

Y Pwyllgor Menter, Arloesi a Rhwydweithiau

EIN(2) 06-06 (p7)

Dyddiad: 20 Medi 2006

Lleoliad: Ystafell Bwyllgora 2, Cynulliad Cenedlaethol Cymru

Teitl: Gorchymyn drafft Cynllunio Trafnidiaeth Rhanbarthol (Cymru) 2006

Diben

1. Rhoi cyfle i'r Pwyllgor archwilio'r Gorchymyn drafft (mae copi yn atodedig yn Atodiad A). Mae'r Pwyllgor wedi nodi'r Gorchymyn hwn i graffu arno.

Argymhelliad

2. Dylai'r Pwyllgor ystyried y Gorchymyn drafft.

Diben y Gorchymyn drafft

3. Diben y Gorchymyn drafft hwn yw galluogi awdurdodau lleol i gydweithio i lunio'u cynlluniau trafndiaeth yn rhanbarthol yn hytrach na fesul awdurdod lleol unigol.

Crynodeb o'r hyn y mae'r Gorchymyn yn ei wneud

4. Effaith fwriadol y Gorchymyn hwn yw sicrhau bod gwasanaethau ac isadeiledd trafndiaeth yn cael eu cynllunio a'u gweithredu ar sail ranbarthol er mwyn diwallu anghenion teithio unigolion a busnesau yn fwy effeithiol. Mae'r trosglwyddiad i gynllunio trafndiaeth rhanbarthol yn elfen allweddol o'r trefniadau cynllunio trafndiaeth diwygiedig sy'n cael eu sefydlu o dan Ddeddf Trafnidiaeth (Cymru) 2006. Mae'r rhain yn cynnwys gwaith gan Lywodraeth y Cynulliad i baratoi a chyhoeddi Strategaeth statudol Trafnidiaeth Cymru a fydd yn pennu fframwaith ar gyfer datblygu'r system drafndiaeth. Yna bydd awdurdodau lleol, gan gydweithio mewn consortia trafndiaeth, yn paratoi ac yn gweithredu Cynlluniau Trafnidiaeth Rhanbarthol yn unol â Strategaeth Trafnidiaeth Cymru.

5. Cafodd drafft o Strategaeth Trafnidiaeth Cymru, sy'n cynnwys dimensiwn rhanbarthol cryf, ei gyhoeddi ar gyfer ymgynghori ar 13 Gorffennaf.

6. Mae datblygu cynllunio trafndiaeth ar lefel ranbarthol yn adlewyrchu ardal ddaearyddol gymharol fach llawer o awdurdodau lleol Cymru, gyda llawer o faterion trafndiaeth yn croesi ffiniau awdurdodau lleol. Mae arfer rhai swyddogaethau trafndiaeth awdurdodau lleol yn effeithiol yn aml yn gofyn am berspectif ehangach nag ardal awdurdod unigol. Felly, gyda chymorth ac anogaeth Llywodraeth y Cynulliad, mae awdurdodau lleol wedi trefnu'u hunain yn gonsortia rhanbarthol er mwyn cydweithredu ar faterion trafndiaeth. Ar hyn o bryd mae pedwar o gonsortia trafndiaeth yng Nghymru, sy'n cwmpasu

De Ddwyrain Cymru (SEWTA); De Orllewin Cymru (SWWITCH); Canolbarth Cymru (TraCC); a Gogledd Cymru (TAITH).

7. Mae Adran 108 Deddf Trafnidiaeth 2000 yn rhoi dyletswydd ar bob awdurdod lleol i lunio Cynllun Trafnidiaeth Lleol ar gyfer eu hardal. Mae Llywodraeth y Cynulliad am ddefnyddio ei hawdurdod yn adran 113A y Ddeddf i addasu'r ddyletswydd honno. Yn hytrach na'r gofyniad statudol cyfredol ar bob un o'r 22 o awdurdodau lleol yng Nghymru i lunio Cynllun Trafnidiaeth Lleol unigol, byddant yn lle hynny yn rhwym i gydweithio i lunio cynlluniau ar y cyd, a gaiff eu galw'n Gynlluniau Trafnidiaeth Rhanbarthol. Cynigir y bydd y Cynlluniau Trafnidiaeth Rhanbarthol hyn yn cael eu paratoi ar gyfer rhanbarthau sy'n cyd-fynd ag ardaloedd y pedwar consortia trafndiaeth.

