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RURAL TRANSPORT EXPERIMENTS: THE WELSH SCHEMES

A report by the Dinefwr Rutex Working Group

Any views expressed in this Report are not necessarily those of the
Department of the Environment, the Department of Transport or of the Welsh Office

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PREFACE

The Rural Transport Experiments (RUTEX) were initiated by the Government to test on the ground what could be done to help rural communities. The experimental programme was designed to include a wide range of rural transport schemes, of which some would operate within the public service vehicle licensing code (as it was before the Transport Act 1978), and others would operate under the provisions of the Passenger Vehicles (Experimental Areas) Act 1977, which permitted temporary modification of licensing in designated experimental areas.

The experimental programme is being conducted under the general guidance of a national Steering Committee under the chairmanship of the Parliamentary Under Secretary of State for Transport and including Ministers from the Scottish Office, the Welsh Office, and representatives of local authorities, bus operators, unions and other bodies concerned. This committee selected four local authority areas in Great Britain – Devon, North Yorkshire, Dyfed and Strathclyde – for the experiments, and local Working Groups, similar in composition to the Steering Committee, were convened to select particular experimental sites, and plan, implement and monitor experiments. All the experiments are being financed by Central Government, with the Transport and Road Research Laboratory acting in a co-ordinating role and giving technical advice to the Steering Committee and all four Working Groups.

This report, which was made to the Steering Committee by the Dinefwr Working Group (whose membership is listed in Appendix 1) describes the planning, implementation and operation of the services in the Dinefwr district of Dyfed. It is one of a series of reports by Working Groups on individual experiments. When the experiments are completed, they will be assessed collectively on a comparative basis, and the results of this assessment will be reported. All these reports will be published by the Transport and Road Research Laboratory.

The chairman of the Dinefwr Working Group wishes to acknowledge the contributions of Dyfed County Council, the Post Office, Thomas Bros of Llangadog, Castle Garages of Llandovery, and the Women's Royal Voluntary Service, particularly Mrs Jill Walden-Jones.

The text of this report was prepared by Mrs Rhian Kooy and A S Dredge, of Transport Policy Division, Welsh Office, and by P F Watts, of the Transport and Road Research Laboratory.

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RURAL TRANSPORT EXPERIMENTS: THE WELSH SCHEMES

ABSTRACT

Three public transport experiments were conducted in Wales as part of the RUTEX programme, all based on Llandovery in Dyfed. This report describes the planning, operational and financial aspects of the experiments. The three schemes complemented each other and existing services, and had the objective of improving transport provision by means of low-cost options making efficient use of existing resources. The three services were as follows:

- i) A postbus served two routes, and operated in typical fashion, providing a service most suitable for shopping and personal business trips. The experimental provision of a two-way Saturday service attracted very little patronage.
- ii) Spare capacity on four schoolbus routes was made available to the public. These routes were only available during term-time, and attracted only a small group of users, but they were able to cater for certain work journeys, and were provided at very low cost.
- iii) A voluntary car service was provided over the whole designated area, organised and operated by the Women's Royal Voluntary Service. The service was free to passengers, but available only for 'essential' purposes. Despite some uncertainty about permissible purposes, the scheme provided a valuable service, and coped economically with dispersed and unpredictable demands.

1. INTRODUCTION

Three public transport experiments were set up in Wales as part of the Government's programme of Rural Transport Experiments (RUTEX). These were: a postbus based on Llandovery, serving routes both to the north-east and south-west, which began operation on 18 July 1977; a voluntary essential car scheme, serving the whole of the experimental area, which started on 1 August 1977; and the use of school buses over four routes, also based on Llandovery, for the carriage of fare-paying passengers, which started on the first day of the 1977 autumn term.

This report gives an account of the operating area and the conditions there before the services started, the planning and setting-up of the services, and operational and financial details of the services during the experimental period.

2. THE AREA

The selection of the Welsh experimental site was based on an objective consideration of some 30 characteristics of population and transport for each Welsh district. This process indicated that the Dinefwr district in Dyfed would be a suitable area for conducting the experiments, and consequently twelve parishes in the northern part of this district were selected as the experimental area.

The area is shown in Figure 1. It covers about 600 km², and contains a total population of some 7,000 people. The population is concentrated in the valley of the River Tywi (which runs from north-east to south-west through the area), particularly in Llandovery (population 2,000), and also in the village of Llangadog (population 1,200).

The population density decreases towards the mountainous north-western and south-eastern boundaries of the area. Statistical information on the population of the area (based on the 1971 census and a household survey* made specifically for RUTEX in 1977) is given in Table 1.

Just over 80 per cent of households in the area have one or more cars. Business, shopping, and medical services are available in Llandovery, and Llangadog contains some general shopping facilities. All other settlements have few facilities.

TABLE 1

Statistics of the Dinefwr experimental area

Area: approx 600 km²
 Number of households: 2802 } (1971 census)
 Population: 7265 }

Population characteristics** (from 1977 survey)
 Age, sex and driving licence

	5-16	17-24	25-44	45-64	65+	Unknown	Total
Male	341 (7)	207 (190)	462 (446)	508 (469)	277 (183)	196	1991
Female	362 (0)	163 (127)	452 (363)	498 (234)	321 (47)	176	1972
Total	703 (7)	370 (317)	914 (809)	1006 (703)	598 (230)	372	3963

(Figures in brackets show numbers with driving licences of any kind. There were a further 10 people for whom neither age nor sex was known.)

Household characteristics**(from 1977 survey)

Households with	
0 car	275
1 car or van	762
2+ cars or vans	398
Motorcycles or mopeds	76
Telephone	905
Telephone within 5 mins walk	1,158
Freezer	872

* The results of this survey will be the subject of a separate report.

