



**Community  
Transport  
Association**

Response to the  
Department for Transport

# **Delivering a Sustainable Transport System & Consultation on planning for 2014 and beyond**

Closing Date: 27 February 2009

The Community Transport Association

The CTA is a rapidly growing national charity giving voice and providing leadership, learning and enterprise support to member organisations, which are delivering innovative transport solutions to achieve social change. CTA UK promotes excellence through providing training, publications, advice and information on voluntary, accessible and community transport.

Voluntary and community transport exists to meet the travel and social needs of people to whom these would otherwise be denied, providing accessible and affordable transport to achieve social inclusion.

The CTA is the representative body for third sector passenger transport operators in the UK. CTA Member organisations are involved in the provision of transport, especially accessible services.

The CTA is the UK's largest provider of training, advice and information on accessible, voluntary and community transport provision. The CTA is part - funded by the Department for Transport, the Welsh Assembly Government and the Department for Regional Development (Northern Ireland).

### **CTA's Response to Consultation**

The CTA welcomes the opportunity to contribute to the Department for Transport's consultation process. Our response takes the form of responding to each consultation question in the format requested, adding other information as appropriate.

### **Contact Details**

Any queries regarding this response should be directed to:

Brian Shawdale  
Director for Learning  
Community Transport Association UK  
Highbank  
Halton Street  
Hyde  
Cheshire  
SK14 2NY  
Tel: 0161-351 1475  
Fax: 0161-351 7221  
E-mail: [brian@ctauk.org](mailto:brian@ctauk.org)

Name	<b>Brian Shawdale – Director for Learning</b>
Address	<b>Highbank, Halton Street, Hyde, Cheshire</b>
Postcode	<b>SK14 2NY</b>
email	<a href="mailto:Advice@ctauk.org">Advice@ctauk.org</a>
Company Name or Organisation (if applicable)	<b>Community Transport Association UK</b>
Please tick one box from the list below that best describes you / your company or organisation.	
<input type="checkbox"/>	Small to Medium Enterprise (up to 50 employees)
<input type="checkbox"/>	Large Company
<input checked="" type="checkbox"/>	<b>Representative Organisation</b>
<input type="checkbox"/>	Trade Union
<input type="checkbox"/>	Interest Group
<input type="checkbox"/>	Local Government
<input type="checkbox"/>	Central Government
<input type="checkbox"/>	Police
<input type="checkbox"/>	Member of the public
<input type="checkbox"/>	Other (please describe):
<p>If you are responding on behalf of an organisation or interest group how many members do you have and how did you obtain the views of your members:</p> <p><b>The CTA UK has approximately 1500 member organisations each of which have employees, volunteers and trustees. The exact total of people cannot easily be determined, however it is conservatively estimated that 50,000 people are involved in our member organisations' work. This response has been placed on our web site and the final version has been approved through an internal auditing process.</b></p>	
<p>If you would like your response or personal details to be treated confidentially please explain why:</p>	

1. Are there any additional challenges that we should add to the matrix? Or any challenges we should delete?	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
<p>Please explain your reasons and add any additional topics on which you would wish to see further guidance :</p> <p><b>Whilst agreeing that no challenges need to be added or removed we would seek to clarify and extend the remit of several of the items listed – see answer to Q2</b></p>		
2. Are there ways in which we could make any of the challenges clearer and easier to understand or measure?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
<p>Please explain your reasons and add any additional comments you wish to make:</p> <p><b>Under ‘<i>National networks – promote equality of opportunity</i>’ (paragraph 4) the requirement to ensure that national networks are accessible and acceptable is in fact a solution not a challenge. It would be far better to adopt the tone of paragraph 6 – <i>cites and regional networks</i> – where the problem of enabling disadvantaged people to connect with services providing economic and social advantages is clearly set out.</b></p> <p><b>Under – <i>promote equality of opportunity</i> - and – <i>improve the quality of life</i> – headings there are several references to ‘improving’ transport experiences, accessibility, etc. We would like to see the aspiration more focussed: “<i>to achieve transport free from any obstacles or impediments for disadvantaged people</i>”.</b></p>		
3. Which of the challenges do you consider as most important?		<b>See Below</b>
<p>Please explain your reasons and add any additional comments you wish to make:</p> <p><b>Cross network (National Policy) Paras 3 and 10 Cities and regional networks - Paras 6, 16 and 17</b></p> <p><b>Most of our members are charitable organisations working to improve the circumstances of disadvantaged people and it is therefore appropriate for the CTA to support measures that will assist in this endeavour. Nevertheless, the reduction and, eventual removal of obstacles and impediments to access of the transport network, as a whole, will, in our opinion, encourage far more people to utilise the public transport network.</b></p>		

