

**CYD-FFEDERASIWN CLUDWYR TEITHWYR CYMRU
CONFEDERATION OF PASSENGER TRANSPORT WALES**

DRAFT TRANSPORT (WALES) BILL 2004

**Written submission to the joint pre-legislative enquiry by the
Welsh Affairs Select Committee of the House of Commons
and the
Economic Development & Transport Committee
of the National Assembly for Wales**

JUNE 2004

The Confederation of Passenger Transport is the professional trade association representing bus, coach and light rail operators throughout the UK. In Wales CPT members operate services across all regions and provide around 70% of all public transport journeys undertaken here.

CPTWales is pleased to submit its views on the Draft Transport (Wales) Bill currently out for consultation and we welcome the invitation to appear before the pre-legislative enquiry conducted jointly by the Welsh Affairs Select Committee of the House of Commons and the Economic Development & Transport Committee of the National Assembly.

We welcome too the importance attached to public transport by the National Assembly as shown by the moves to promote this Bill and CPTWales is keen to continue to work in partnership with the National Assembly and Local Government in Wales to deliver efficient, high quality public transport services that are safe and integrated. We were particularly pleased to play a full partnership role with the National Assembly and Local Government in Wales in introducing the Concessionary Fares Scheme for Older People and the Disabled, which has become a model of excellence

We welcome, also, the general direction proposed in the draft bill to direct two or more Local Authorities to enter into arrangements for the discharge of transport functions.

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CPTWales has always supported strong regional consortia and we warmly welcomed the establishment of the transport boards serving the four regions of Wales. We feel that these bodies need to be strengthened. Consideration may be appropriate for these Regional Authorities or consortia to be given full powers, on an agreed basis, over Highways and Transportation functions currently exercised by individual Local Authorities.

We support the move towards the development of a national strategy, with implementation by the regions, taking account of the diverse economic and social characteristics found within Wales. We also support the move towards empowering the Assembly to exercise powers of direction, guidance and advice over the SRA.

We agree with the observation that the 22 unitary authorities in Wales are hampered by being too small and too numerous to attract specialist staff and to implement significant transport projects. Therefore, we support the objectives of the Bill to give the Assembly powers either to direct Local Authorities to enter into arrangements or to set up Joint Transport Authorities (JTAs). We agree that the JTAs should have responsibility for the full range of public transport responsibilities, as well as necessary traffic management powers such as traffic orders, together with the enforcement of bus priority schemes that have been introduced in many parts of Wales. The practical effectiveness of these priority schemes has been very greatly reduced through the lack of proper robust enforcement measures.

We believe that these JTAs would considerably enhance transport provision planning and the move towards these should be effected at an early stage. As we have noted, the establishment of the Regional Consortia is a considerable and positive step in the right direction, and we suggest that these JTAs be based on the same geographic areas as the existing four transport consortia. This will reduce potential problems during the transitional stage.

CPT urges the NafW to seek powers to ensure that the Regional Authorities are set up with full statutory delegated responsibility and with appropriate adequate funding, and maybe renamed as, say, Joint Transport Authorities.

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We welcome the commitment to provide funding to ensure that the proposed provisions of this bill are fully and effectively implemented. In terms of overall funding, we believe that this should come from the constituent authorities in each region.

Finally, on a point of clarification, CPTWales would ask what transport responsibilities, if any, the Assembly considers should not be transferred to the Regional Authorities? We would further ask on what occasion the Assembly would use its proposed powers to secure the provision of public transport services directly, rather than through the Regional Consortia or the Joint Transport Authorities?

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