** These results are based on information from 1,435 households and 3,973 people aged 5 or over. There were also 210 children under 5. Llandovery was not included.

3. EXISTING PUBLIC TRANSPORT

The main valley through the area was already well served by conventional public transport services, both buses and trains. A railway served stations at Cyngordy, Llandovery, Llanwrda, and Llangadog, offering five return journeys per day on Mondays to Saturdays (but no Sunday services). There were five return bus services per day between Llandovery and Llandeilo (which is well connected with major centres in South Wales), and three between Lampeter and Llandeilo, via Pumpsaint. There were daily buses between Llansawel and Llandeilo, and one per week each from Cilycwm, Rhandirmwyn, and from Cyngordy to Llandovery. Some long-distance services also passed through the area. These existing public transport services are shown in Figure 2.

Although the central valley was well served, provision to the more rural parts of the district was poor. Some parishes had no public transport at all, for example, Myddfai and Llanddeusant, and others had only a limited bus or rail facility.

4. THE EXPERIMENTAL SERVICES

The objective of the experimental schemes was to improve transport facilities, particularly to Llandovery, which is the local centre for shopping, banks, doctors, and so on, and which has connections to more distant places. The schemes would concentrate on serving the areas least well provided for by existing public transport, and as far as possible this was to be achieved by using existing resources. Three schemes were devised:

- i) Two postal services in the area were found to be conveniently routed and timed for conversion to postbus services. They were both based on Llandovery, with one serving an area including Cilycwm and Rhandirmwyn to the north, and the other serving an area, including Myddfai, to the south. Since the possible demand for these services was considered unlikely to warrant a complete daily service on both routes, one vehicle was deployed to cover both the areas. An additional feature of this scheme, introduced after eight months of operation, was to offer a return afternoon service on Saturdays. Postbuses normally offer only one-way Saturday services since there are no afternoon postal collections, and the Saturday morning services are often poorly patronised. It was decided, therefore, that part of the experiment would be to supplement the service with a Saturday return facility, provided by a local conventional bus operator.
- ii) The second scheme was to utilise four existing schoolbus routes. All four routes were provided during term-time by local independent operators, under contract to Dyfed County Council, and followed routes which might offer a useful service if they were made available for use by the general public. Three of the four routes already had some spare capacity.
- iii) The third scheme was to provide a voluntary car service operating throughout the whole of the experimental area. This scheme was to be implemented and run by the Women's Royal Voluntary Service, and would provide free lifts for those with no other means of making 'essential' journeys, whether living in the very remote areas, or in the villages.

These three schemes would greatly improve the public transport services to the remoter parts of the area without involving high costs. All three schemes could be operated under existing legislation. The areas covered by each scheme are shown in Figure 1. Each service was covered by an individual initial publicity campaign, and the services were also included in a set of comprehensive area timetable booklets produced by the Welsh Office in the autumn of 1978. Booklets were produced for each main settlement in the experimental area, and included not only all local public transport services, but also details of long-distance facilities.

5. LLANDOVERY POSTBUS

5.1 *Planning and implementation*

Detailed planning and implementation of the postbus services was carried out by the Post Office. To conform with the postmen's agreed rosters six postmen/drivers were required to pass PSV driving tests. Training was undertaken by the Post Office's own instructors, and an 11-seater PSV minibus was obtained. It was agreed that provision of a reserve vehicle would be made by hiring a minibus locally when necessary.

The service commenced operation on 18 July 1977, with a schedule as detailed in Appendix 2. A press notice was issued by the Post Office, and households in the area were sent timetables and explanatory letters. The northern section of the route serves a rural population of some 450, and the southern area about 350. There are services from the northern area into Llandovery on Monday and Wednesday mornings, and from the southern area on Tuesday and Friday mornings. There are return services to both areas on all four afternoons. Each area receives a morning service on alternate Saturdays.

5.2 *Performance*

During the first 15 months of operation a total of 2,094 one-way trips were made on the service, an average of 31 trips per week. There is a seasonal variation in the patronage since the area attracts many summer visitors, and the postbus provides convenient access to a Youth Hostel at Rhandirmwyn. Roughly 30 per cent more passengers have been carried in the summer months than in the winter months (see Figure 3).

A survey of the postbus service was made during March 1978, and repeated during a week in the summer of 1978. The service settled down to a pattern of operation typical of other postbus services¹, being patronised by older age groups, often women, making trips for purposes such as shopping (a sole or combined purpose on four-fifths of trips) or personal business (involved in two-fifths of trips).

Users found it difficult to estimate what they would have done in the absence of the service, but roughly four-fifths of trips would still have been made, many by means of a lift, others by walking, cycling, or using the Friday bus service in the areas where this was available. A survey was also made on the weekly (Friday) conventional bus service from Cilycwm and Randirmwyn, but it appeared that the postbus had little, if any, effect on this service. Operational aspects of the postbus were satisfactory, with punctual operation, and no requirement for the use of a reserve vehicle during the first 15 months of operation. As a result of the surveys, some minor timing alterations were made to the original schedule in order to offer better connections in Llandovery, and the route was also extended to include Myrtle Hill. The only real operational problem has been the accommodation of bulky rucksacks during summer months.

During its early months of operation the service attracted no passengers at all on Saturdays. The Saturday return service (mentioned in the previous section) was provided by a local bus operator, starting in March 1978. However, despite publicity, the service was discontinued in October 1978 after only four passengers had used it. During the same period only one passenger used the Saturday morning postbus service.