8. Mae canllawiau ar sut i baratoi'r Cynlluniau Trafnidiaeth Rhanbarthol newydd wrthi'n cael eu datblygu gan Lywodraeth y Cynulliad ar y cyd â'r consortia trafndiaeth ac awdurdodau lleol. Byddwn yn ymgynghori ar hyn ar wahân. O dan y trefniadau newydd, ni fydd gofyniad ar awdurdodau lleol i lunio Cynllun Trafnidiaeth Lleol ar wahân ar gyfer eu hardal, er bydd rhyddid iddynt baratoi Cynlluniau o'r fath os hoffent.

9. Mae'r Gorchymyn yn adlewyrchu'r amserlen ar gyfer paratoi Cynlluniau Trafnidiaeth Rhanbarthol yr ydym wedi bod yn gweithio'n unol â nhw ers tro gyda llywodraeth leol. Y bwriad yw y bydd y consortia trafndiaeth rhanbarthol yn cyflwyno'u Cynlluniau ar gyfer y cyfnod pum mlynedd rhwng 2008-09 a 2013-14 gerbron Llywodraeth y Cynulliad erbyn 31 Mawrth 2008. Mae'r Gorchymyn yn nodi bod yn rhaid cyfnewid yr hen Gynlluniau Trafnidiaeth Lleol erbyn 30 Mehefin 2008. Mae'r dyddiad hwn yn rhoi amser i unrhyw broblemau munud olaf gael eu datrys, yn ogystal â phroses gymeradwyo'r Cynulliad (o dan y trefniadau cynllunio trafndiaeth newydd, mae'n rhaid i'r Cynulliad gymeradwyo Cynlluniau Trafnidiaeth Rhanbarthol).

Ymgynghori ynghylch y Gorchymyn drafft

10. Cynhaliwyd ymgynghoriad cyhoeddus llawn ar y Gorchymyn drafft Cynllunio Trafnidiaeth Rhanbarthol (Cymru) rhwng 5 Mehefin a 28 Gorffennaf. Roedd yn cynnwys yr holl randdeiliaid allweddol, gan gynnwys awdurdodau lleol yng Nghymru a'r awdurdodau ffiniol yn Lloegr, consortia trafndiaeth, aelodau Fforwm Trafnidiaeth Cymru, cyrff proffesiynol a mudiadau amgylcheddol.

11. Cafwyd 21 o ymatebion i'r ymgynghoriad, gyda'r holl ymatebwyr o blaid y Gorchymyn a'r cynnig i gael pedwar Cynllun Trafnidiaeth Rhanbarthol yn seiliedig ar yr ardaloedd consortia presennol.

12. Un mater sylweddol a godwyd yn yr ymgynghoriad oedd nad oedd Cymdeithas Llywodraeth Leol Cymru yn cefnogi'r ffaith bod dyddiad ar gyfer cyfnewid Cynlluniau Trafnidiaeth Rhanbarthol wedi'i gynnwys yn y Gorchymyn. Fodd bynnag, mae dyletswydd statudol i gynnwys dyddiad o'r fath yn y Gorchymyn o dan y darpariaethau trosiannol ar gyfer Cynlluniau Trafnidiaeth Lleol yn Neddf Trafnidiaeth 2000. Yn benodol, mae Adran 109C

y Ddeddf, fel y'i gosodir gan Ddeddf Trafnidiaeth (Cymru) 2006, yn ei gwneud yn ofynnol i gyfnewid pob Cynllun Trafnidiaeth Lleol a luniwyd cyn 1 Awst 2001 (mae'r cylch cyntaf o Gynlluniau yng Nghymru i gyd yn y categori hwn) erbyn dyddiad a nodir mewn Gorchymyn fan bellaf.

