

DRAFT TRANSPORT (WALES) BILL 2003**MEMORANDUM OF WRITTEN EVIDENCE SUBMITTED TO THE:****HOUSE OF COMMONS, SELECT COMMITTEE ON WELSH AFFAIRS
NATIONAL ASSEMBLY FOR WALES, ECONOMIC DEVELOPMENT AND
TRANSPORT COMMITTEE**

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INTRODUCTION

The Transport (Wales) Bill 2004 is a policy framework. It is not a statement of transport policies for Wales and should not be considered as such. This submission examines the causes of the Bill in relation to the objectives set out in Clause 1 – the National Assembly for Wales' (NAfW) general transport duty – and the criteria for an integrated transport policy. The administrative regulations contained in parts of the Bill have been considered, but the submission concentrates on the policy achievement aspects.

Consistently, in its last three reports the House of Commons Welsh Affairs Committee (WAC) has recommended key changes in the governance of transport in Wales. The Environment, Planning and Transport Committee (EDTC) of the NAfW made similar recommendations. The Welsh Office's Welsh Transport Advisory Group (WTAG 1999) established by Peter Hain when Minister of State published The Transport Legacy in Wales and the Key Advisory Group Papers. One of the papers "An integrated transport policy for Wales – the short term possibilities and the long term vision" (written by Professor Stuart Cole), addressed the primary issues in this Bill.

These may be summarised as follows:

1. transferring policy and direction of the Wales and Borders railway and advice on other inter city services to/from Wales to the NAfW
2. rail investment powers
3. appointment of SRA members for Wales
4. establish regional strategic transport boards based on the existing consortia
5. representation of the NAfW and the county councils on these boards
6. examine the case for a national public transport co-ordinating body for Wales (as part of the NAfW)
7. establish a Traffic Commissioner for Wales
8. air transport service support

More recently the Richard Commission (2004) supported the views of the Minister for Environment, Planning and Transport (Sue Essex) in respect of statutory powers for the NAFW and county councils to work together, for joint transport authorities, and for powers over domestic rail services. The Commission also endorsed the view of the Director, Wales Transport Research Centre, Professor Stuart Cole, for a focussed approach to rail services, a move away from the Strategic Rail Authority's (SRA) other priorities setting the agenda in Wales, and the agreements required for funding services.

GENERAL TRANSPORT DUTY (Clause 1)

The objective of the Bill is to provide the National Assembly for Wales with the necessary powers and responsibilities to achieve the following:

- policies for the promotion and encouragement of safe integrated efficient and economic transport facilities and services to, from and within Wales. Inserted here might also be the "provision" of such services but this may be covered in Clauses 4 (Discharge) and 7 (Provision of public passenger transport services)
- transport facilities to meet the needs of persons living or working in Wales or visiting/travelling through Wales
- freight transport facilities

This Bill provides a clear way for the NAFW to achieve these objectives. It also reflects the views set out by both Committees in their earlier reports.

Dovetailing policies by different governments within the UK and within Europe is therefore only one part of the problem. Policies designed for large cities are not suited to rural areas and the disintegrated nature of the passenger transport business in Wales, England and Scotland partly through privatisation but also by mode and transport authority also presents difficulties.

Wales is not an homogeneous country. It has a densely populated area in south east Wales with 120 persons per hectare. In the north west of Wales density is as low as 6 pph. In such areas road improvements will be vital and the car will continue to be the most common means of travel. However, new techniques for monitoring bus operations in Gwynedd, Flint and a GPS experiment in Carmarthenshire (BWCABUS) will assist in modal transfer. Tourist honey-pots may also be considered under small urban solutions because of high passenger flows. Thus two quite separate solutions are required reflecting quite different needs. In urban Wales the issue is one of relieving congestion and reducing the environmental impact of the motor car. In rural Wales, basic mobility and no car access is the issue. In all areas there are many on low incomes with the consequent social exclusion.