5.3 Finance

Postbus services are costed over-and-above the cost of the former mail-only services (the subject of postbus costing is discussed in reference 1). The method of assessing the costs employed by the Post Office in England and Wales presents a statement of initial setting-up costs, followed by statements of quarterly extra operating costs as they are incurred.

5.3.1 Setting-up costs: The detailed figures are shown in Table 2. The purchase of a minibus is subject to a 50 per cent bus grant. Initial costs can normally be written-off over 5 years. After this, a new vehicle will be required, but many of the other initial costs are not repeated.

TABLE 2
Postbus setting-up costs

	£ Postbus (COMMER 11-seater)	£ Van (50 cubic foot)
A. Purchase price of vehicle — Basic	2,280	1,054
B. Purchase price of vehicle — Non-reclaimable VAT	84	77
C. Modifications	100	
D. Delivery charges	23	19
E. PSV Permit	48	
F. PSV Certificate of Fitness	25	
G. Tickets, holders and datestamp	51	
H. Planning costs	615	
J. Administrative costs	263	
K. Publicity costs	37	
L. Training and testing of drivers	520	
	<hr/> 4,046	<hr/> 1,150
M. PO return on outlay	193	
	<hr/> 4,239	<hr/> 1,150
N. Capital grant (50 per cent of 'A')	-1,140	
	<hr/> 3,099	<hr/> 1,150
	<hr/> 1,150	
P. Resultant total cost	<hr/> <hr/> 1,949	

5.3.2 Operating costs: The operating cost of a postbus can be little more than that of the former mail service, since extra vehicle operating costs are off-set by fuel duty rebate, and also by revenue (the fare scales are shown in Appendix 3). Operating results for the service are summarised in Table 3. The marginal operating cost of the service after duty rebates amounted to £6.10 per week, with revenue providing £5 per week, roughly four-fifths of this marginal cost.

TABLE 3
Postbus operating costs (18.7.77–31.12.78)

Total extra operating cost	£755
Fuel duty, and extra VAT, rebates	£291
	£464
Revenue	£373
Deficit	£ 91

An additional experimental cost has been the provision of passenger returns, charged by the Post Office at £4 per month. During the first year there was also an additional cost of training one new driver, of £56.

5.3.3 Saturday return service: The Saturday afternoon return services were operated by Thomas Bros of Llangadog, who were able to provide the services without interfering with their other operations, at marginal cost. The charge for the Rhandirmwyn service was £1.75, and for the Myddfai service £1.00, per journey.

6. THE SCHOOLBUSES

6.1 *Planning and implementation*

Two bus operators in the experimental area were approached concerning existing schoolbus services, and four suitable routes were identified, as illustrated in Figure 1. Routes a, b, and c on the figure were operated by Thomas Bros, and route d by Castle Garages of Llandovery. The vehicles used on routes b, c, and d already had spare capacity (of 10, 15, and 9 seats respectively). The vehicle used on route a was normally full, but the operator agreed to deploy a larger vehicle with 53 rather than 45 seats.

The Education Department of Dyfed County Council approved the proposal for the carriage of the general public on these services, and permits (under Section 30 of the Transport Act 1968) were obtained enabling the schemes to commence with the start of the autumn term in 1977. All services were timed to arrive in Llandovery at 0900, and to depart again at 1600. Fares were set at levels comparable with other stage-carriage services in the area (see Appendix 3). Posters were distributed in appropriate places, and children on the buses were given timetables to take home for their parents.

6.2 *Performance*

Over the first school year (40 weeks, since the service does not operate during school holidays) a total of 930 passenger-trips were made on the four services, as detailed in Table 4 and Figure 4.

TABLE 4
Schoolbus usage

	Total trips in first year (one-way)	Average per week
Route a	155	3.9
Route b	99	2.5
Route c	203	5.1
Route d	473	11.8
Overall	930	23.3

A survey of users revealed that most of these journeys were made by a small group of regular users travelling to work, together with a few passengers travelling for other miscellaneous purposes. During school holidays the passengers resort to such modes as rail, walking and hitch-hiking, or lifts with private motorists.

6.3 Finance

It is appropriate to cost services of this type over-and-above the basic schoolbus route (the situation is comparable to that of postbus services). Since existing resources were being utilised, the cost of initiating the services was very low. For routes b, c, and d, the only extra cost incurred was that of the Section 30 permit, at £12 for each route. For route a, since a larger vehicle was needed, an extra operating cost of £10 per week was required by the bus company.

To off-set any costs, operators became eligible for the fuel duty rebates which are allowable for stage-carriage services, and they also collect some revenue. Table 5 summarises estimates of the operating costs and incomes of the four routes.

TABLE 5
Operating finances (average weekly sums over first year)

Route	Extra operating cost	Estimated fuel duty rebate	Estimated revenue	Estimated balance/deficit
a	£10.00	£7.70	£0.78	-£1.52
b	-	£5.95	£0.35	+£6.30
c	-	£5.78	£0.56	+£6.34
d	-	£3.50	£2.00	+£5.50

7. VOLUNTARY ESSENTIAL TRANSPORT SCHEME (VETS)

7.1 *Planning and implementation*

This scheme was established and operated by the Women's Royal Voluntary Service (WRVS) following the standard WRVS pattern², using a central organiser, a number of village organisers, and voluntary drivers. The scheme was intended to provide a service for those with no other means of transport for making 'essential' journeys, the definition of which was left to the discretion of the village organisers, using standard guidelines. The scheme was operated free of charge to passengers, with drivers recompensed at a standard rate, paid from experimental funds.