Yr amserlen ar gyfer mynd â'r Gorchymyn drafft rhagddo

13. Y bwriad yw i'r Gorchymyn drafft gael ei ystyried gan y Pwyllgor Llywodraeth Leol a Gwasanaethau Cyhoeddus ar 21 Medi, y Pwyllgor Busnes ar 17 Hydref a dylai'r Pwyllgor Deddfau ystyried y Gorchymyn ar 7 Tachwedd. Yn amodol ar gymeradwyaeth y Cynulliad Cenedlaethol, bydd y Gorchymyn yn dod i rym ar 23 Tachwedd.

Goblygiadau Ariannol

14. Rhagwelir y dylai'r trefniadau cynllunio trafndiaeth newydd fod yn niwtral o ran cost yn gyffredinol. Bydd y consortia trafndiaeth yn cronni rhai costau ychwanegol wrth baratoi'r Cynlluniau Trafnidiaeth Rhanbarthol, ac yn wir gwnaeth dau o'r consortia y pwynt hwn yn eu hymateb i'r ymgynghoriad. Mae Llywodraeth y Cynulliad eisoes yn darparu cyllid uniongyrchol i'r consortia trafndiaeth i gefnogi'u datblygiad a sicrhau bod ganddynt ddigon o adnoddau gweinyddol ar gyfer gwaith fel paratoi'r Cynlluniau. Hefyd bydd cynnydd bach yn y costau i Lywodraeth y Cynulliad o ganlyniad i werthuso'r Cynlluniau a chynnig cyngor i'r consortia.

15. I'r gwrthwyneb, dylai fod arbedion i awdurdodau lleol i wrthbwysu hyn yn sgil y ffaith nad oes rhaid iddynt baratoi Cynlluniau Trafnidiaeth Lleol bellach. Wrth gwrs, bydd angen i awdurdodau ymgysylltu â'r broses cynllunio trafndiaeth o hyd.

Themâu Trawsbynciol

16. Fel y nodir uchod, disgwylir i'r Pwyllgor Llywodraeth Leol a Gwasanaethau Cyhoeddus graffu ar y gorchymyn ar 21 Medi, o ystyried y goblygiadau i awdurdodau lleol.

Camau i'w Cymryd gan y Pwyllgor Pwnc

17. Ystyried a chraffu ar ddiben ac effaith Gorchymyn drafft Trafnidiaeth Rhanbarthol (Cymru) 2006.

Andrew Davies AC

Y Gweinidog dros Fenter, Arloesi a Rhwydweithiau

NATIONAL ASSEMBLY FOR WALES

S T A T U T O R Y I N S T R U M E N T S

2006 No. (W.)**TRANSPORT, WALES****The Regional Transport Planning
(Wales) Order 2006****EXPLANATORY NOTE***(This note is not part of the Order)*

Sections 108 to 111 of the Transport Act 2000 require local transport authorities to develop policies for the promotion of safe, integrated, efficient and economic transport facilities within their area. These policies are known collectively as a local transport plan. Local transport authorities are required to publish their local transport plan, make a copy available for public inspection and keep the plan under regular review, replacing it with a new plan no later than five years after the date on which the original was made. Where however such a plan was published prior to 1st August 2001, the National Assembly is required to specify, by Order, the date by which the plan must be replaced.

Section 3 of and the Schedule to The Transport (Wales) Act 2006 modifies sections 108 to 111 of the Transport Act 2000, introducing new sections that apply only to Wales.

Section 108 is amended to require local transport authorities to develop local transport plans which implement the Wales Transport Strategy (“the Strategy”). The National Assembly for Wales is required to prepare and publish the Strategy by section 2 of the Transport (Wales) Act 2006. The Strategy must set out the policies developed by the National Assembly for Wales to promote safe, integrated, sustainable, efficient and economic transport facilities. It must also set out how the National Assembly for Wales proposes to carry out those policies.

