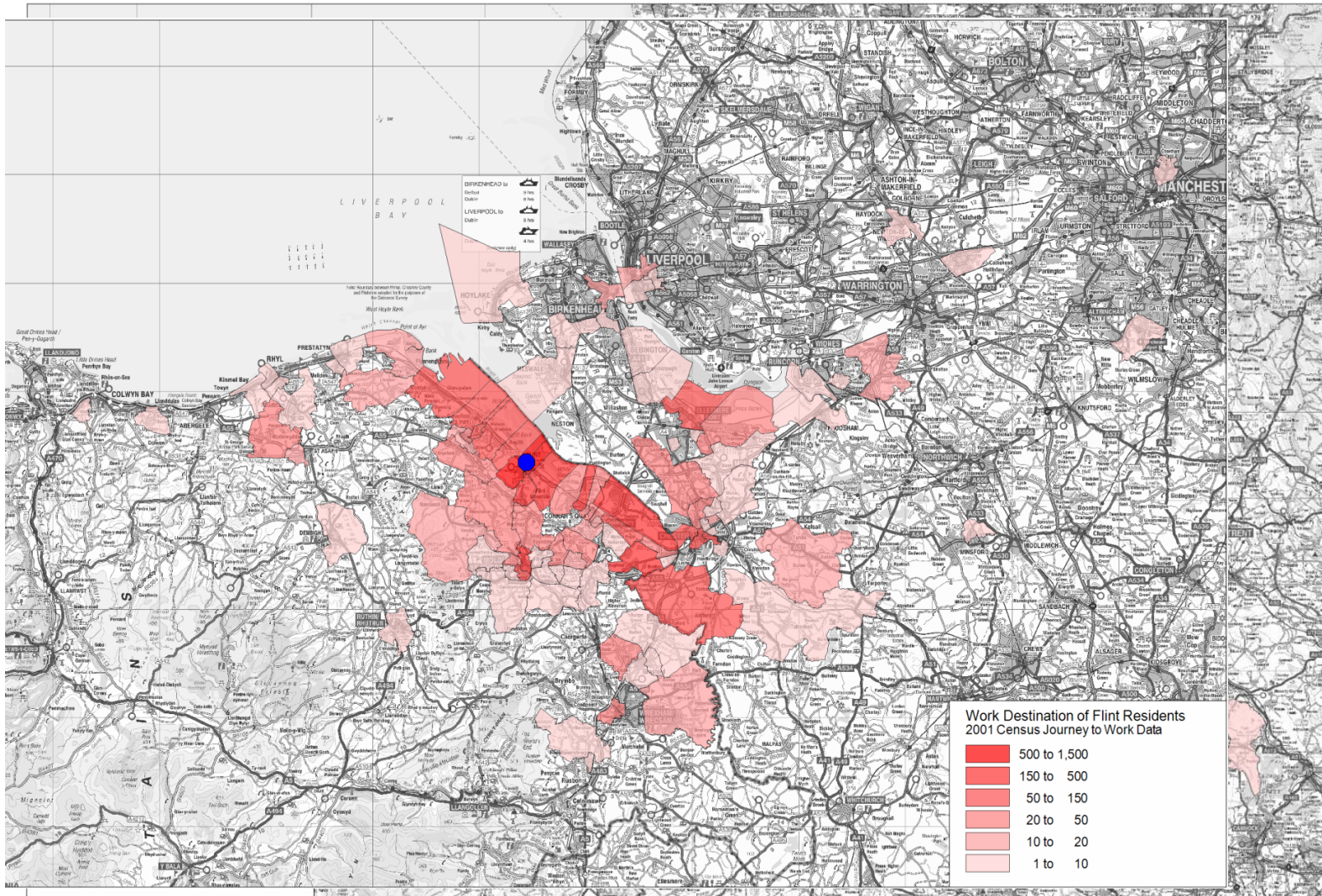


# Journey to Work Analysis – Containment (2001 Census)