Local meetings were held to explain the scheme and recruit volunteers: about 50 drivers have been involved in the scheme. The majority of these are housewives, of all ages, but 14 drivers are retired men, one of whom is also an organiser. All drivers, including the males, are members of the WRVS, and they therefore qualify for the national WRVS group insurance scheme, which for a small premium, covers them against personal injury and any loss of no claims bonus on their own car policies resulting from an accident whilst on WRVS business.

The scheme started operation on 1 August 1977. The organisers receive bookings from passengers, arrange for drivers to make the journeys, and they keep records. Organisers are provided with a full set of local public transport timetables so they can check that no other public service is available for the journey in question. Publicity for the scheme involved talks at local meetings, leaflets, posters, and car stickers, and all printed material was bilingual.

7.2 *Performance*

During the first year of operation of the scheme, roughly 1,000 passengers were carried, mostly on return journeys, as shown in Figure 5. About 60 per cent of the journeys were for medical purposes, 30 per cent for business and social reasons, and 10 per cent were simply to provide connections with other public transport. The majority of the passengers (56 per cent) were elderly (men over 65 years, women over 60 years), 15 per cent were handicapped, and 5 per cent were children. Use of this scheme has not been uniform throughout the area served: there have been no passengers in some areas like Myddfai even though they are not well served by other public transport.

A survey of users of the scheme was made during April and May 1978. Users were found to be very grateful for the service provided, but few people were fully aware of the purposes for which they are entitled to travel under the scheme. This was particularly true for shopping trips from areas with no other public transport. Many people would not resort to the scheme unless it was a very urgent matter, some being unwilling to ask for a free lift, and some fearing that their reason for travel might not be classed as essential. Since the trips were all for 'essential' purposes they would almost all have been made in the absence of the service. Before the scheme started a variety of modes used to be employed for such purposes. About two-thirds of trips would probably have been covered by lifts, from neighbours or relatives; other modes mentioned included taxis, inconveniently timed or routed buses, walking and cycling.

Experiences of those operating the scheme were discussed at a meeting of organisers and drivers in March 1978. Those attending felt that the scheme was working in a satisfactory way, and almost all were content to continue participating. There was some uncertainty in some quarters about what purposes were permitted (a subsequent meeting of organisers clarified the guidelines), and one practical point was raised concerning long waiting times for drivers (it was agreed that two journeys could be made in such circumstances). It has been found that participating as a driver is more time-consuming than being an organiser. Although those involved had experienced little inconvenience through participating, few were keen to extend the service to non-essential trips.

7.3 Finance

Volunteer drivers are recompensed at standard rate, initially 8.55p/mile, raised to 9p in October 1978. For journeys of less than 6 miles a minimum turn-out payment of 50p is allowed (many of these shorter journeys are feeder connections to conventional public transport services). Drivers are reimbursed monthly by the central organiser, who has a float for this purpose. Various other miscellaneous payments are also attributed to the scheme, including organisers expenses, postage, telephone calls, stationery, and WRVS insurance premiums.

During the first year of operation, the total cost of the scheme amounted to some £1,600.

8. DISCUSSION AND CONCLUSIONS

The three Welsh RUTEX services have succeeded in their objective of improving public transport facilities to the whole of the experimental area. The services have complemented each other and the existing public transport services, and have employed options which have made efficient use of existing resources. All three schemes have demonstrated low-cost ways of catering for the needs of particular groups, and there have been very few operational difficulties, with services much appreciated by their users.

The Llandovery postbus has provided a typical postbus operation, offering an economical service mainly suitable for the needs of women making trips for shopping or personal business purposes. The provision of the Saturday return service demonstrated that there is virtually no demand for even a two-way service in this area on Saturdays. This is consistent with experience in many other rural areas where demand for Saturday public transport services has been found to be low, possibly because of higher car availability on that day.

Although the schoolbus services have catered for only a small group of users, they have been provided at very low cost, and they have been able to serve certain work journeys.

The VETS scheme has incurred a higher cost per trip than the other services, but it has provided a facility for people with very real needs, and it has served dispersed and unpredictable demands which would have been difficult to deal with more economically in any other way.

In order to check whether any latent demand for public transport still existed in the designated area, a survey of non-users of the schemes was conducted during the summer of 1978. The RUTEX household survey was used to select households which appeared as though they might have a need for public transport services (for example, as a result of being without a car), but which were not amongst the known users of any of the schemes. The survey

revealed little dissatisfaction. Although a number of generally minor comments were made, many of these people were happy with existing conventional services, and others in remoter parts had arrangements for lifts. A large majority of the non-users surveyed were aware of the experimental services in their area, but many were uncertain of details, in particular with regard to the VETS scheme. It would appear that this scheme could be made clearer to the public by removing the 'essential' purpose condition without the fear of this relaxation generating any very large increase in demand for the service.

All three of the services have been accepted by Dyfed County Council as permanent schemes eligible for local financial support after the end of the experimental period (ie from 1 January 1979).

9. REFERENCES

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2. HAWKER, H E (Mrs). Social transport – Paper 12, Symposium on unconventional bus services. *Department of the Environment Department of Transport, TRRL Report SR 336*. Crowthorne, 1976 (Transport and Road Research Laboratory).