Transfer of Powers

Transport governance in Wales changed dramatically following the Government of Wales Act in the UK Parliament (1999) and the establishment of the National Assembly for Wales. There began a process where policies previously made in London were transferred to Cardiff. To progress this, further responsibilities, powers and functions needed to be transferred to the NAW, and/or local authorities who between them would have the policy making role for, and power to finance:

- public transport policy generally (DfT) **(1,2,5,7)**
- road construction investment and maintenance
- bus service frequencies, routes, and subsidy/contract payment levels
- bus industry regulation (DfT) **(7 - part)**
- investment incentives
- rail investment (DfT/Network Rail/SRA) **(9-10)**
- rail passenger service levels and contractual arrangements with TOC's (SRA) **(9-10)**
- environmental issues
- land use/development
- current powers of the Traffic Commissioners (DfT)
- traffic reduction/traffic management policy regulation (DfT/NAfW/CC/CBC's)
- personal safety of pedestrians, cyclists and provision for those groups
- mobility impaired people
- liaison with Sustrans in Wales
- airport development and air service development and regulation (with appropriate private sector involvement) (DfT, CAA) **(11 – part)**
- rail regulation (Rail Regulator)
- user group representation (RPC-Cymru Wales) **(8 – part)**
- regulatory framework for taxis/private hire cars (part DfT, CC/CBC's)
- port development and shipping services promotion (DfT)
- integration of road/rail freight operations (Network Rail/DfT) **(9-10 possible)**

Notes

1 Names in brackets indicate present holders of that responsibility where these are not the National Assembly or local authorities in Wales.

2 Numbers in brackets indicate the Clauses in the Bill which go part or all of the way to achieving the responsibility move to the NAW. References to UK governance with no Clause numbers are aspects where at some time transfer of powers should be considered.

Needs

Historically the land transport network, both road and rail, in Wales was London oriented. In some ways this has been of value in linking Wales to major markets in southeast England and in other European Union countries. East – west links in the north and south of Wales provided for the development of markets in England for industrial, agricultural and tourism products through both road and rail.

So what are the current needs of transport in Wales? There is a need to provide for high quality links giving reliability and minimum journey times to markets and to provide for increased social inclusion.

Wales has, in transport terms, been seen as a peripheral part of the United Kingdom. The prime objective has therefore to be a transport network linking all of Wales to its markets. These are:

- links to London
- links to major English markets
- links to other European union countries
- links within Wales
- long distance public transport network
- local bus networks

WALES TRANSPORT STRATEGY (Clause 2)

The NAFW already provides a strategic approach in earlier documents such as “The Wales Transport Framework” and the “Wales Spatial Plan”. This Bill provides for a statutory basis for a Wales transport strategy.

A reasonable assumption would be a strategy based on the concept of an integrated transport policy with statutory provision for varying degrees of intervention as circumstances require. It would therefore seem appropriate to set out the principles on which the proposed legislation is based.

An integrated transport policy is not anti-road or pro-public transport. Rather, it seeks to optimise investment expenditure on a sustainable basis. It means getting best value for the investment made but bearing in mind the long term consequences which personal travel and movement of freight has on the environment, health and quality of life. It is not a low cost policy nor need it be unaffordable.

Definition

Considerable discussion has surrounded this policy but what does it mean?

An Integrated Transport Policy examines four relationships:

- between transport and land use
- between public and private transport
- between motorised and non-motorised (walking, cycling) transport
- within public transport

The preferred structure to achieve such integration nationally, regionally or locally has three prerequisites:

- a single policy and budgetary authority
- a single co-ordinating body for all modes of transport
- operational level co-ordinating bodies to achieve seamless interchange between modes, within modes, and between modes and land uses/human activities. This relates to physical interface and the provision of through ticketing.

While (c) may be provided by contractors, (a) and (b) must involve a single body.