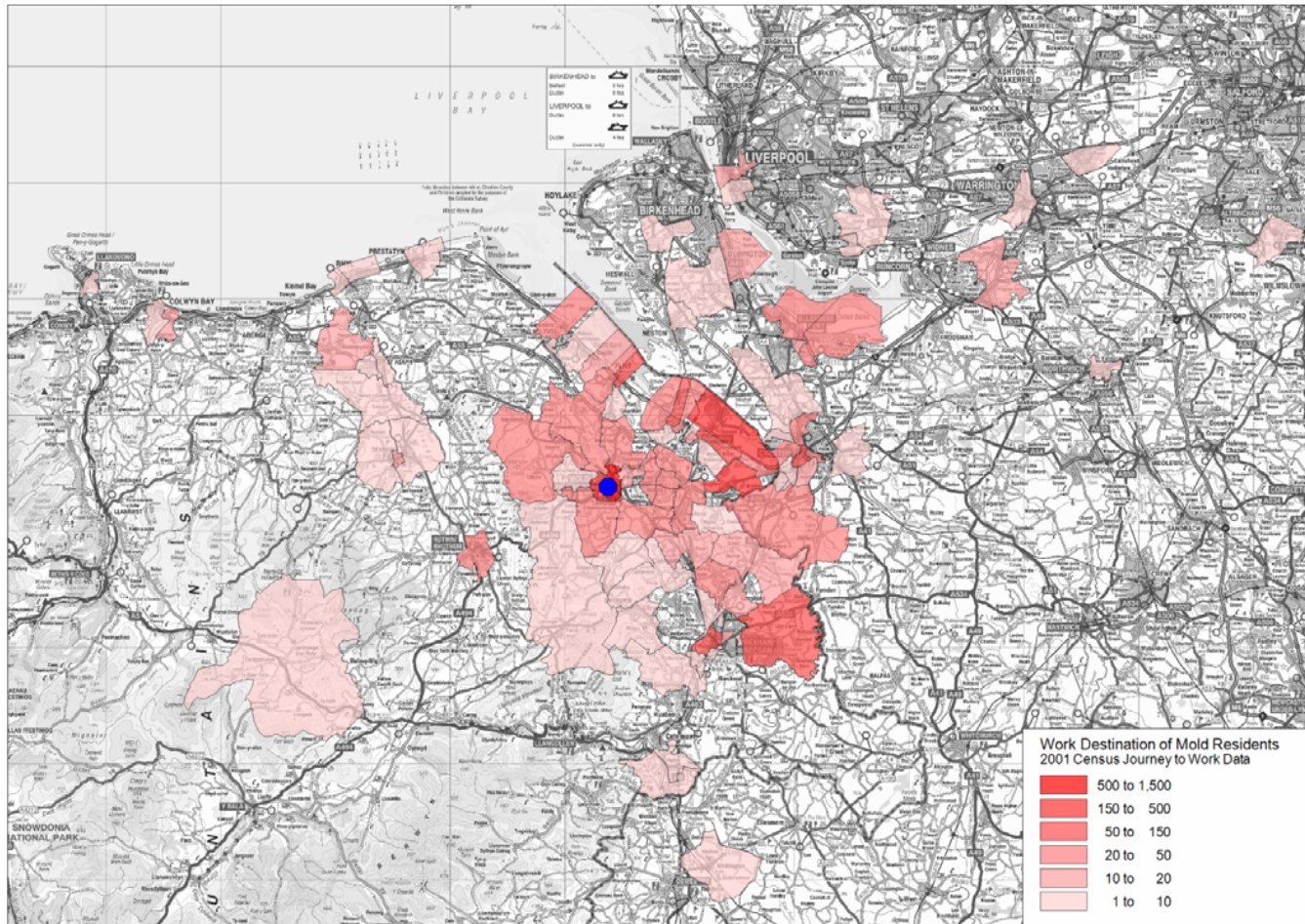


# Journey to Work Analysis – Flint O-D Pairs (2001)

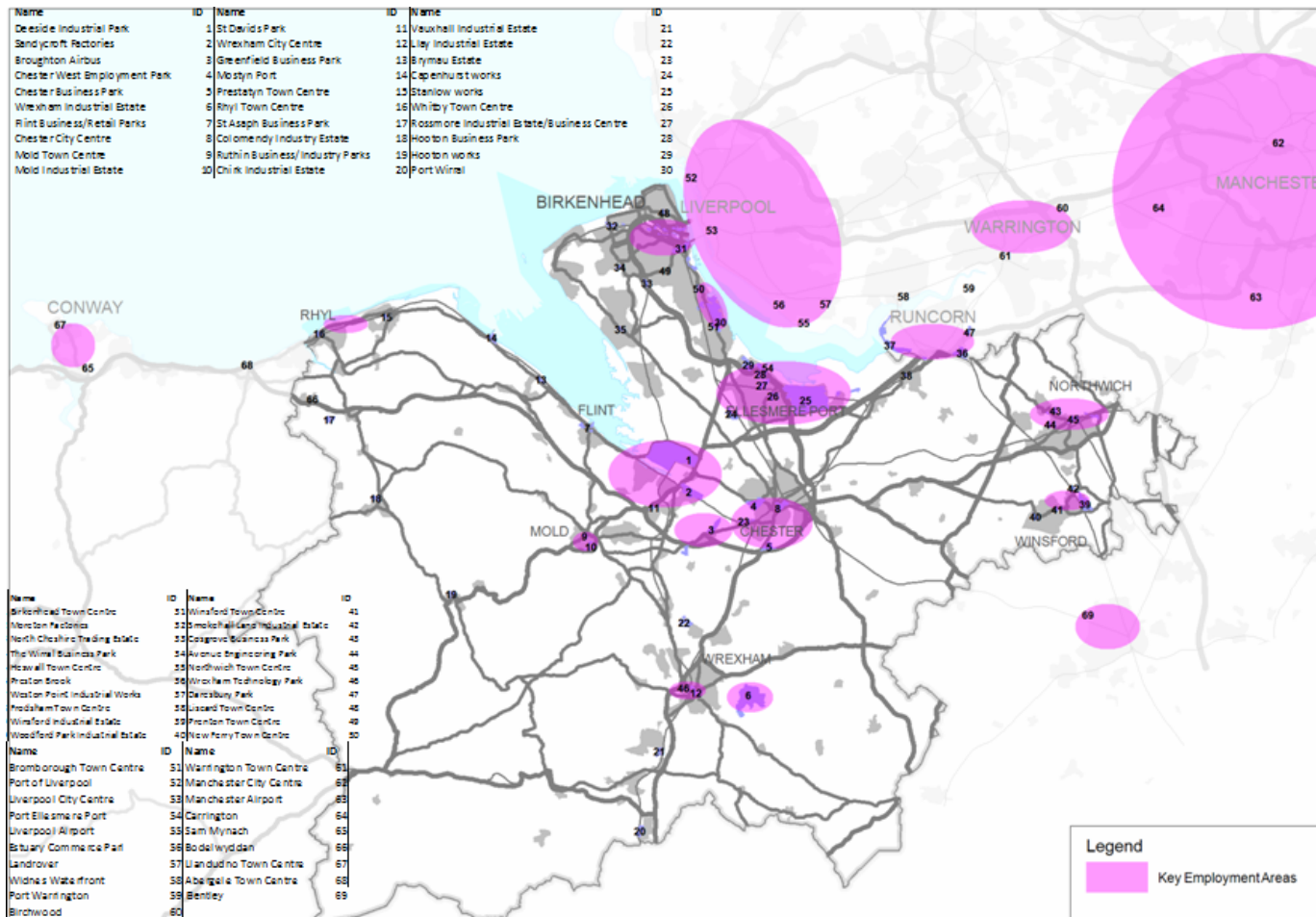




