

Enterprise, Innovation and Networks Committee

EIN(2) 06-06(p.7)

Date: 20 September 2006

Venue: Committee Room 2, Senedd, Cardiff Bay

Title: The draft Regional Transport Planning (Wales) Order 2006

Purpose

1. To provide the Committee with an opportunity to scrutinise the draft Order (a copy is attached at Annex A). The Committee has identified this Order for scrutiny.

Recommendation

2. The Committee should consider the draft Order.

Purpose of draft Order

3. The purpose of this draft Order is to enable local authorities to work together jointly to produce their transport plans on a regional as opposed to on an individual local authority basis.

Summary of what the Order does

4. The intended effect of this Order is to ensure that transport infrastructure and services are planned and implemented on a regional basis, to more effectively meet the travel needs both of individuals and businesses. The move to regional transport planning is a key element of the revised transport planning arrangements being put in place under the Transport (Wales) Act 2006. These involve the Assembly Government preparing and publishing a statutory Wales Transport Strategy, which will set a framework for the development of the transport system. Local authorities, working together in transport consortia, will then prepare and implement Regional Transport Plans on a basis which is consistent with the Wales Transport Strategy.

5. A draft of the Wales Transport Strategy, which has a strong regional dimension, was issued for consultation on 13 July.

6. The development of transport planning at a regional level reflects the relatively small geographic area covered by many Welsh local authorities, with numerous transport issues crossing local authority boundaries. This means that the effective exercise of many local authority transport functions requires a wider perspective than the individual authority area. Therefore, with support and encouragement from the Assembly Government, local authorities have organised themselves into regional consortia to collaborate on transport issues. There are currently four transport consortia in Wales, covering South East Wales (SEWTA); South West Wales (SWWITCH); Mid Wales (TraCC); and North Wales (TAITH).

7. Section 108 of the Transport Act 2000 places a duty on each local authority to produce a Local Transport Plan for their area. The Assembly Government 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 Local Transport Plan, they will instead be under an obligation to work together to produce joint plans, which will be known as Regional Transport Plans. It is proposed that these Regional Transport Plans will be prepared for regions consistent with the areas covered by the four transport consortia.

8. Guidance on how to prepare the new Regional Transport Plans is currently being developed by the Assembly Government in partnership with the transport consortia and local authorities. It will be the subject of a separate consultation. Under the new arrangements there will be no requirement on local authorities to produce a separate Local Transport Plan for their area, although they will be free to prepare such Plans if they wish.

9. The Order reflects the timetable for the preparation of Regional Transport Plans to which we have been working with local government for some time. The intention is that the regional transport consortia will submit their Plans for the five-year period from 2008-09 to 2013-14 to the Assembly Government by 31 March 2008. The Order specifies that the old Local Transport Plans must be replaced by 30 June 2008. This date allows time for any last minute problems to be resolved, as well as for the Assembly's approval process (under the new transport planning arrangements, Regional Transport Plans have to be approved by the Assembly).

Consultation on the draft Order

10. A full public consultation on the draft Regional Transport Planning (Wales) Order took place between 5 June and 28 July. It covered all key stakeholders, including local authorities in Wales and border authorities in England, transport consortia, members of the Wales Transport Forum, professional bodies and environmental organisations.

11. There were 21 responses to the consultation, with all respondents in favour of the Order and the proposal to have four Regional Transport Plans based on the existing consortia areas.

12. One substantive issue raised in the consultation was that the Welsh Local Government Association did not support the inclusion in the Order of a date by which Regional Transport Plans have to be replaced. There is however a statutory requirement to include such a date in the Order under the transitional provisions for Local Transport Plans in the Transport Act 2000. In particular, Section 109C of the Act, as inserted by the Transport (Wales) Act 2006, requires all Local Transport Plans produced prior to 1 August 2001 (all of the first round of Plans in Wales come into this category) to be replaced no later than a date specified in an Order.

Timetable for progressing draft Order

13. It is intended that the draft Order be considered by the Local Government and Public Services Committee on 21 September, Business Committee on 17 October and the Legislation Committee should consider the Order on 7 November. Subject to the National Assembly's approval process, the Order will come into force on 23 November.

Financial Implications

14. It is envisaged that the new transport planning arrangements should be broadly cost-neutral. Some additional costs will be incurred by the transport consortia in preparing the Regional Transport Plans and indeed two of the consortia made this point in their response to the consultation. The Assembly Government already provides funding direct to the transport consortia to support their development and ensure that they have adequate administrative capacity for work such as the preparation of the Plans. There will also be a modest increase in costs to the Assembly Government as a result of appraising the Plans and offering advice to the consortia.

15. Conversely there should be offsetting savings in local authorities as a result of no longer having to prepare Local Transport Plans. Authorities will of course still need to engage in the transport planning process.

Cross Cutting Themes

16. As noted above, the Order is due to be scrutinised by the Local Government and Public Services Committee on 21 September, given the implications for local authorities.

Action for Subject Committee

17. To consider and scrutinise the purpose and effect of the draft Regional Transport Planning (Wales) Order 2006.

Andrew Davies AM
Minister for Enterprise, Innovation and Networks

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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	

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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

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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.

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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].

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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 **SEPTEMBER 2006**
MINISTER FOR ENTERPRISE, INNOVATION AND NETWORKS

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

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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

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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

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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 liase along major	Route Development

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	routes	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