Elements

If the analysis is confined to passenger transport, then the elements may be integrated (with a trade off in expenditure between them based on a single multi-modal evaluation technique). The elements are:

road investment
rail investment (infrastructure/rolling stock)
bus investment (terminals and vehicles)
public transport interchanges
pedestrian/walker/cycling facilities investment
traffic management (physical and fiscal)
public transport fares levels) and consequent
public transport service level) contractual payments

The UK Government's view (HOC, 2002) is that integrated transport broadly means:

- integration within and between different types of transport - better and easier interchange between car/bus/rail etc. with better information on services and availability of integrated tickets.
- integration with the environment - considering the effect of transport policies on the environment and selecting the most environmentally friendly solution whenever possible.

- integration with land use planning - to reduce the need for travel and to ensure new developments can be reached by public transport.
- integration with policies on education, health and wealth creation so that cross-cutting policies on issues such as school travel, cycling and walking, and the profitability of business work together rather than against each other.

Rationale

The key objective of integrated transport is to provide for accessible and affordable modes of travel which are both sustainable and become the preferred modes of travel in Wales.

However, improvements are required in the public transport system before car users can be persuaded to change, and non-car owners are able to make reasonably timed and priced journeys.

The National Assembly's responsibilities only provide it with a national role in roads and a role in road/rail transport through its links with local authorities. This therefore severely limits its ability to balance investment between the best solutions to transport problems.

The Assembly could currently make a decision on these options but there are financial implications and issues in relation to funding sources (e.g. block grant; current SRA payments, DfT investment funding for railways) which would need to be considered.

Adding railway direction and guidance to the National Assembly's expenditure portfolio as proposed in the Transport (Wales) Bill would require a negotiated Welsh Block Grant settlement in respect of the payments currently made by the SRA to train operating companies with services in Wales or through direct infrastructure payments. The Network Rail infrastructure investment programme has also to be considered.

A number of interesting questions however arise:-

- does the Bill enable the Assembly to create policies which are not consistent with UK policies. For example, could the franchising (supply side competition) of bus services in Wales replace demand side competition? This is seen by many as a requirement for full passenger transport integration and exists in London.
- if differences arise between the local authorities and the NAW over the content of the strategy how is it to be resolved? Clause 3 also refers to this.

- in the Transport Bill 2000, the Welsh Affairs Committee report resulted in the requirement to consult with the NAFW being inserted onto the face of the Bill as it was thought that consultation might not otherwise take place. Should the same principle be applied to Clause 2 (5) with the existing wording included after specified consultees?
- Clause 2 (7), says the NAFW “may not delegate” the preparation the Plan. Does this include delegation to the Assembly executive committee (in effect the WAG Cabinet) or is that part of the body corporate of the NAFW?

LOCAL TRANSPORT FUNCTIONS

Local Transport Plans (Clause 3)

Current arrangements provide for transport strategies (e.g. bus strategies) to be provided by counties or consortia. The Bill would formalise these arrangements. In addition to local transport plans, bus strategies and quality partnerships, local authorities may also consider road pricing, charging for parking at the workplace and railways. What is not provided for in the Transport Act 2000 is a requirement for consultation between the different players (e.g. County Councils and the Strategic Rail Authority) in relation to the preparation of such plans. This Bill might be amended to include consultation.

Local transport plans (LTPs), a centrepiece of the proposals for the co-ordination of transport movements, have a crucial role in promoting integrated and sustainable transport. They must be seen in the context of users and suppliers and backed by appropriate policies, powers and resources. The policies and proposals in the LTP's must relate and support the Unitary Development Plans to be compatible in a regional context.

This Bill sets out the statutory provision for local transport plans, their submission to the NAFW, their acceptance as consistent with the Wales Transport Strategy and as being able to implement it. It would appear consistent therefore for the NAFW to be able to prevent a local authority from “opting out” of the national strategy (Schedule 1 Section 4 (2) (3)) as this would have implications for the implementation of the Strategy nationally. That however begs the question of how differences in policy are to be resolved other than by the local authority changing its plan despite have an unreconcilable difference over an aspect of the strategy

Arrangements for the discharge of transport functions (Clause 4)

Here Sub - clause 5 is important in providing a wide definition of a “transport function” while the variety of relationships that may exist between the NAFW and local authorities are set out (1,2). It will also be interesting to see what arrangements might be put forward which require direction. However, such

powers are required if a national transport strategy is to be achieved. The remainder of the Clause sets out administrative arrangements.