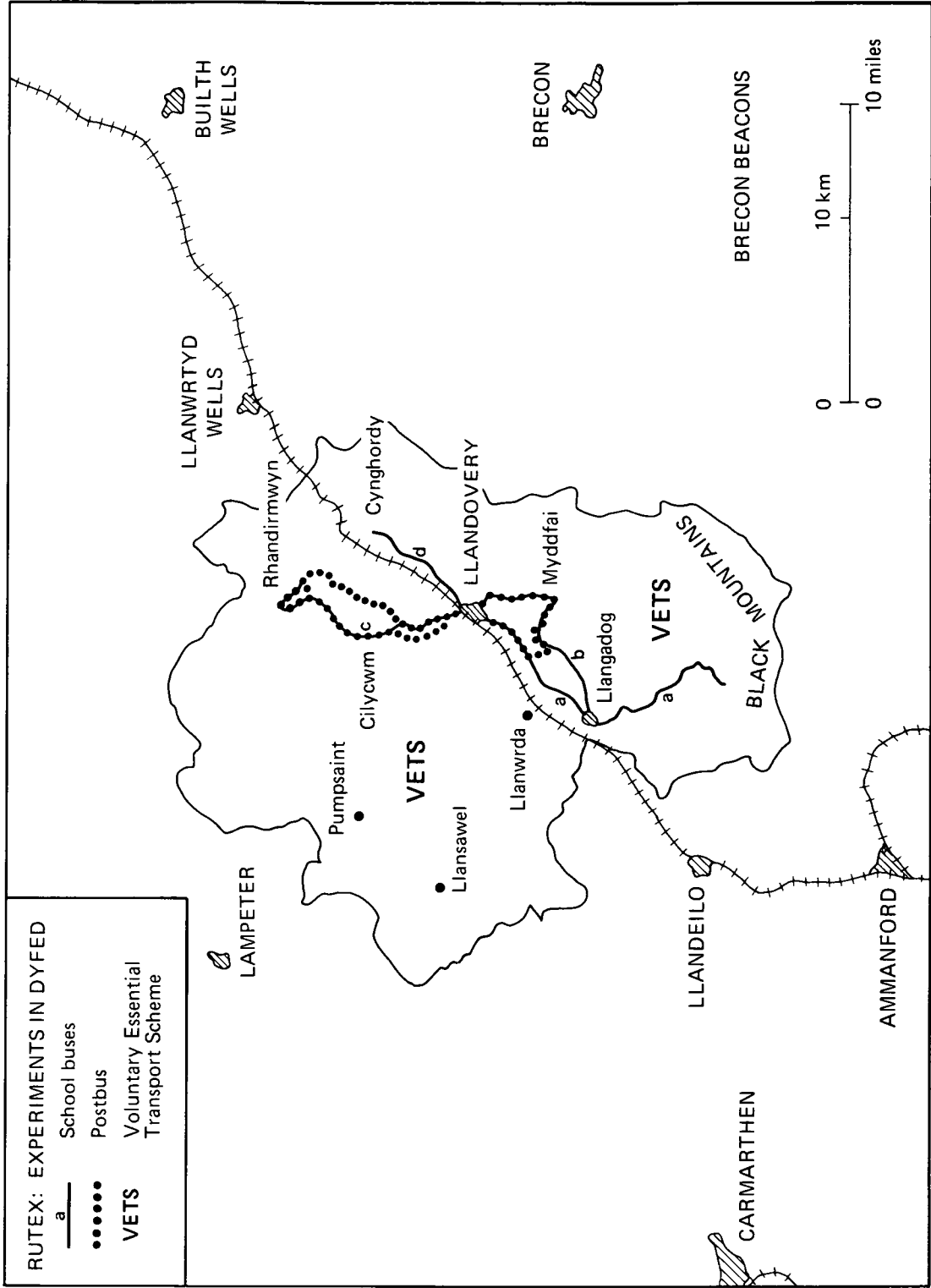


Fig. 1 WELSH AREA AND SCHEMES

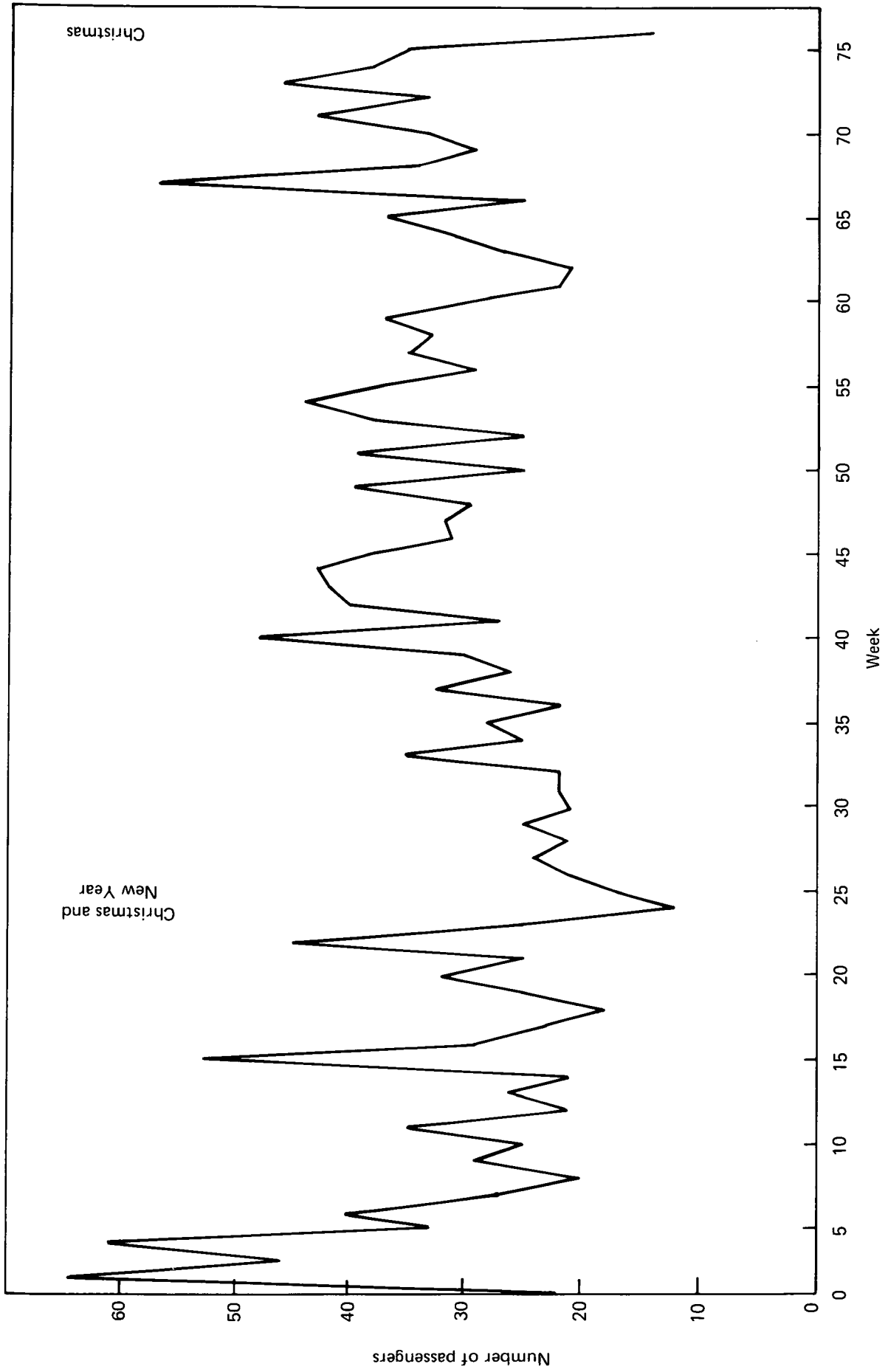


Fig. 3 POSTBUS WEEKLY PATRONAGE, 18 