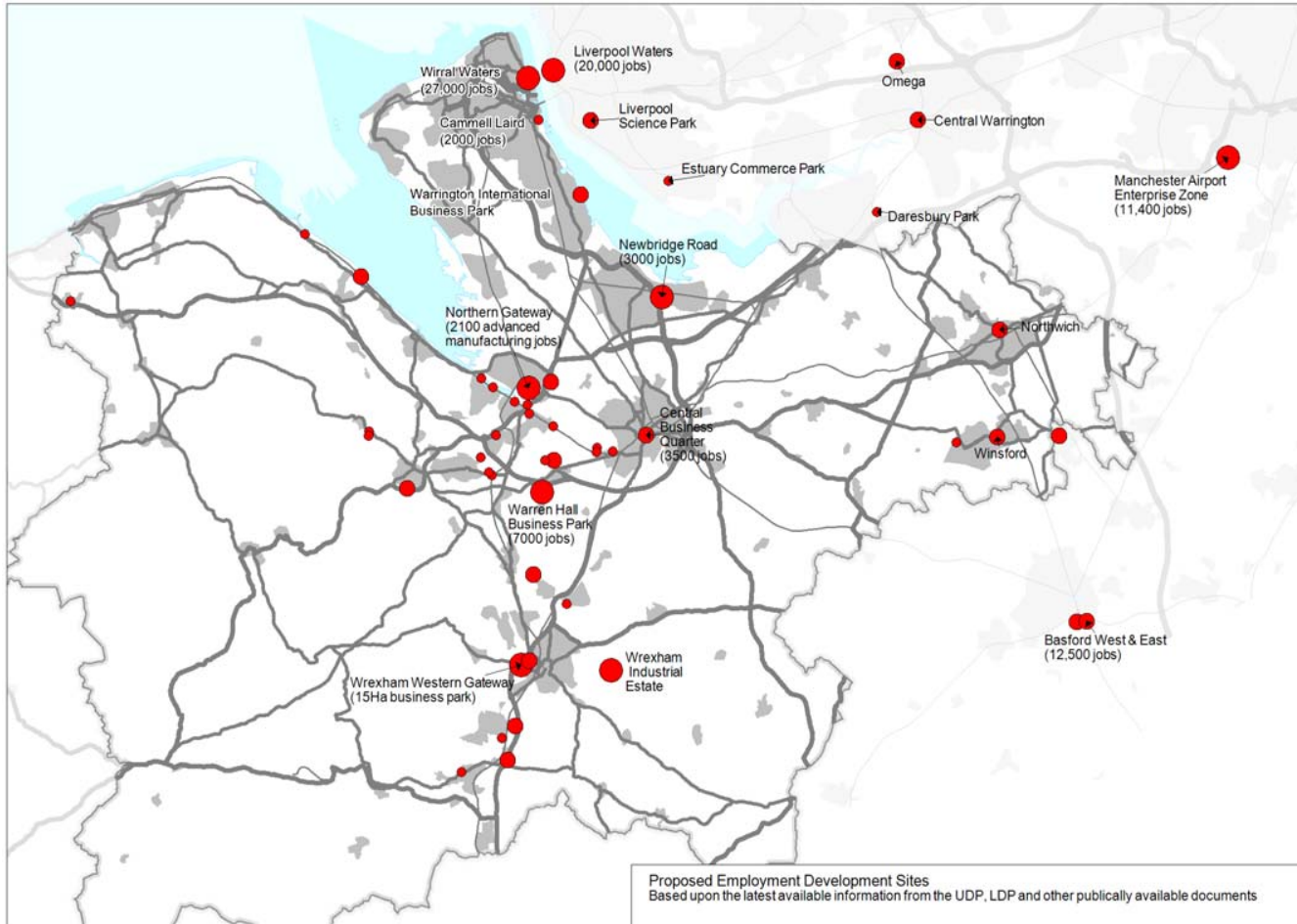
# Journey to Work Analysis – Mold O-D Pairs (2001)



