

## **Response to 'A Sustainable Future for Transport: Towards an integrated technology-led and user friendly system' from CTC**

CTC, the UK's national cyclists' organisation, was founded in 1878. CTC has 70,000 members and supporters, provides a range of information and legal services to cyclists, organises cycling events, and represents the interests of cyclists and cycling on issues of public policy.

We welcome the opportunity to respond to the Communication.

### **Comments on trends and challenges**

CTC considers that main challenge facing transport over the next ten years concerns the impact of transport on wider objectives relating to health and the environment. Reliance on motorised transport has significantly contributed to the overwhelming long-term challenge of climate change, has blighted urban areas with air and noise pollution affecting public health and is one of the main reasons for the rapidly developing epidemic of obesity emerging in the UK, and elsewhere in Europe. **Halting and reversing motor traffic growth, whilst facilitating mobility on non-motorised modes is, we believe, the biggest challenge facing transport policy over the next ten years.**

We are concerned that the stated trend of 'increasing scarcity of fossil fuels' suggests that the market will lead to increased availability in alternative energy sources, helping to reduce dependence on transport fossil fuels. We believe that this is an optimistic view and suggest that the slight increase in the costs of fossil fuels in the medium term may result in those fuels with a higher carbon intensity of production (for example, some agrofuels and difficult to extract hydrocarbons – as suggested in paragraph 28) entering the market, leading to an overall increase in fossil fuel use, rather than the suggested decrease.

We also suggest that the growing public health crisis and the substantial role of transport in contributing to tackling the problem is a challenge which has resulted in part from the decline in active travel, such as walking and cycling. **Increasing levels of active travel can hugely contribute to improved public health. This link has been recognised in UK Government policy framework on travel.**

The increasing urbanisation of Europe could also be seen as an opportunity to reduce the need for transport and ensure that services to urban residents are available within distances over which active travel modes are possible.

### **Comments on objectives**

We support the objective to make transport more environmentally sustainable . We suggest that in particular this can be achieved through reductions in the most environmentally unsustainable travel and the objective needs to say this more clearly. **The way to facilitate this is to include a policy objective of reducing the need to travel.**

The objective on 'quality transport that is safe and secure' is strongly supported, however, we suggest that it is modified to express the need to state the need to reduce risk of collision, not a 'reduction of accidents'. **This point is now central to the UK Department for Transport's draft policy on road safety and it would be helpful if it was transferred to a wider European audience.**

### **Comments on policy instruments**

We support many of the policies set out in Section 5. In particular we support the need for common methodologies, data and indicators to be obtained between Member states. **We regret that the EU no longer (since 2003) publishes comparative data on active travel modes and suggest that this omission be addressed.** We hope, therefore, that the statement in paragraph 65, that 'common data and indicators are needed, starting by those on traffic and congestion', applies to ALL traffic, not just motorised modes.

Further to our points above, there are no instruments mentioned which specifically reduce the need to travel. **Decoupling of transport growth from GDP growth is not enough – an overall reduction in the need to travel is required to mitigate the consequences of climate change.**

All the suggested instruments on congestion charging only suggest its role in raising revenue, not in managing demand. This is a potentially damaging position in which to discuss congestion charging .

CTC, the national cyclists' organisation  
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### **The views of our membership are assembled in two ways:**

1. Policy is developed and agreed by CTC council which holds overall responsibility for CTC. Membership of CTC Council is determined by election, with Councillors serving a 3 year term, based on regional constituencies. Councillors play a role in communicating matters of policy to and from the wider membership and the staff policy team.
2. In some circumstances CTC conducts consultations and surveys of the wider membership opinion to determine some points of policy development.