JULY 1977 - 30 DECEMBER 1978

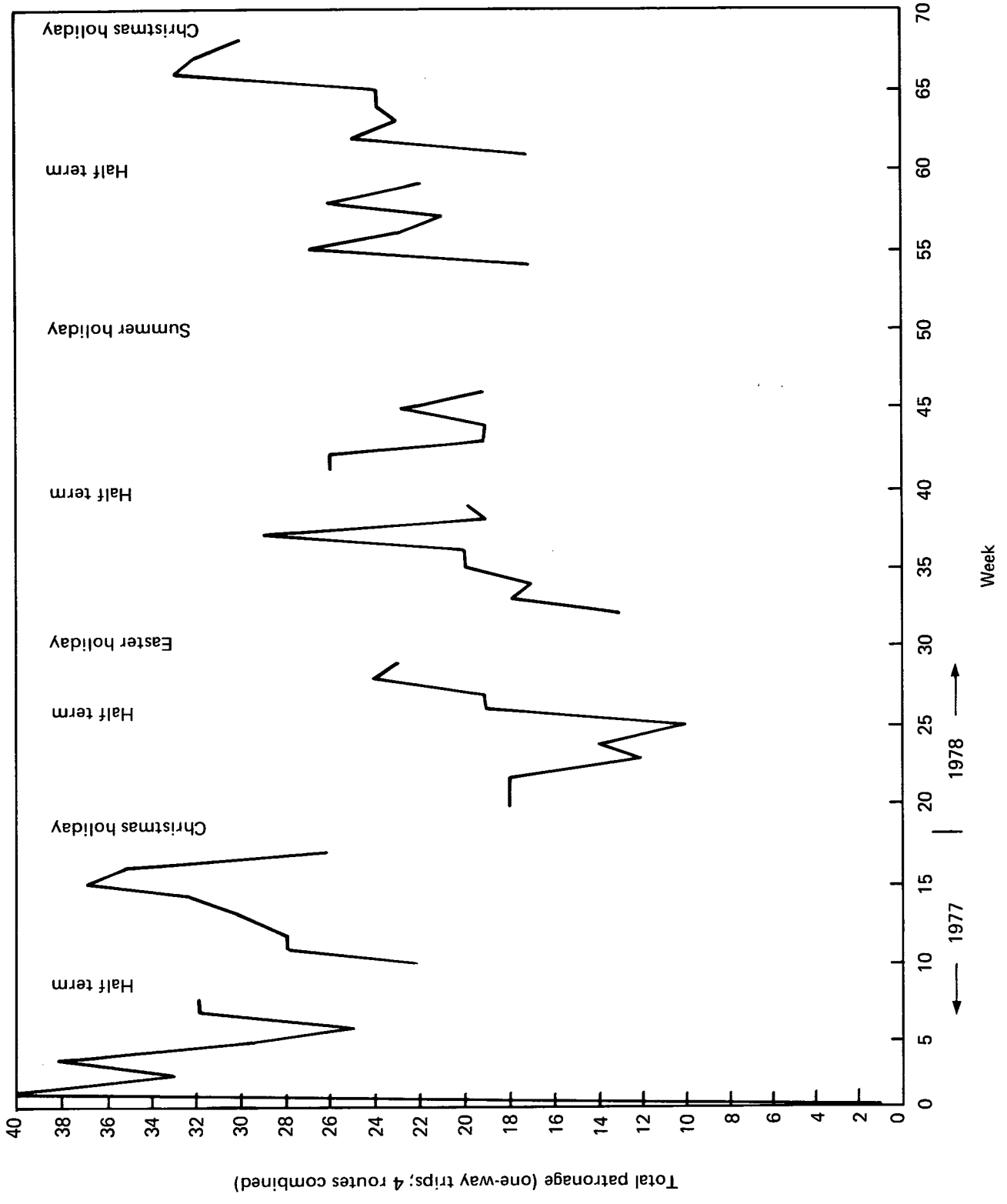


Fig. 4 SCHOOLBUSES WEEKLY PATRONAGE (Weeks ending 2 Sept. '77 -- 29 Dec. '78)