New sections 109A, 109B and 109C have been incorporated, replacing section 109 in relation to Wales. The new sections require local transport authorities to submit their local transport plans to the National Assembly for Wales for approval and to

review their plans as soon as practicable after the publication of the Wales Transport Strategy.

Section 109C makes transitional provisions in respect of local transport plans produced prior to 1st August 2001. Where such a plan contains policies for the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services and was produced in accordance with National Assembly for Wales guidance, the National Assembly for Wales must specify by Order the date by which such plans must be replaced.

The Transport (Wales) Act 2006 also incorporates new sections 113A and 113B into the Transport Act 2000. Section 113A enables the National Assembly for Wales to make an Order requiring local transport authorities to produce a local transport plan in respect of part only of their area. It also permits a local transport plan to be prepared by two or more authorities jointly in respect of an area comprising of all or any part of their collective area. Section 113B enables the National Assembly for Wales to issue written directions to local transport authorities in relation to the manner in which they carry out their functions under sections 108 to 111 of the Transport Act 2000.

The effect of this Order is to exercise the power of the National Assembly for Wales under section 113A of the Transport Act 2000 to modify sections 108 to 111 of that Act. Specifically, it allows the National Assembly for Wales to permit local transport plans to be made on a regional rather than individual authority basis and specifies the date by which local transport plans which fulfil the requisite criteria, must be replaced.

The Order does not make provision for the way in which the local transport authorities will work together. This will be dealt with via agreements drawn up as between the relevant authorities. Neither does the Order make provision for the preparation and implementation of the new regional transport plans as this is dealt with separately in Guidance published by the National Assembly for Wales in accordance with section 112 of the Transport Act 2000.

Article 3 of this Order makes provision for the 22 Welsh local authorities to be assembled into 4 groups for the purpose of preparing a single transport plan for that group. The groups are based upon 4 regional areas: South East Wales, South West Wales, Mid Wales and North Wales.

Article 4 exercises the power of the National Assembly for Wales under section 113A(1)(a) of the Transport Act 2000 to permit a local transport plan to be prepared in respect of part only of a local transport

authority's area. In this article, the local transport authority of Gwynedd is required to produce separate local transport plans covering or including the district of Meirionydd and the remainder of the county of Gwynedd respectively.

Article 5 requires the replacement of local transport plans, which fulfil the requisite criteria, by no later than 30th June 2008.

The Schedule to the Order lists the 4 groups and their constituent local authorities.

2006 No. (W.)

TRANSPORT, WALES

**The Regional Transport Planning
(Wales) Order 2006**

Made 2006

Coming into force 2006

The National Assembly for Wales, in exercise of the powers conferred by section 108, 109C and 113A of the Transport Act 2000⁽¹⁾ hereby make the following Order⁽²⁾:

Title, commencement and application

1.—(1) This Order is called the Regional Transport Planning (Wales) Order 2006.

(2) This Order shall come into force on

(3) This Order applies to Wales.

Interpretation

2.—(1) In this Order

“the 2000 Act” (“Deddf 2000”) means the Transport Act 2000.

“the 2006 Act” (“Deddf 2006”) means the Transport (Wales) Act 2006⁽³⁾

“Local transport authority” means a county council or borough council in Wales.

“qualifying local transport plan” means a local transport plan which fulfils the criteria set out in section 109C (1) of the Transport Act 2000.

Obligation to produce local transport plans under section 108 of the 2000 Act

⁽¹⁾ 2000 c.38.

⁽²⁾ As incorporated into the Transport Act 2000 by section 3 of and the Schedule to the Transport (Wales) Act 2006.

⁽³⁾ 2006 c.5

3.—(1) The application of section 108 of the 2000 Act is modified in relation to local transport authorities whose areas are in Wales.