Joint Transport Authority (Clause 5)

The earlier reports by both Committees (HOC 2000, 2002, 2003; EPT 2001) made reference to Passenger Transport Executives/Authorities (PTE/PTA).

An important issue is the extent of the responsibilities transferred from the existing authorities to the JTA. At present the consortia which would be the basis for such authorities, are responsible for bus (and to limited extent rail) passenger transport. It would be consistent with an integrated transport policy for existing county/county borough roles in taxi licensing, traffic management, road pricing and local road construction and maintenance to be included also. A close relationship with local land use planning/economic development departments would ensure these parts of the jigsaw were in place. Current responsibilities for rail funding would transfer to the NAFW under Clauses 7, 9 and 10.

The models discussed in the Policy Review of Public Transport (EPT, 2001) presented several options. The proposal set out here formalises much of what is currently the reality. The JTA model offers benefits in terms of a framework for policies to be consistent in all parts of Wales to fund and deliver public transport.

The provision for bottom up decision making by county/borough councils through the JTA's will provide for the diverse transport needs. The distinctive needs of urban Wales and rural Wales highlight the reality that while decisions on the rail franchise have to be made by the Assembly, decisions on local bus and associated public transport (including taxis) have to be made regionally/locally, and the whole operation has to be integrated into one total journey network.

Representation on the JTA should be jointly provided by the local and national government bodies involved, as the Bill indicates. The achievements to date of the existing consortia of local authorities have been considerable and these would form an ideal basis for the JTA's and could have representatives from county councils, NAFW and user groups (both bus and rail). They would make local decisions on bus services; and bid for finance from, and put proposals for rail services to the NAFW. This would ensure a bottom up decision making process where county councils would play a vital role reflective of members and officers commitment to the existing consortia.

The establishment of the consortia has indicated the need for a regional approach thus enabling local schemes to be seen within the context of a wider travel area, but with a realisation that local needs have also to be represented. The JTA's, and county/borough councils bring in links with land use planning and traffic management. The National Assembly provides the

overall national big picture of the Wales and Borders franchise, the national roads network and a national long distance coach network.

If Wales is to develop its own integrated transport policy best suited to the needs of Wales, certain key functions have to be transferred from UK institutions. The Policy Review (EPT 2001) in principle sets out the need to link a series of key activities and their provider(s):-

- | | |
|------------------------------------------------------------------|----------------|
| - a national Wales rail network (Wales and Borders franchise) | NAfW |
| - the national road network | NAfW |
| - bus policy (regulation) | NAfW (from DT) |
| - regional public transport policies | JTA's/CC's |
| - bus quality partnerships | CC's |
| - traffic management | CC's |
| - local roads | CC's |
| - land use planning | CC's |

The structure suggested in the Bill will achieve all the requirements of an integrated transport policy. The concerns that it will lead to a top down approach are understandable but unfounded if the function of the NAfW and the JTA's are clearly set out. Local public transport needs would be met and the all-Wales body would bid for finance purely for bus and train operations.

Two areas of potential conflict exist between the JTA's and the NAfW. The first is a conflict in policy but as this is not a new phenomenon there is considerable experience on how it is dealt with. The second is the situation where the NAfW has given directions to carry out certain policies but the financial provisions are believed to be inadequate (Clauses 5 (4) (c); 6(1) (2)).