<p>4. Do you agree central Government should lead on the development of solutions for the national network and international networks and that regional and local Government should lead for the city and regional networks?</p>	<p>YES <input type="checkbox"/></p>	<p>NO <input checked="" type="checkbox"/></p>
<p>Please explain your reasons and add any additional comments you wish to make:</p> <p><b>We agree with the role as specified for central government. However, devolving completely the leadership of city and regional networks to local government will produce a fragmented and disparate result. We already have examples of local authority transport related decisions on concessionary fares and support for additional accessible services that have produced unfair and unreasonable differences between areas. Central government should take a leadership role in setting standards for access to transport facilities and should ensure sufficient funding is provided to implement these standards. There needs to be a real connection between the broad goals for TaSTS, particularly “equality of opportunity” and the DfT’s policies and planning processes, such as the next generation of local transport plans. Currently, there is much potential for a real disconnection between central government and local government in respect of how LTPs will deliver “equality of opportunity”. This also exists at regional level with RDAs.</b></p>		
<p>5. Are there any strategic corridors that should be added to the national network? Or any corridors that should be removed from it?</p>	<p>YES <input type="checkbox"/></p>	<p>NO <input checked="" type="checkbox"/></p>
<p>Please explain your reasons and add any additional comments you wish to make:</p> <p><b>No comment</b></p>		
<p>6. Do you have any suggestions on how best to ensure that solutions for the national network and international networks and for the city and regional networks are developed in a joined-up way?</p>	<p>YES <input type="checkbox"/></p>	<p>NO <input checked="" type="checkbox"/></p>
<p>Please explain your reasons and add any additional comments you wish to make:</p> <p><b>No comment</b></p>		
<p>7. Do you have any other comments on the approach, set out in this section, to taking forward the proposals contained in <i>Towards a Sustainable Transport System</i>?</p>	<p>YES <input checked="" type="checkbox"/></p>	<p>NO <input type="checkbox"/></p>

Please explain your reasons and add any additional comments you wish to make:

**As stated in our comments against Question 4, we are concerned that devolving, what we believe to be, strategic transport policy matters to regional and local decision making processes will produce a hotchpotch of unfair decisions and not address social exclusion. We appreciate that this may be appropriate for some aspects of transport policy but we believe that funding of services for the vulnerable members of society must be protected from a focus on major national and international issues and ‘economic priorities’. There must be a connection between the five broad goals of TaSTS and how a local authority delivers against these goals within its LTP. The DfT must audit LTPs to evaluate the effectiveness of TaSTS.**

**One example of the above concern is the role of RDAs in funding of transport solutions in rural areas. RDAs only see their role as delivering economic improvement, not social improvement. Therefore, the DfT also has a responsibility outside its own direct work to ensure that other government departments, and their agencies, focus on the five broad goals of transport as defined in TaSTS.**

**We feel that central government should set, and fund, minimum standards for transport provision for all members of the community, whatever the source of their disadvantage. Otherwise, the “*equality of opportunity*” goal in TaSTS will not be delivered.**

**An obvious area where this methodology has worked well is the way in which central government has provided concessionary bus travel entitlement for people over 60 years of age. However, even this measure is flawed because it fails to take into account the many people who cannot access public transport – because of some personal mobility or disability or because they do not have any bus service, on which they can utilise their concessionary pass. Therefore, the CTA would want to see a connection between the five broad goals of TaSTS and the DfT’s own policies, such as for Concessionary Bus Travel, so that this issue is resolved.**