# Key Employment Areas – Wider Region

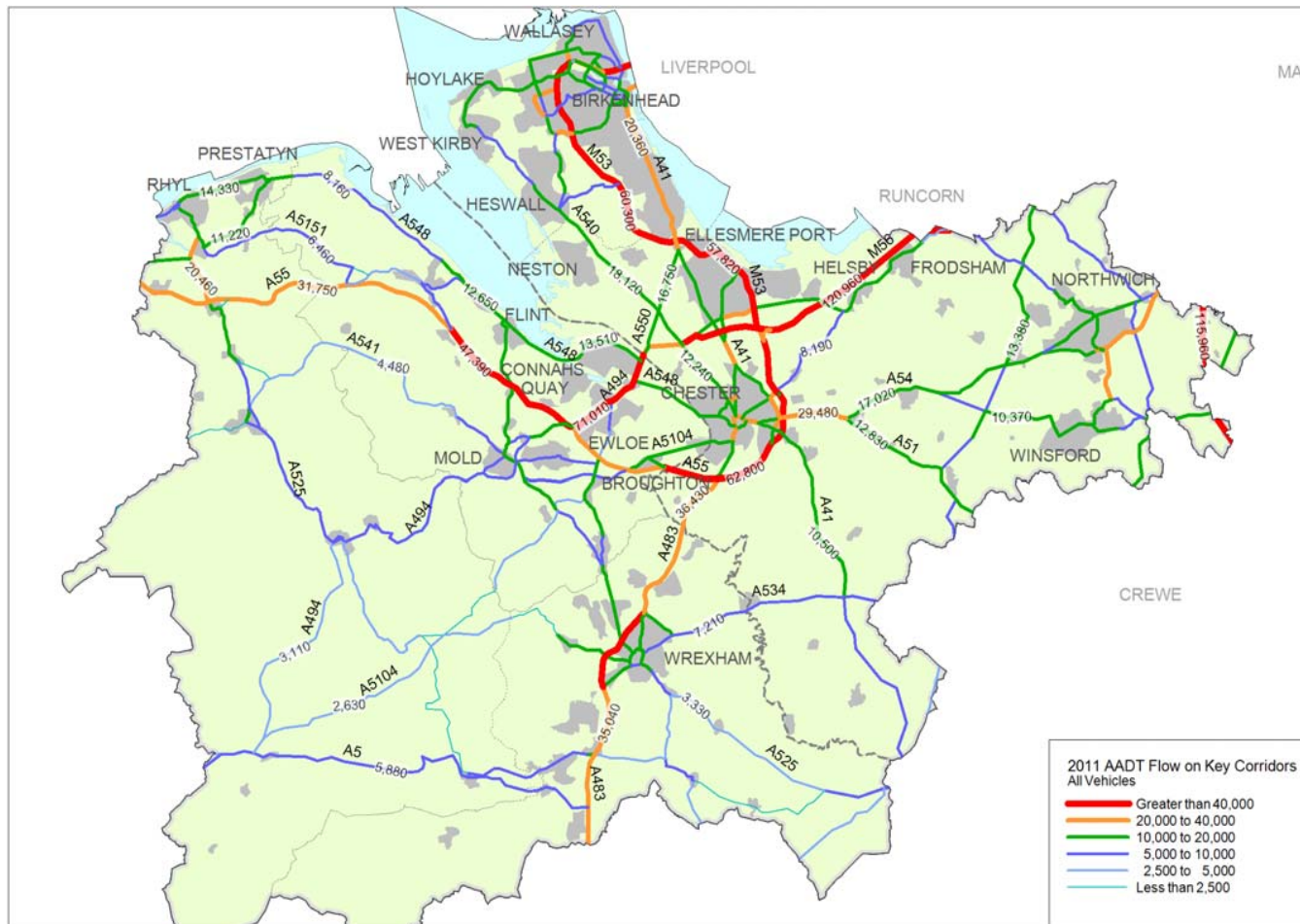


# Employment Growth Areas

