

# TravelWatch

## NORTHWEST

### Regional Transport Strategy, Examination of Evidence given in Public by Paul Fawcett on behalf of TravelWatch-NorthWest at North West Regional Assembly on 08/11/06.

- TWNW regrets the loss of a discreet rural transport policy in the RSS (Regional Spatial Strategy).
- RU5 (Regional Rural Policy No 5) of the partial review promoted improvements in public transport in rural areas including improvements to conventional and demand responsive services, and the provision of integrated public transport networks.
- TWNW agrees [RDF3 = Regional Development Framework Policy No 3] that "transport has a key role in promoting access to services" but are concerned by what appears to be an over-emphasis on accessibility at the expense of mobility
- Policies should recognise that in rural areas public transport will inevitably be unremunerative and will require revenue support.
- But public transport in rural areas is also socially desirable with clear cross sector benefits which policies should seek to capture.
- The RSS and RTS (regional Transport Strategy) should remind Local Transport Authorities [Transport Act 1985 s 88] of their duties to cooperate in coordinating the provision of public, education, health and social transport.
- TWNW suggest that the RSS Policy on the Development of Tourism should be expanded to add that visitor management should link parking controls with the provision of good access by public transport to attractions. This can in turn also help to meet the needs of the indigenous rural population.

The following evidence already tabled was not given verbally in view of new transport and local government legislation pending later in November 2006 and the later Examination in Public of the RTS in January 2007, when it is hoped to be able to develop this.

- TWNW has identified the three biggest barriers to integration as being bus deregulation, competition law, and inconsistent bus and taxi licencing which discourages the use of SPCVs (= small passenger-carrying vehicles) at separate fares, and believes the RSS/RTS should contain specific policies addressing this issue.

The North West Activist Round Table made a submission on quiet roads which, although it did not mention RT2 and disproportionate traffic generation, more or less rendering it unnecessary to raise again the following point from the TWNW submission!

- TWNW agrees with the Highway Policy [RT2=Regional Transport Policy No 2] in identifying the disproportionate traffic growth on rural roads and supports measures such as the designation of 'quiet roads' and the provision in rural areas of good public transport to contribute to the levels of modal shift in rural areas which can address this problem.

NW Rural Community Councils gave strong support for a discreet rural transport policy to be reinstated or at very least for there to be better links between rural and transport policies, and for rural policies to emphasise the mobility imperative. It was gratifying that the summing up by NWRA raised TWNW's profile by positively citing practically the whole of the above evidence (and only made a handful of other citations, including NWRCC and NWTAR).