(2) The obligation to produce a local transport plan must be undertaken jointly by those local transport authorities, listed within the following Groups in the Schedule to this Order:

- (a) Group 1 (South East Wales),
- (b) Group 2 (South West Wales)
- (c) Group 3 (Mid Wales)
- (d) Group 4 (North Wales)

Gwynedd local transport authority

4.—(1) In accordance with section 113A(1)(b) of the 2000 Act, the local transport authority of Gwynedd, acting jointly with those local transport authorities in Group 3 in the Schedule to this Order, must prepare a local transport plan for their collective area to include only that area of Gwynedd known as the district of Meirionydd.

(2) In accordance with section 113A(1)(b) of the 2000 Act, the local transport authority of Gwynedd , acting jointly with those local transport authorities in Group 4 in the Schedule to this Order must prepare a local transport plan for their collective area to include the county of Gwynedd, but excluding the district of Meirionydd.

Date by which qualifying local transport plans must be replaced,

5.- (1) In accordance with section 109C of the 2000 Act, the National Assembly for Wales requires all qualifying local transport plans to be replaced no later than 30th June 2008.

Signed on behalf of the National Assembly for Wales under section 66(1) of the Government of Wales Act 1998(2)

Date

The Presiding Officer of the National Assembly

(1) 1998 c.38

SCHEDULE

COMPOSITION OF LOCAL TRANSPORT AUTHORITY GROUPS

Group Number	Constituent Authority	Local
Group 1	Blaenau Gwent	
South East Wales	Bridgend	
	Caerphilly	
	Cardiff	
	Merthyr Tydfil	
	Monmouthshire	
	Newport	
	Rhondda Cynon Taf	
	Torfaen	
	Vale of Glamorgan	
Group 2	Swansea	
South West Wales	Neath Port Talbot	
	Carmarthenshire	
	Pembrokeshire	
Group 3	Ceredigion	
Mid Wales	The Meirionnydd district of Gwynedd	
	Powys	
Group 4	Isle of Anglesey	
North Wales	Gwynedd (excluding the district of Meirionnydd)	
	Conwy	
	Denbighshire	
	Flintshire	
	Wrexham	

To: Business Committee
From: Andrew Davies AM
Minister for Enterprise, Innovation and Networks

Explanatory Memorandum

TRANSPORT, WALES

THE REGIONAL TRANSPORT PLANNING (WALES) ORDER 2006

Summary

Local authorities are under a duty to produce a Local Transport Plan (LTP) for their area setting out their transport policies. This Order will require authorities to produce these plans on a regional rather than individual authority basis. The Transport Act 2000 section 108 requires each Local Transport Authority to develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services to, from and within their area and to carry out their functions so as to implement those policies. The Order will also require the replacement of local transport plans produced prior to 1st August 2001 by a date to be specified in the Order.

1. This Memorandum is submitted to the Assembly's Business Committee in relation to The Regional Transport Planning (Wales) Order 2006, in accordance with Standing Order 24.6.
2. A copy of the Instrument is submitted with this Memorandum.

Enabling Power

3. The powers enabling this Instrument to be made are contained in sections 108, 109C and 113A of the Transport Act 2000. These powers have been conferred on the National Assembly for Wales. Responsibility for issues relating to the contents of the Order has been delegated to my portfolio as Minister for Enterprise, Innovation and Networks.

Effect

4. The intended effect of the Instrument is to ensure that transport services are planned and implemented on a regional basis to more effectively meet the travel needs both of individuals and businesses. Developing and maintaining transport networks is a key strategic objective for the National Assembly for Wales. If the Assembly is to succeed in improving accessibility to work, leisure and welfare facilities, as well as the efficient distribution of goods it needs to support the development of an efficient and effective transport network in Wales.