In the author's earlier papers (Cole 2002a) the term Passenger Transport Boards (PTBs) based on appropriate county council groupings has been replaced by the Joint Transport Authority. These could be responsible for franchising all bus services both commercial and tendered, creating an integrated transport system. NAfW tickets (as is the case for the over 60's free bus travel scheme) could be issued, and bus and train services would be linked. A model was seen in the pre-local government reorganisation Bws Gwynedd with trains and express coach services providing the core network and bus services in towns and rural areas providing the local services and feeder services. This is probably the nearest experience in Wales to an interpretation of the meaning of a JTA

A Joint Transport Authority proposed in the Bill should not be confused with the PTA models for the big urban areas (e.g. Greater Manchester; West Midlands) in England. One might suggest that an alternative term would be Passenger Transport Partnership. Providing powers to establish JTA's, if it was thought appropriate, were proposed in the WAC Transport Bill report and the Transport in Wales report. The Government response to the Bill report showed a lack of understanding of the existing consortia and their links to

roads responsibilities via the local authority representation on the consortia/boards. This concern now seems to have been overcome.

Benefits

The parallel for such a system exists in other member states of the European Union with high investment levels, co-ordination policies of services, fares and infrastructure developments. For example:

- Regional Councils of France have transport as a major policy issue with responsibility for local railway services (with SNCF) and for bus operations in the municipalities.
- Sweden regional public transport bodies run local bus and rail services in a country with many rural mountain areas, a small population (8m) and a concentration of people in a small part of the total land area.
- The Netherlands have a national ticketing system for local public transport (the Nationale Strippenkaart) and a national railway service but with provinces being responsible for all bus, rail, train-taxi services and stations. Track operations are retained by the State-owned Railned.
- Austria, the Land (equivalent to JTA areas) have responsibility for all local public transport joint ticketing and land use planning which link into a national policy for rail services.

FINANCIAL ASSISTANCE: LOCAL TRANSPORT FUNCTIONS (Clause 6)

This clause provides the required financing facility to achieve the implementation of local investment bids and the national transport strategy. If a JTA believes it has been given directions under Clause 4 to carry out certain policies but that the financial provision by the NAFW is insufficient should the Bill have provision for this?

PROVISION OF PUBLIC PASSENGER TRANSPORT SERVICES (Clause 7)

The Bill allows the NAFW to become involved in any form of public passenger transport services which are not provided by other bodies in Wales either with public funding or commercially.

The definition (7 (5)) appears to restrict the use of the Bill to moving vehicle services. In such a case it would seem logical for the NAFW to be able to set up the proposed national long distance coach network of 5 routes. These cover mainly those parts of Wales which are not accessible by the rail network, which could not be provided commercially, which would contribute to social inclusion and which provide an economic and efficient alternative to reopening rail services

It would be helpful to the travelling public if other associated services were also to be included on the face of the Bill. These might include:

- ensuring the integration of timetables and conditions of carriage between operators
- joint ticketing
- ordering the acceptance by an operator of for e.g., the Wales FlexiPass (subject to financial provisions if required)
- information provision

Such facilities are as much a part of a Wales Transport Strategy as the provision of the vehicles themselves. The construction of seamless interchanges might be included here also although they are generally provided for in existing legislation

RAIL TRANSPORT

Rail (Transport) Passengers Committee (Clause 8)

The logical outcome of the powers of direction and guidance over the SRA is the issue of responsibility for the Rail Passengers Committee – Cymru Wales. At present its Chairman is appointed by the SRA/DfT (Colin Foxhall, May 2004 for three years). Its sponsoring body is the SRA. The Bill proposes quite rightly that the appointment should in future be made by the NAFW in consultation with the SRA. It does not make clear to whom the Chairman is responsible or which is the sponsoring body (although the relevant Assembly executive committee member must receive a formal copy of the annual report). Also, it does not provide for a proportion of members to be appointed by the NAFW in consultation with the SRA. Rather it is entirely the reverse. Clearly there is a Borders interest to be considered and the SRA should be involved in appointments, but logic suggests the NAFW should be the appointing body in consultation with the SRA.

