



# Transport Activists' Roundtable North West

The North West TAR  
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**Monday, December 21<sup>st</sup>, 2008**

**Dear Peter,**

## **ROUTE MANAGEMENT STRATEGY GUIDANCE FOR THE NORTH WEST**

Further to our meeting in your offices on Thursday to discuss the Route Management Strategy (RMS) Guidance for the North West which Mouchel have been charged with working up on behalf of 4NW, I am setting down in writing here two key points which the North West Transport Roundtable (NW TAR) believe should be incorporated into the guidance:

- 1. A requirement to demonstrate how greenhouse gas emissions (GHG) will be reduced and climate change tackled.**

This would be in line with national and regional policies and strategies. At the national level, we now have the Climate Change Bill and the Committee on Climate Change's mammoth report '*Building a Low Carbon Economy – the UK's Contribution to Tackling Climate Change*' which concluded that, in addition to achieving significant CO2 emissions through technology, there were also worthwhile savings to be made from eco driving, smarter choice measures and speed driving enforcement. In addition, the DfT's most recent key strategy document '*Delivering a Sustainable Transport System*' proposes that, from 2014 onwards, a key objective should be delivering quantified reductions in GHG emissions in city, regional and national networks. Meanwhile the opening paragraph of the 'Vision' in the adopted North West Regional Spatial Strategy states: "*Development will be seen in a global context and the region will contribute to the reduction of carbon dioxide and other greenhouse gas emissions*". One of the key Spatial Principles in Policy DP1 is: "*reduce emissions and adapt to climate change*" and this is spelt out in policy DP9. As the RSS is now statutory, the highway authorities must comply with this policy. Therefore RMSs should not simply seek to reduce the growth in emissions but must set out how they intend to contribute to the net reductions required, ie. 60% below 1990 levels by 2050.

- 2. A requirement to demonstrate how better use can be made of existing transport networks.**

This would be in line with the Regional Spatial Strategy (another key spatial principle) and specifically policy DP4. It also concurs with the current thinking by 'The Northern Way'. Consultants reports (by Steer, Davies Gleave) prepared for and accepted by the Northern Way partnership have concluded that a programme of smarter choice measures and active traffic management could help to reduce pressures on the North of England's road network.

**Yours sincerely,**

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