

JWD JD

3 September 2001

*Please reply to :*

*First Cymru Buses Limited*

*Heol Gwyrasydd*

*Penlah*

*SWANSEA*

*SAS 7BN*

Environment, Planning & Transport Committee  
The National Assembly for Wales  
Cardiff Bay  
**CARDIFF**  
CF99 1NA

*For the attention of Richards Edwards AM, Chair*

Dear Richard

***Policy Review of Public Transport***

CPT Wales welcomes the opportunity to comment on the options for alternative regional organisational structures resulting from the Policy Review of Public Transport.

CPT would generally support the concept of regional transport structures but believe there are a number of issues to be solved with the current organisation.

The existing structures, SWITCH, SWIFT, TIGER and TAITH, are failing to deliver comprehensive public transport improvements for several reasons. These include the lack of full time dedicated and professional staff, a lack of involvement with public transport operators in certain organisations, the lack of common appraisal techniques for transport development and within individual authorities a failure to develop Quality Partnerships with bus operators.

CPT believes that the existing structures can be modified to be more effective.

In respect of South West Wales, there needs to be a combination of Swansea, Neath and Bridgend together with a separate organisation for the rural West, Carmarthenshire, Pembrokeshire and Ceredigion. The existing organisation is overly cumbersome and tries to cover too wide a geographical area.

CPT Wales believes that TIGER and SWIFT could be combined together to give a comprehensive transport planning for the Newport/Cardiff conurbation.

CPT Wales would reject the idea of a PTE/PTA for any region of Wales and would particularly reject the thought of an isolated PTE model for one area of Wales. This is felt to be divisive and places yet again South East Wales open to criticism from other parts of the Principality.

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CPT Wales believes the formation of a PTE/PTA structure would lead to a separation of land use and transport planning which would be detrimental.

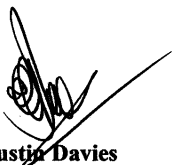
CPT Wales believes that there would be funding issues between the PTE and the funding authorities leading to an inconsistency in forward planning and a failure to develop transport systems upon pure economic models.

The formation of the PTE/PTA structure would also take a considerable amount of time and financial effort whereas the existing models are already in place and given some modification can be made to work satisfactorily.

CPT would emphasise that the existing regional structures do require professional, full time officers to support the work and reduce the current overstretching of resources within the Local Authorities, who are trying to support their own transport policies in addition to effectively serving regional structures.

Overall, CPT would support the most effective structure which will see the delivery at ground level of improvements to passengers at the earliest opportunity. The current situation is leading to bottlenecks in service delivery and it is noticeable that there is a distinct lack of Quality Partnership Agreements across Wales which is stopping the development of effective public transport. This must be overcome at the earliest opportunity.

Yours sincerely



**Justin Davies**  
Chairman - CPT Wales