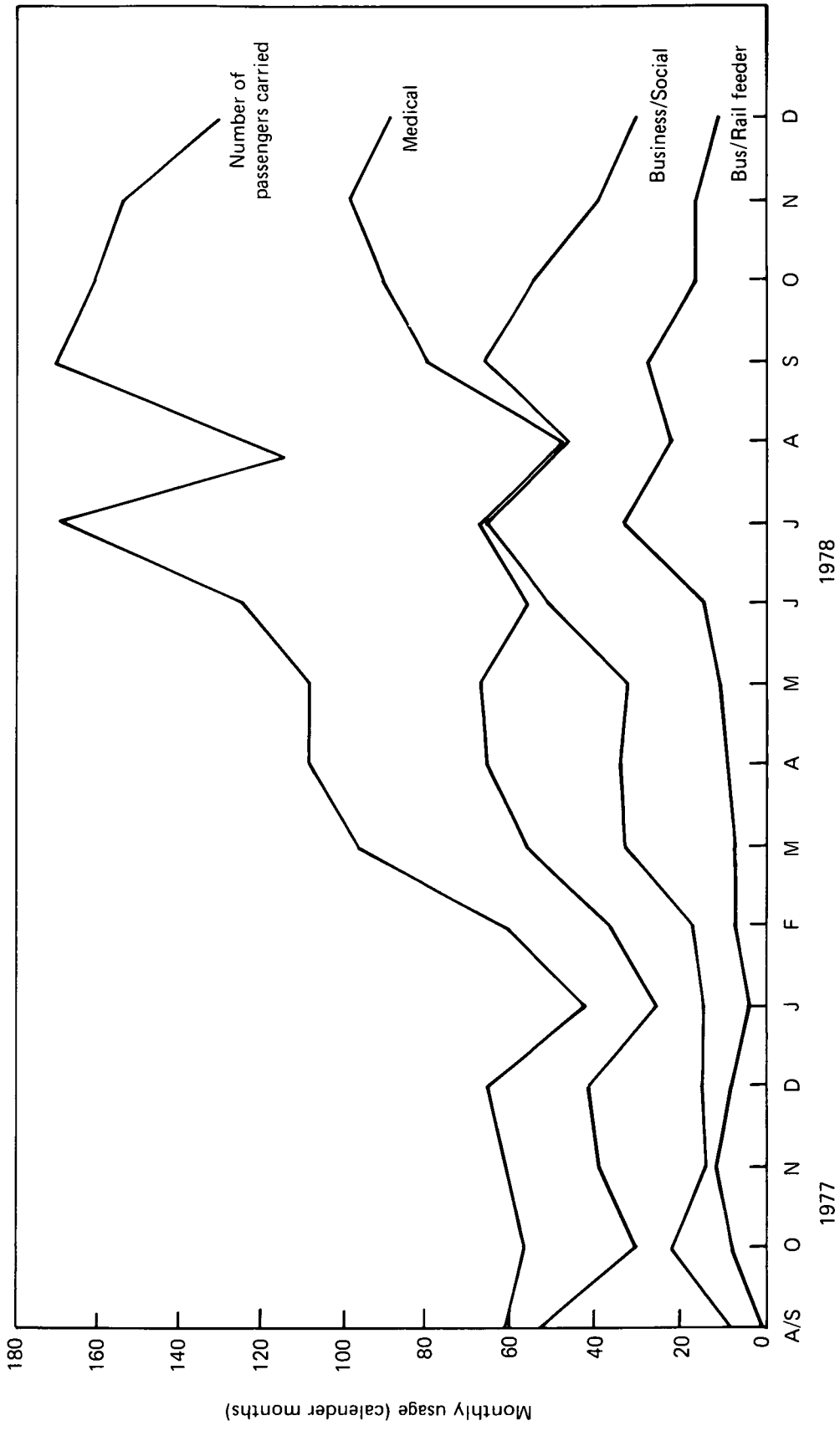


Fig. 5 VOLUNTARY ESSENTIAL TRANSPORT SCHEME USAGE, AUGUST 1977 - DECEMBER 1978

10. APPENDIX 1

The Dinefwr Working Group

Welsh Office	Chairman	D A R Hall (to Jan 1977) L M Lloyd (from Jan to July 1977) H K Trimnell (from July 1977) M Griffin A S Dredge S H Handley Mrs Rhian Kooy
	Secretariat	S J Sutherland (to 6 Jan 1978) J F Mear (from 9 Jan 1978)
Department of Transport		J A Owen J N Thompson J Yellowlees
Dyfed County Council		Clr Austin Griffiths (to Dec 1976) Clr W D R Davies (from Jan 1977) D O'Connor
Dinefwr Borough Council		Clr R P Morgan
Dyfed Association of Local Councils		F Richards
Dyfed-Powys Police		Chief Supt Phillips
Traffic Commissioners		R E Leake
Dyfed Health Authority		G Smith
Welsh Consumer Council		Dr Margaret Evans Mrs E Richards
Welsh Trades Union Congress		A Kirkwood W Binding
Transport Users Consultative Committee for Wales		C L Ricketts G S Bowen
Confederation of British Road Passenger Transport		W T Jones (to Mar 1978) T A Jones
Women's Royal Voluntary Services		Mrs J Walden-Jones
Wales and the Marches Postal Board		M Dixon
British Rail		D J P Mann M A Tedstone (from Aug 1977)
National Bus Company		S Senior (to Nov 1978) G G T Varley (from Nov 1978)
Transport and Road Research Laboratory		M Grimmer Dr R J Balcombe R D Fairhead
Assessment of the schemes was the responsibility of a monitoring sub-group, consisting of:		
Welsh Office		Mrs Rhian Kooy J F Mear (Secretary)
Dyfed County Council		R C Winfield A Dodd
Transport and Road Research Laboratory		P F Watts