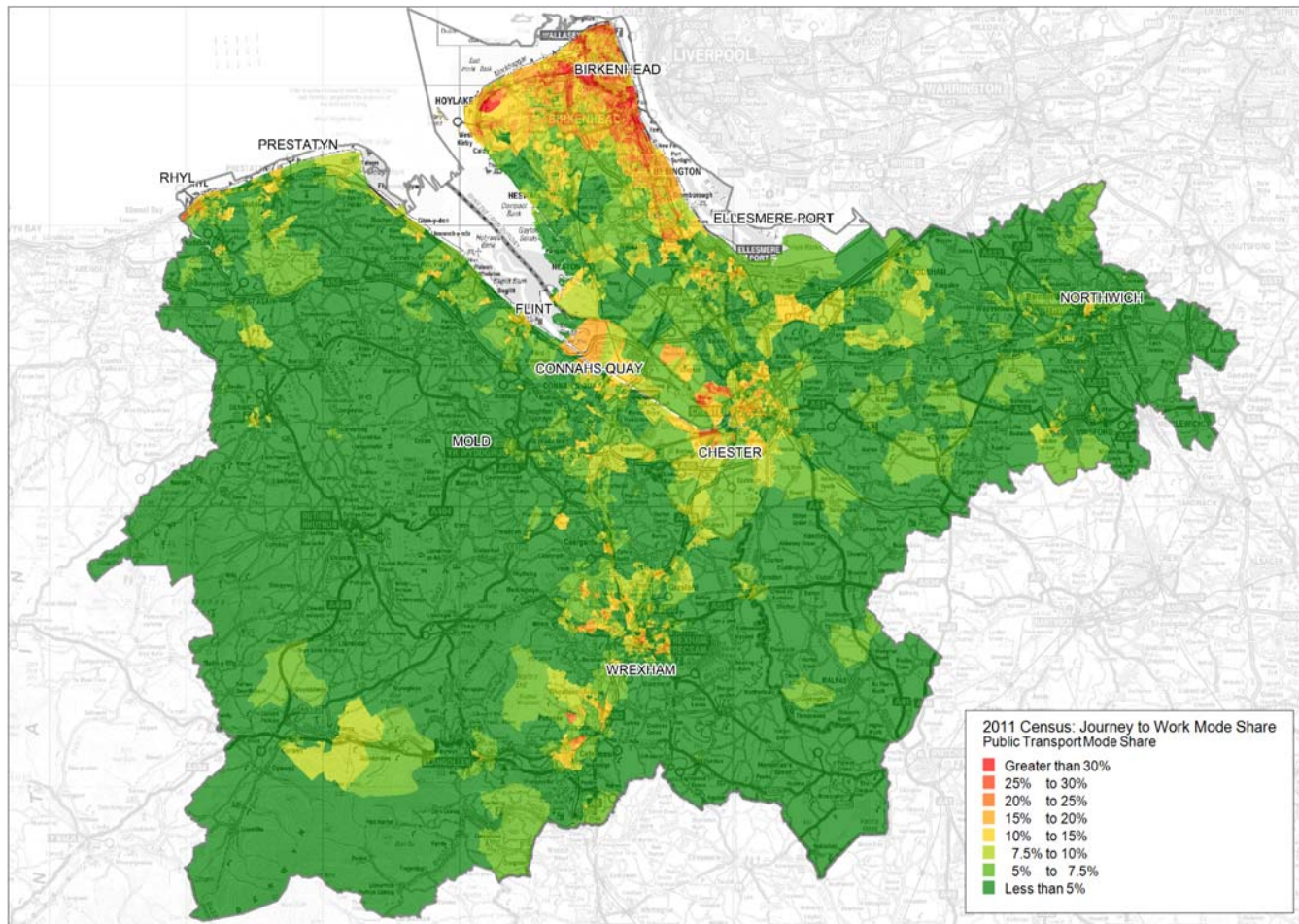




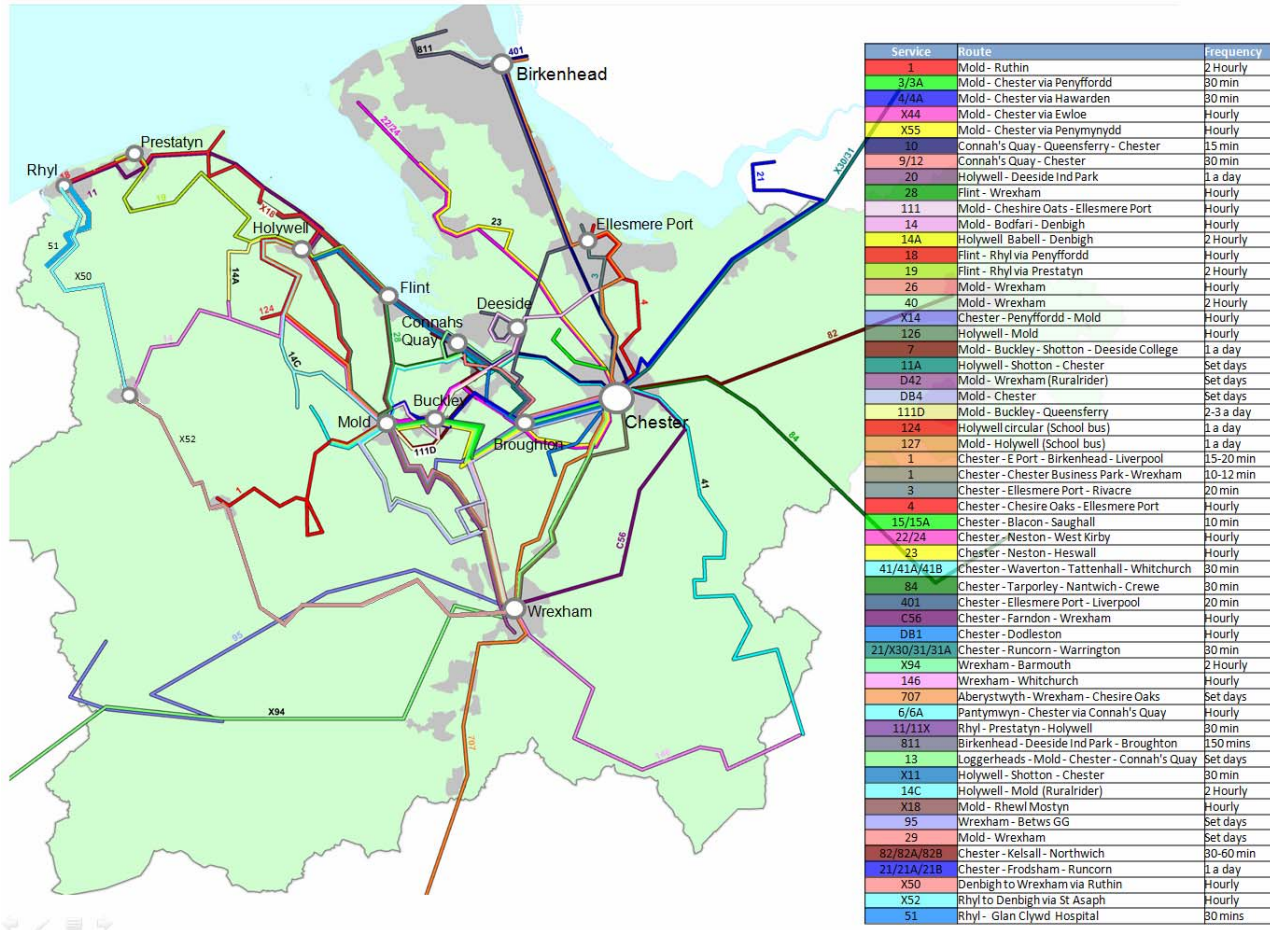
# Average Annual Daily Traffic (2001)