5. Welsh local authorities generally cover smaller geographical areas than their English equivalents. The effective exercise of some local authority transport functions often requires a wider perspective than the individual authority area. Therefore, since 1996, local authorities have organised themselves into voluntary regional consortia to collaborate on some transport projects. There are currently four transport consortia in Wales, covering South East Wales (SEWTA); South West Wales (SWWITCH); Mid Wales (TraCC); and North Wales (TAITH).
6. Section 108 of the Transport Act 2000 places a duty on each local authority to produce a local transport plan (LTP) for their area. The National Assembly for Wales wishes to use its power in section 113A of that Act to modify this duty. Instead of the current statutory requirement on each of the 22 Welsh local authorities to produce an individual LTP, they will instead be under an obligation to work together to produce joint plans, which will be known as Regional Transport Plans (RTPs). These RTPs will be prepared for regions consistent with the areas covered by the voluntary transport consortia.

Target Implementation

7. It is intended that this Order be made on 14 November 2006 and come into force on 23 November 2006.
8. If the intended target date is not met, it will delay the implementation of the new regional arrangements for transport planning which will underpin the new statutory Wales Transport Strategy. Also, Local Authorities would be in breach of their statutory duty to produce LTPs under the Transport Act 2000.

Financial implications

9. There are no additional net financial implications for the National Assembly for Wales or Local Authorities associated with the making of this Order. The Regulatory Impact Assessment prepared for the Transport (Wales) Act 2006 confirmed that the proposals may incur a small additional resource (perhaps £5,000) involved in appraising the plans to ensure consistency with the Wales Transport Strategy but a similar sum would have to be spent on assessing 22 LTPs. In any case, this additional expense would be more than offset by the streamlining of the plans from the current 22 to 4, which would also have some administrative savings. Generally the making of this Order will be broadly cost neutral.

Regulatory Appraisal

10. A Regulatory Appraisal (Doc 3) has been carried out in relation to this Instrument and is attached.

Consultation

With Stakeholders

11. A public consultation on the provisions of this Order was carried out between 5 June 2006 and 28 July 2006. Local transport authorities, as key stakeholders, were consulted, as were the Voluntary Consortia, National Parks, the Environment Agency and Countryside Council for Wales, transport professional bodies and members of the Wales Transport Forum. A list of the consultees is attached at annex A.
12. The 21 respondents are listed at Annex B were received.
13. All respondents are in favour of the Order and the proposal to have 4 RTPs based on the existing consortia areas and a summary of the responses is attached at Annex C.
 - The South West Wales Integrated Transport Consortium does not think that the making of the Order will be cost neutral and 3 local authorities associated themselves with this comment. A similar comment was received from the South East Wales Transport Consortium. A minimal increase of £5,000 in costs has been estimated but that is not a consequence of the Order.
 - Network Rail, Pembrokeshire Coast National Park Authority, Plaid Cymru and the Railway Development Society Ltd have noted the absence in the Order of specific aspects of RTPs which will be covered in the RTP Guidance.
 - The Railway Development Society Ltd suggests that 'local' and 'Group' be replaced with 'regional' and 'Region' in the Order but LS have advised against.
 - The Welsh Local Government Association does not support the inclusion of a date by which RTPs have to be produced. However, LS have advised that Section 109C, as inserted by the Transport (Wales) Act 2006, requires all local transport plans produced prior to 1 August 2001 to be replaced no later than a date specified in an Order and that date has been fixed as 30 June 2008.

With Subject Committees

14. This Order was notified to the Enterprise, Innovation and Networks Committee, via the list of forthcoming legislation, on 26 January 2006 (EDT(2)2-06(p.4). However, the temporary title was "the Orders arising from the Transport (Wales) Act". [The Order is due to be scrutinised by Committee on 20 September 2006 and the transcript is at Annex D].
15. The Order was also notified to the Local Government and Public Services Committee, via the list of forthcoming legislation, on 30 March 2006 (LGPS(2)06-06(p.3) item: TWA1). [The Order is due to be scrutinised by the Committee on 21 September 2006 and the transcript is at Annex E].

Recommended Procedure

16. Subject to the views of the Business Committee, I recommend that this Order proceed to Plenary under the Standard Procedure to give Members a further opportunity to debate it.