The second issue is how closely the consumer body reflects an integrated transport policy by converting the Rail Passengers Committee into a **Transport** Passengers Committee similar to the pre -1993 Transport Users Consultative Council (TUCC) sponsored by the DTI, or the present London Transport Users Committee sponsored by the Mayor of London. This would represent users of bus, rail, tram, taxi and ferry and be sponsored by the National Assembly with a close working relationship with the Assembly executive committee (Cabinet) member for transport. Such a change would provide integrated decision making and integrated representation.

Whatever form the appointment/sponsorship of the R(T)PC takes, its independent voice on behalf of the passenger has to be guaranteed.

Powers to give directions etc to the SRA - Role of the National Assembly (Clause 9)

Reference is also made to these new powers for the NAFW earlier in the Memorandum.

In 1991 the House of Commons Select Committee on Welsh Affairs recommended (HOC, 1991) “the establishment of a Wales and the Marches railway based in Cardiff and of a committee to examine the role of a Cardiff Passenger Transport Authority, to determine funding and service quality in the Cardiff commuter areas, and to consider methods of using rail to reduce road congestion”

The NAFW powers of direction and guidance would be the cornerstone of rail operations in Wales. It would provide adequate finance (funded by the National Assembly) alongside the private sector, create a railway operation which was no longer peripheral to England, but integral to Wales and would direct the SRA within Wales and the Marches. It could (as occurs in Scotland and Merseyside) finance track development (including new lines or freight line conversion), determine fares, timetables, types of rolling stock. It would liaise with Network Rail and the Strategic Rail Authority/English Region/PTA on service integration with railways in England, including Inter-City operations (the responsibility of the Strategic Rail Authority) and would still be part of the Great Britain network.

The First Minister for Scotland set out his Government’s transport programme for 2003-04 (May 2003). He outlined an extensive programme of infrastructure development for both road and rail to improve transport choices. “We want to make public transport easier to use and more accessible to those who need it most” Consult...”on a new Strategic Transport Authority to work within a framework of policy direction set by (Scottish) Ministers” “The plan is agreed, the money is there and the work is underway”. The implication in Wales is that as in Scotland funds currently paid to the SRA will be paid to the WAG; any further funding will come from the WAG transport budget and the SRA will be an agent for WAG in linking into English train services and carrying out the more technical aspects of the work.

The National Assembly, the Welsh Assembly Government and the Welsh Affairs Committee have agreed with Scotland’s First Minister in respect of the former’s deliberations on railways in Wales. The WAG view (Minister’s response to the Select Committee report on “Transport in Wales”) stated clearly that “the rail network in Wales is a key element in underpinning the Welsh Assembly Government’s vision for a coherent transport network. Powers of direction over the SRA are therefore essential so that the delivery of train services in Wales supports our integrated transport policy”.

The Select Committee on Welsh Affairs has also recommended the appointment of two SRA members by the National Assembly for Wales. When the Committee made this recommendation in its report on the Transport Bill (1999 – 2000, HC 287) it was rejected in the Government’s response as they

“were not persuaded of the argument”. However such a change would assist in the monitoring of the SRA by the NAfW

The creation of a statutory formal structure for the existing consortia into JTA's is essential to achieve local and regional integration. Linking the operations of the regional JTA's into the national networks is a function of the NAfW. Railways in Wales can only operate on a national basis. The SRA 's decision to establish the Wales and Borders franchise recognises the efficiencies, enhancement of rail service quality and thus increased passenger travel to be gained from that arrangement. The logical next step is the NAfW assuming responsibility for that franchise.

Agreements (NAfW) with the SRA on exercising of franchise functions (Clause 10)

This clause, allowing the NAfW to enter into an agreement with the SRA, is essential for the Assembly to make use of the SRA in extending the Wales and Borders beyond the financial arrangements or beyond the Passenger Service Requirement. Similarly if such an extension is made the Assembly requires the power to withdraw from an earlier plan if it turns out to be e.g. too expensive. The NAfW has not indicated any plan to provide the franchise directly to the train operator as in Merseyside. It would be interesting to know if this Bill makes such action possible by the National Assembly.

