



# Transport Activists' Roundtable

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## North West

www.nwtar.org.uk

### NW TAR CORE GROUP

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Mr. David Colbert,  
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Monday, May 4<sup>th</sup>, 2009

Dear David,

### Taking forward 'Delivering a Sustainable Transport System in the North West

As a member of the Climate Change Sub-Group of the Regional Transport Advisory Group (RTAG), I have been invited to table suggestions as to how the government's command document, '*Delivering a Sustainable Transport System*' (DaSTS), can be progressed in the North West, utilising DfT funding to be made available for studies.

As you know, I represent the North West Transport Roundtable (NW TAR) on RTAG. NW TAR is an umbrella organisation whose remit is to promote sustainable transport and land use and a low carbon future. This is very much in keeping with the thrust of DaSTS which requires, amongst other things, a significant reduction in CO2 emissions. It would appear, therefore, to be an opportune time to build on previous good work.

Since the publication of the Integrated Transport White Paper over 10 years ago, there have been various workstreams carried out at the national, inter-regional and regional level which came forward with suggestions for sustainable transport interventions/schemes, but many of them have not been progressed for want of the next stage feasibility testing. These should now be picked up and taken forward, including:

1. The multi-modal studies and the highways studies. In the North West there were three multi-modal studies and two highways studies (which were also required to adopt a multi-modal approach). They resulted in packages of recommendations. Since then, work has continued on developing the various highway solutions, but only a few of the public transport and other measures have progressed. There were some excellent ideas which evolved from these very expensive studies, eg establishing a parkway station on the Mid-Cheshire Rail Line near to where it crosses the M6, along with an improved (heavy) rail service into and out of Manchester, and possibly also extending the Metrolink (light rail) service) out from Altrincham to the new parkway (MIDMAN study).
2. The Submitted Draft Regional Spatial Strategy of January 2006. It contained a list of potential interventions which had scored well using the prioritisation methodology devised by JMP Consulting on behalf of the then NW Regional Assembly. These included a network of greenways and quiet lanes (Table 10.2d, p.48). These should also be re-visited and subjected to further study.

Yours sincerely,

**LILLIAN BURNS, Convenor, North West Transport Roundtable**