# Journey to Work – Public Transport Mode Share (2011)

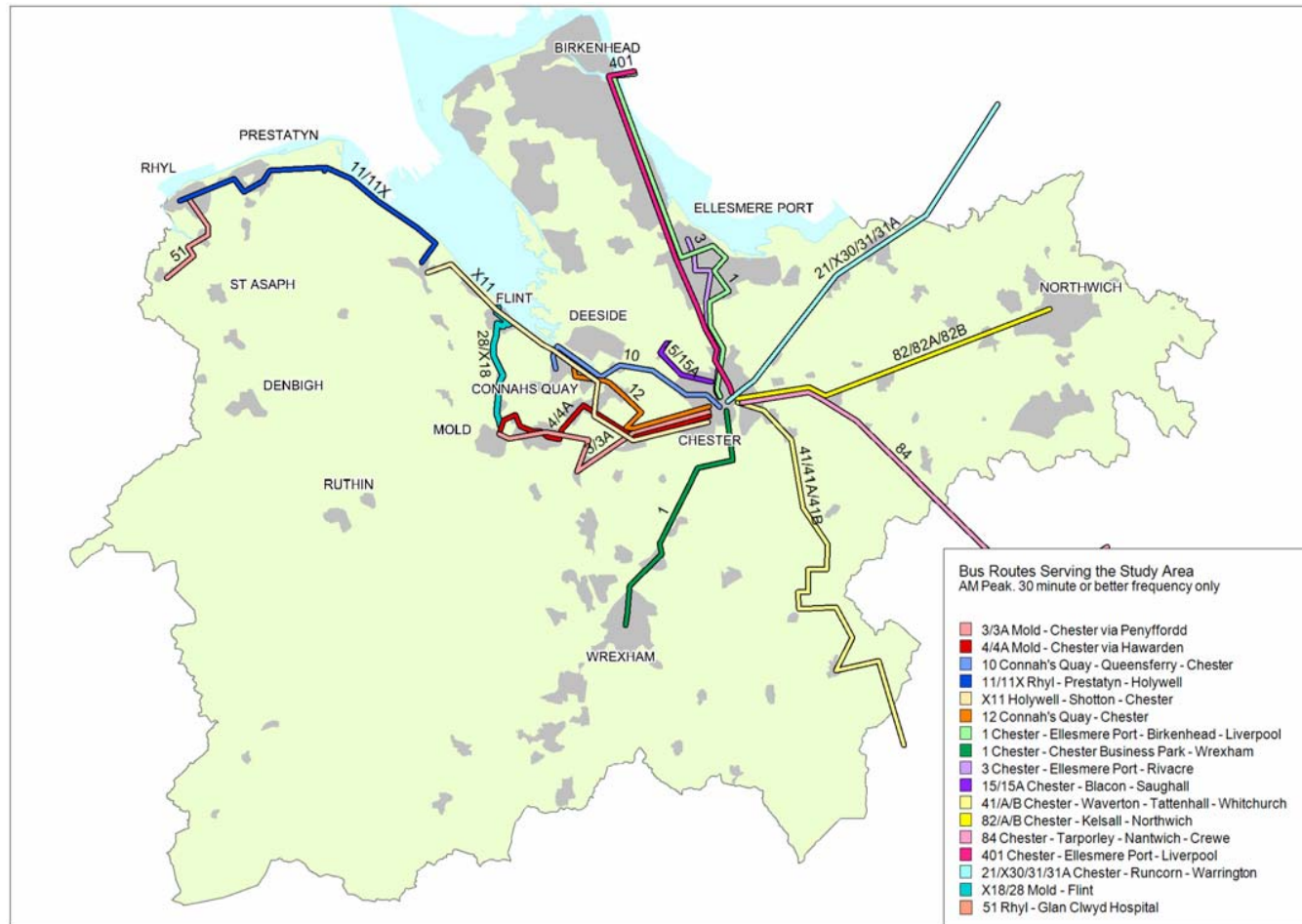


# Bus Routes Connecting Key Centres



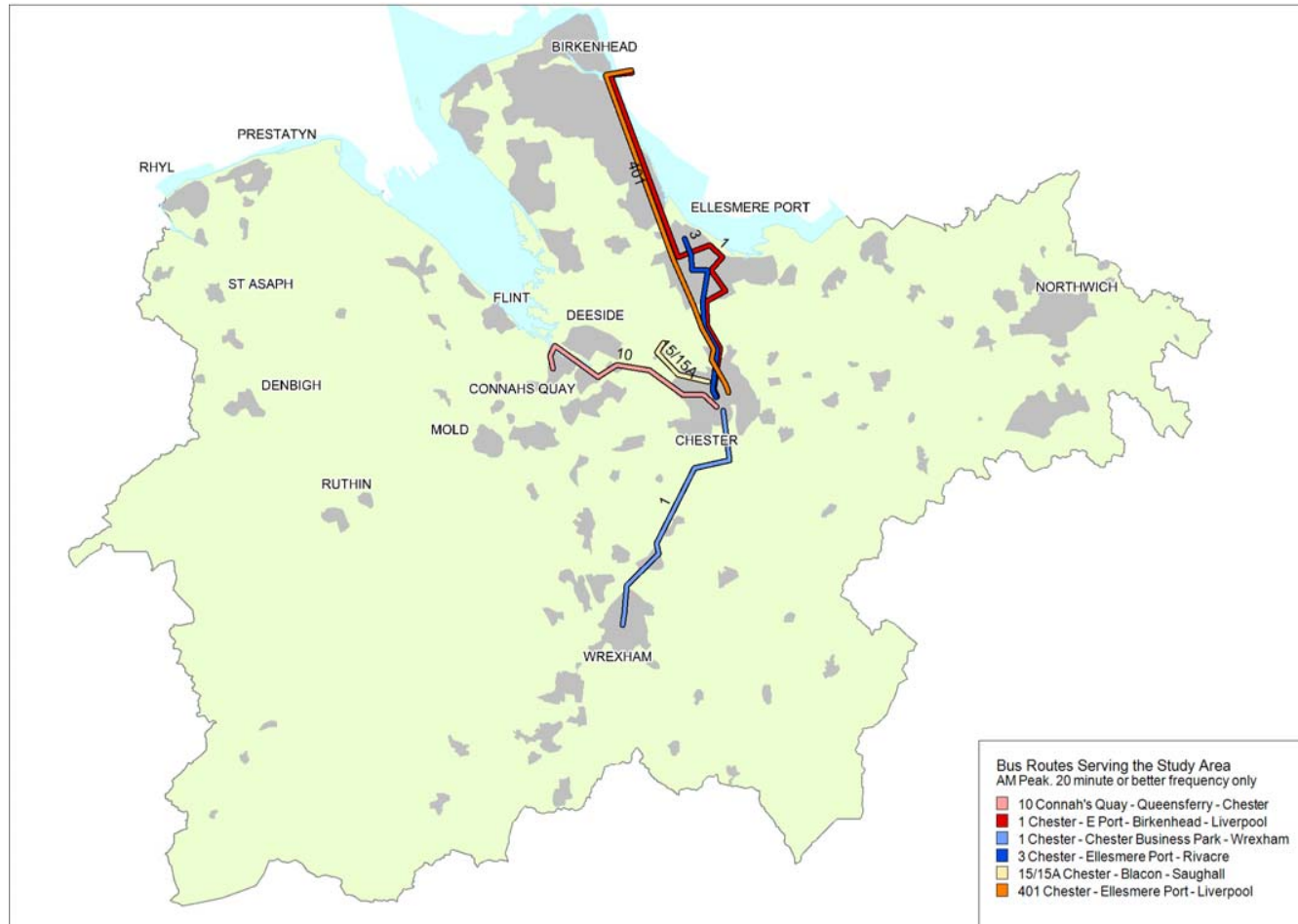


# Bus Routes Connecting Key Centres – Frequency $\leq$ 30mins





# Bus Routes Connecting Key Centres – Frequency $\leq$ 20mins



# Car / Public Transport Journey Time Comparison

Destination Origin	Deeside Industrial Estate (CH5 2NU)	The Heath, Runcorn (WA7 4NF)	Manchester City Centre (M1 4HD)	Manchester Airport	Birchwood, Warrington (WA3 7PG)	Liverpool City Centre (L2 2ET)	Liverpool Airport	Chester City Centre (CH1 2HU)	Chester Business Park (CH4 9OT)	Ellesmere Port (CH65 8AD)	Welsh Govt, Llandudno Jctn. (LL31 9RZ)	Bentley Motors, Crewe (CW1 3PL)	Broughton Airbus (CH4 0DR)
Mold (CH7 1AP)	00:33 Bus - 0 changes	02:24 Bus / Train - 2 changes	02:26 Bus / Train - 1 change	02:51 Bus / Train - 2 changes	02:12 Bus / Train - 3 changes	01:46 Bus / Train - 1 change	02:19 Bus / Train - 3 changes	00:50 Bus - 0 changes	00:38 Bus - 0 changes	00:55 Bus - 0 changes	02:11 Bus / Train - 1 change	02:07 Bus / Train - 2 changes	00:29 Bus - 0 changes
Flint (CH6 5AD)	00:43 Bus - 1 change	01:31 Bus / Train - 1 change	01:44 Train - 1 change	01:59 Train - 3 changes	01:19 Bus / Train - 2 changes	01:22 Train - 1 change	01:56 Bus / Train - 3 changes	00:35 Train - 0 changes	00:50 Bus / Train - 1 change	01:05 Bus - 1 change	01:02 Train - 0 changes	01:23 Bus / Train - 1 change	00:36 Bus - 0 changes