Compliance

17. The proposed legislation will (as far as is applicable):

- have due regard to the principle of equality of opportunity for all people (Government of Wales Act 1998 section 120);
- be compatible with the Assembly's scheme for sustainable development (section 121)
- be compatible with Community law (section 106);
- be compatible with the Assembly's human rights legislation (section 107); and
- be compatible with any international obligations binding the UK Government and the Assembly (section 108).

18. The information in this Memorandum has been cleared with the Legal Services Department (LS).

Drafting lawyer: Michael Clarke, ext. 3736

Head of Division: Simon Shouler, ext. 3839

Drafting Policy Official: Russell Dewey, ext. 6455

**ANDREW DAVIES AM
2006**

MINISTER FOR ENTERPRISE, INNOVATION AND NETWORKS

SEPTEMBER

Draft Regional Transport Planning Order : Consultation List

1. All Assembly Members

2. Local Authorities

Welsh Local Government Association
All Welsh Local Authorities
Cheshire County Council
Shropshire County Council
Herefordshire Council
Gloucestershire County Council
Worcestershire County Council
Bristol City Council
South Gloucestershire Council
Merseytravel Passenger Transport Authority
West Midlands Local Government Association
National Association of Local Councils

3. Regional Transport Consortia

SEWTA
SWWITCH
TAITH
TraCC

4. Environmental bodies

Environment Agency
Countryside Council for Wales

5. Other Professional and Voluntary Groups

Institute of Civil Engineers
Royal Town Planning Institute
Institute of Highways and Transportation
Planning Officers Society Wales
SOLACE Wales
ATCO
County Surveyors Society Wales

6. National Park Authorities

Brecon Beacons
Pembrokeshire Coast
Snowdonia
Association of National Parks Authorities

7. Members of the Welsh Transport Forum

Mr Steven Baker, RoSPA Wales
Mr Brian Bigwood, Campaign for the Protection of Rural Wales

Ms Gwenan Davies, Wales Council for Voluntary Action
Professor Stuart Cole, Wales Transport Research Centre
Mr Neil Crumpton, Friends of the Earth Cymru
Mr Brian Curtis, National Union of Rail, Maritime and Transport

Workers

Ms Anne Greagsby, The Pedestrians Association
Mr Simon Halfacree, The Environment Agency for Wales
Roger Geffan, CTC Cycling Touring Club
Mr Malcolm Howitt, Arriva Trains Wales
Assistant Chief Constable Stephen John Curtis, Association of Chief
Police Officers, North Wales Police
Mr Stephen Joseph, Transport 2000
Mr Elwyn Thomas, Community Transport Association
Mr Leo Markham, National Federation of Bus Users
Mr Mike Tedstone, Network Rail
Cllr Mel Nott, Welsh Local Government Association
Dr Nich Pearson, The Welsh Consumer Council
Mr John Pockett, Confederation of Passenger Transport (Wales)
Mr Matt Price, Sustrans
Mr David Swallow, Interim Head Integrated Delivery, DEIN
Ms Carol Thomas, Disabled Persons Transport Advisory Committee
Ms Penny Thorpe, Motorcycle Action Group
Mr Stuart Watkins, Welsh Transport Strategy Group
Mr David Rosser, CBI Wales
Ms Stella Mair Thomas, Rail Passengers Council (Passenger Focus)
Dr Kevin Bishop, Welsh Local Government Association
Mr Ian Gallagher, Freight Transport Association
Mr Jon Horne, Cardiff International Airport
Lord Berkeley, Rail Freight Group
Mr Jim Hancock, Transport and General Workers Union
Mr Callum Couper, Association British Ports
Ms Linda Lauderdale, Naleo

8. Other

Alice Baker, Local Transport Planning and Funding, Regional and Local
Transport Policy Directorate, Department for Transport
Rowland Pittard, Rail Future
Natash Farrell, Transport Directive, Scottish Executive

