



### **North Notts and Lincs Community Rail Partnership or should that be Integrated Transport Partnership?**

The buzz words of 2016 in public transport planning seems to be “Integrated Transport”.

Forty eight years ago I took up the post of Secretary to the Road Rail Co-ordination Committee at London Transport. The committee examined ways to make the journey experience using more than one mode of transport as easy as possible. They also looked at how passengers could be enticed away from peak periods and crunch points in the system. To be successful co-operation with highway authorities was essential. Councils varied in the extent of their participation but the best were excellent and resulted in easier journeys for passengers from the start of their journey to arriving at their destination, which is exactly what integrated transport aspires to achieve today.

While many CRPs have worked to produce facilities that help passengers change modes at railway stations the idea of improving the complete journey, not just the rail element, is rarely considered.

All modes, other than rail, require the use of highways, be it walking, cycling, bus, taxi or car.

City regions have the ability to develop integrated transport within their organisation as they have responsibilities for highways and public transport. Rural areas lack this ability.

A CRP can act as a co-ordinator bringing together transport operators, highway authorities and community groups to determine how best to integrate transport modes for the benefit of passengers.

Integrated transport at strategic planning level is also weak where planning both public transport and highways is not controlled by a single authority. Again CRPs can play a role in co-ordinating efforts to ensure there is adequate provision in council plans for integration of transport modes.

Here is a recent example, currently on going. A Market Rasen resident attended the public inquiry into the Central Lincolnshire Local Plan. His concern centred around the provision of adequate transport infrastructure needed to support future housing developments in the area. Central Lincolnshire planners admitted during interrogation that they had not taken transport into consideration because no authority had raised the matter with them. The resident suggested that a southern by-pass with a car park at Market Rasen station would generate significant rail travel especially as the road in question, A631, serves Louth to the east (population 17,000) which has no railway. East Midland Trains supplied information, passed to the Planning Inspectorate, as to the viability of producing more trains to Market Rasen if demand were to be stimulated by a bypass and car park. EMT's involvement came about by a co-ordinating role on my part as chair of the West Lindsey Area.

This example demonstrates the ability of the CRP Area groups to be aware of local plans and developments that could attract rail travel.

In 2014 the Sussex Community Rail Partnership added their local bus operator, Brighton and Hove, to the CRP. Good relationships with bus companies can generate traffic for both modes. From the start Stagecoach East Midlands has played a pro-active role in the development of the North Notts and Lincs CRP. In 2016 the introduction of an inter-available fare between Gainsborough and Doncaster whereby passengers holding return tickets on bus route 98 can return by train (EMT direct service only) opened the door to the return of such tickets, which 50 years ago were commonplace. Its another example of integrating transport modes.

The question for the NN&LCRP Board is should the partnership retain the CRP identity or change it to reflect a wider brief involving integration of transport modes?

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