Rhyl (LL18 1BA)	01:25 Bus / Train - 1 change	01:46 Bus / Train - 1 change	02:00 Train - 1 change	02:15 Train - 3 changes	01:34 Bus / Train - 3 changes	01:32 Train - 1 change	02:12 Bus / Train - 3 changes	00:51 Train - 0 changes	01:06 Bus / Train - 1 change	01:37 Bus / Train - 2 changes	00:43 Train - 0 changes	01:36 Train - 1 change	01:46 Bus - 1 change
Denbigh (LL16 3PF)	02:17 Bus / Train - 2 changes	02:38 Bus / Train - 2 changes	02:44 Bus / Train - 1 change	03:06 Bus / Train - 3 changes	02:26 Bus / Train - 3 changes	02:29 Bus / Train - 2 changes	03:10** Bus / Train - 4 changes	01:58 Bus / Train - 1 change	02:00 Bus - 2 changes	02:29 Bus / Train - 3 changes	01:31 Bus - 1 change	02:41 Bus / Train - 3 changes	02:01 Bus / Train - 2 changes
Queensferry (CH5 1SX)	00:12 Bus - 0 changes	01:58 Bus - 2 changes	01:51 Train - 1 change	02:06 Train - 3 changes	01:26 Bus / Train - 2 changes	01:27 Train - 1 change	01:50 Bus / Train - 2 changes	00:34 Bus - 0 changes	00:48 Bus - 1 change	00:25 Bus - 0 changes	01:24 Train - 0 changes	01:35 Bus / Train - 1 change	00:17 Bus - 0 changes
Ellesmere Port (CH65 8AD)	00:31 Bus - 0 changes	01:20 Bus - 1 change	01:35 Train - 1 change	01:57 Coach - 0 changes	01:22 Train - 1 change	00:52 Train - 0 changes	01:23 Bus / Train - 1 change	00:34 Bus - 0 changes	00:58 Bus - 1 change	- -	01:53 Train - 1 change	01:49 Bus / Train - 2 changes	01:03 Bus - 1 change
Wrexham (LL12 8LD)	01:25 Bus - 2 changes	02:02 Bus / Train - 2 changes	02:00 Bus / Train - 1 change	02:39 Bus / Train - 2 changes	01:50 Bus / Train - 3 changes	01:41 Bus / Train - 1 change	02:27 Bus / Train - 3 changes	00:45 Bus - 0 changes	00:27 Bus - 0 changes	01:29 Bus - 2 changes	02:01 Bus / Train - 1 change	01:45 Bus / Train - 2 changes	00:52 Bus - 1 change