ANNEX B

RESPONSES TO THE CONSULTATION WERE RECEIVED FROM THE FOLLOWING

Carmarthenshire County Council
Environment Agency Wales
Gloucestershire County Council
Guide Dogs for the Blind Association and RNIB Cymru
Isle of Anglesey County Council
Merseyside Passenger Transport Authority and Executive
National Association of Licensing and Enforcement Officers
Neath Port Talbot County Borough Council
Network Rail
Pembrokeshire Coast National Park Authority
Pembrokeshire County Council
Plaid Cymru
Railway Development Society Ltd
South East Wales Transport Consortium (SEWTA)
South West Wales Integrated Transport Consortium (SWWITCH)
The Road Haulage Association Ltd
Torfaen County Borough Council
Vale of Glamorgan Council
Wales Council for Voluntary Action
Welsh Consumer Council
Welsh Local Government Association

ANNEX C

THE REGIONAL TRANSPORT PLANNING (WALES) ORDER 2006 Summary of consultation responses

COMMENT FROM:	COMMENT	CONCLUSION
Carmarthenshire County Council	Same as for SWWITCH below	See below
Environment Agency Wales	Content	Noted
Gloucestershire County Council	No comment	Noted
Guide Dogs for the Blind Association and RNIB Cymru	Fully support	Noted
Isle of Anglesey County Council	A positive step but may not be a significant staffing resource saving.	Agreed
Merseyside Passenger Transport Authority and Executive	The principle of joint Local Transport Plans is sensible and fully supported.	Noted
National Association of Licensing and Enforcement Officers	More efficient and, to increase joint working between LAs, can only benefit transport providers and users. Should also reduce the burden on each LA to submit and review plans.	Noted
Neath Port Talbot County Borough Council	Fully endorse the response from the SWWITCH Consortium.	Noted
Network Rail	Can see potential benefit and under Sec 4 of the Order we support the sub-division of Gwynedd responsibilities. However, we note that the Order does not make provision for the way in which local transport authorities will work together to produce cohesive regional plans.	To be covered by the Regional Transport Plan (RTP) Guidance
Pembrokeshire Coast National Park Authority	It would appear reasonable to base RTPs on the existing transport consortia. But it is concerning to note that whilst the Regulatory Appraisal identifies public transport as being important for those without access to cars, there is no mention of needing to reduce travel by car and encourage use of public transport.	To be covered by the RTP Guidance
Pembrokeshire County Council	Same as for SWWITCH below	See below
Plaid Cymru	It is better to plan regionally than locally but it would make more sense for authorities to liaise along major routes	Route Development Strategies will be incorporated into RTPs

Railway Development Society Ltd	Concerned about the use of 'local' and 'regional' in the Order and suggest that 'local' and 'Group' be replaced with 'regional' and 'Region'. We are concerned that the Order does not cover working between the 4 consortia for cross border services	Legal advice is NO change. To be covered by the RTP Guidance
South East Wales Transport Consortium (SEWTA)	Support the Order but do not agree that it is cost neutral.	A minimal increase of £5,000 in costs has been estimated but that is not a consequence of the Order.
South West Wales Integrated Transport Consortium (SWWITCH)	Generally support the move to RTPs but do not believe the making of the Order will be cost neutral.	A minimal increase of £5,000 in costs has been estimated but that is not a consequence of the Order.
The Road Haulage Association Ltd	Support fully the proposal.	Noted
Torfaen County Borough Council	Agree to basing the RTPs on the 4 areas covered by the voluntary Transport Consortia	Noted
Vale of Glamorgan Council	Agree to basing the RTPs on the 4 areas covered by the voluntary Transport Consortia	Noted
Wales Council for Voluntary Action	It is sensible to recognise the regional structures and move to the production of RTPs.	Noted
Welsh Consumer Council	Transport planning areas should generally conform to people's travel needs and patterns. In so far as the existing 4 consortia are seen to do that, it is appropriate to base RTPs on the 4 areas covered by the existing voluntary Transport Consortia.	Noted
Welsh Local Government Association	We appreciate that this Order is necessary, however, we do not support including a date by which RTPs have to be produced.	Legal advice is that a date needs to be included hence 30 June 2008