11. APPENDIX 2

Llandovery postbus timetable

GWASANAETH BWS Y POST BRENHINOL - ROYAL MAIL BUS SERVICE

LLANDOVERY - CILYCWYM - RHANDIRMWYN - MYDDFAI AREAS

AMSERLEN - TIME TABLE

GWASANAETH BORE - MORNING SERVICE



LLANDOVERY - CILYCWYM - RHANDIRMWYN/TOWY
BRIDGE - CILYCWYM - LLANDOVERY

Llun a Mercher a'r Sadwrn cyntaf, y trydydd
Sadwrn (a ile bo'n gymwys) y pumed Sadwrn
ymhob mis

Monday and Wednesday and first, third and (where
applicable) fifth Saturday of each month

Gadael/Depart	Llandovery PO	0730
	Dolauhirion	0735
Cyrraedd/Arrive	Cilycwm LB	0825
Gadael/Depart	Cilycwm LB	0910
	Penrhyn LB	0950
	Rhandirmwyn PO	1030
Cyrraedd/Arrive	Towy Bridge LB	1033
Gadael/Depart	Towy Bridge LB	1033
	Penrhyn LB	1035
	Cilycwm LB	1040
	Dolauhirion	1045
Cyrraedd/Arrive	Llandovery PO	1050

LLANDOVERY - MOUNT PLEASANT - MYDDFAI
- LLANDOVERY

Mawrth a Gwener ac ail a phedwerydd Sadwrn
ymhob mis

Tuesday and Friday and second and fourth
Saturday of each month

Gadael/Depart	Llandovery PO	0800
	Mount Pleasant LB	0920
Cyrraedd/Arrive	Myddfai PO	1220
Gadael/Depart	Myddfai PO	1220
Cyrraedd/Arrive	Llandovery PO	1235

GWASANAETH PRYNHAWN - AFTERNOON SERVICE

LLANDOVERY - TOWY BRIDGE/RHANDIRMWYN -
RHYDFELIN - LLANDOVERY

Llun, Mawrth, Mercher a Gwener
Monday, Tuesday, Wednesday and Friday

Gadael/Depart	Llandovery PO	1440
	Dolauhirion	1445
	Cilycwm LB	1450
	Penrhyn LB	1500
	Towy Bridge LB	1505
Cyrraedd/Arrive	Rhandirmwyn PO	1510
Gadael/Depart	Rhandirmwyn PO	1510
	Rhydfelin LB	1520
	Dolauhirion	1525
Cyrraedd/Arrive	Llandovery PO	1530

LLANDOVERY - MYDDFAI - MOUNT PLEASANT
- LLANDOVERY

Llun, Mawrth, Mercher a Gwener
Monday, Tuesday, Wednesday and Friday

Gadael/Depart	Llandovery PO	1640
	Myddfai PO	1650
Cyrraedd/Arrive	Mount Pleasant LB	1705
Gadael/Depart	Mount Pleasant LB	1705
Cyrraedd/Arrive	Llandovery PO	1725

12. APPENDIX 3

Fare scales (pence)

Postbus

Llandovery		Llandovery					
10/20* Mount Pleasant		10		Dolauhision			
10/20* 10 Myddfai		15		10		Cilycwm	
		20		15		10	Penrhyn
		25		20		15	10 Rhandirmwyn
* Direct or circuitous routes		15		10		—	— 15 Rhydfelin

Schoolbuses

		Pencaedu	Pontarllechau	Llangadog	Mount	Llandovery	
Route a	Pencaedu	—					
	Pontarllechau	14	—				
	Llangadog	22	14	—			
	Mount	25	22	14	—		
	Llandovery	31	25	22	10	—	
		Llangadog	Cilgwyn	Myddfai	Cefn Cerrig	Llandovery	
Route b	Llangadog	—					
	Cilgwyn	14	—				
	Myddfai	21	14	—			
	Cefn Cerrig	23	16	10	—		
	Llandovery	25	22	14	10	—	
		Llangadog	Mount	Llandovery	Pont Newydd	Rhandirmwyn	Cilycwm
Route c	Llangadog	—					
	Mount	14	—				
	Llandovery	22	10	—			
	Pont Newydd	25	22	10	—		
	Rhandirmwyn	30	27	15	14	—	
	Cilycwm	27	23	11	10	10	—
		Llandovery	Abercrychan	Cynghordy			
Route d	Llandovery	—	10	20			
	Abercrychan	10	—	10			
	Cynghordy	20	10	—			

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- i) A postbus served two routes, and operated in typical fashion, providing a service most suitable for shopping and personal business trips. The experimental provision of a two-way Saturday service attracted very little patronage.
- ii) Spare capacity on four schoolbus routes was made available to the public. These routes were only available during term-time, and attracted only a small group of users, but they were able to cater for certain work journeys, and were provided at very low cost.
- iii) A voluntary car service was provided over the whole designated area, organised and operated by the Women's Royal Voluntary Service. The service was free to passengers, but available only for 'essential' purposes. Despite some uncertainty about permissible purposes, the scheme provided a valuable service, and coped economically with dispersed and unpredictable demands.

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