Frodsham (WA6 7AB)	01:14 Bus / Train - 2 changes	01:29 Bus - 1 change	00:58 Train - 0 changes	01:37 Train - 1 change	00:44 Bus / Train - 2 changes	01:28 Bus / Train - 1 change	01:08 Bus - 2 changes	00:36 Bus - 0 changes	00:49 Bus / Train - 1 change	00:42 Bus - 0 changes	01:30 Train - 0 changes	01:29 Bus / Train - 1 change	01:03 Bus / Train - 1 change

# Key Issues for Public Transport

- **Limited cross-border ticketing** and **requirement for interchange** on many key origin-destination pairs, combined with issues associated with multiple operators limits potential costs savings from public transport.
- **Lack of a single dedicated source of information on transport and travel** across the sub-region and variability in where and how tickets can be purchased and **inconsistencies in ticketing eligibility** between operators and between modes.
- Despite some progress towards enhanced integration of ticketing (e.g. North Wales Rover), there remains a **complex array of ticketing options for journeys** within the study area and the options do not always support access to key areas of employment.
- Whilst there is a good network of Park & Ride services serving the Chester Urban Area, this is not currently extended to other town and city centres, strategic employment sites and other significant traffic generators.

## Next Steps

- Consultation ended October 4<sup>th</sup>
- Final Strategy end November
- Approval December 2013
- Submission to Welsh Government January 2014
- Annual Implementation / Delivery Plans

Any Questions?