Relationship between Network Rail and the National Assembly

The Bill makes no reference to any relationship between Network Rail (owners and operators of the rail infrastructure) and the NAfW. This is a significant omission from the Bill. A statutory requirement for consultation and passing of information between the two bodies would be a minimum requirement. The need to report on planned investment, for example, on the line speeds of the North Wales Main Line would assist the NAfW and local authorities take such improvements into account in the national transport strategy and the local transport plan.

Note on the SRA

This submission was prepared in advance of the publication of the UK Government's Rail review. References to the SRA should therefore be read as also applying to any successor body(ies) set up to carry out its functions.

AIR TRANSPORT

Financial assistance : air transport services

Options to develop internal passenger links between north and south Wales within an integrated transport policy has to include all modes – car, coach, bus, rail and air.

This Clause provides the opportunity for the NAFW to support such services if they are not commercial.

It may be that a service is unviable in either financial or cost – benefit terms. There may also be an alternative service where European rules would preclude financial support, e.g., if the railway line - speeds between Bangor and Cardiff were raised to 100 mph thus reducing journey times to 3 hours. However this is a policy issue but one which could be discussed within an integrated transport policy.

The Bill, as identified in section 1 of this submission, provides the framework for policy decision making. This Clause does that in respect of air services.

CONCLUSION - CRITERIA FOR CHANGES IN RESPONSIBILITIES

The changes most likely to create a step change in modal split between the motor car and public transport should be pursued initially and it is these which are primarily addressed by the Bill. It would be appropriate to conclude this Written Evidence using the tests for alternative organisation structures set out in the NAFW Policy Review of Public Transport Final Report (2001). A brief comment is made against each test, and indicating whether it is **(A) achieved**, or **(N) not achieved** to indicate if the Bill meets these tests

Relevance to area

The travelling public 's needs on both a local and national level are met. The detailed local programmes linked to commercial decisions by local bus companies will remain the responsibility of the JTA's and/or the county councils. **(A)**

Accountability

The bottom up approach ensures local needs are met and local accountability achieved through JTA membership. The NAFW 's role is ensuring good value and the delivery of its policies on a consistent basis in partnership with the JTA's. **(A)**

Development of an integrated public transport network

The acquisition of rail responsibilities by the NAFW would ensure full integration with local bus and taxi provisions through the JTA. The local

authority powers in relation to land use planning and traffic management provides the remaining element in an overall integrated transport policy. **(A)**

Quality of political decision making

The operation of existing consortia can only be enhanced through statutory bodies whose such status and requirement to deal with large scale funding would of necessity attract high calibre politicians and officers at county and national level **(A)**.

Effective rail powers

The NAFW would be in a position to manage the Wales and Borders franchise **(A)**

Effective bus powers

The introduction of London-style bus franchising, though not included in this Bill, would provide improved integration and facilitate the construction of seamless interchanges at all major centres in Wales **(N)**.

Effective highways powers

The NAFW directs national trunk roads policy and expenditure and the JTA's link into local roads through the county councils unless their role takes in all transport locally. **(A)**.

Influencing land use planning

The public transport structure would link into the county councils' powers in respect of land use planning through the county councils direct input into JTA's. **(A)**

Impact on passenger travel

This is the most important of all the tests. Modal split changes and increased accessibility for those currently excluded provide the sources of new public transport trips.

Bus, rail, light rail and taxi operations can provide the first two of the three I's (Information, Interchange and Investment) to achieve Integration (the 4th I) and enhancement of public transport usage. PTI Cymru/Traveline Cymru/Transport Direct Cymru has to be pushed forward into full operation to achieve a one-stop shop information service for public transport users. The development of seamless Interchange (the 2nd I) at over forty locations in Wales between trains, buses, cycles and taxis can only be achieved through a close operational and budgetary association of the NAFW and JTA's. **(A)**

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June 2004