East of England Response to "A sustainable future for transport: Towards an integrated, technology-led and user friendly system" (COM(2009) 279/4)

<u>Introduction</u>

The East of England welcomes the opportunity to influence the Commission's thinking as it develops transport policy for the European Union for the coming period. We believe it is of vital importance that regional and local authorities and stakeholders are involved in the development of policies which they will then be called upon to deliver and to operate within.

It is also important to recognise that transport is a means to an end; people and goods travel because benefit is derived from doing so. The key challenge is to maximise these benefits whilst minimising the negative impacts. In this way it is important to consider the wider goals and challenges that transport addresses and not just transport per se. This approach is in line with the UK Department for Transport's "Delivering a Sustainable Transport System" initiative within which the East of England has a key role.

In particular, the region welcomes the long-term focus of the Communication. It is important that the Commission seeks to be ambitious and develops a transport policy which will be relevant in the future. In our view this means moving from a "predict and provide" model to one where transport policy is seen as a means to achieve wider social, environmental and economic objectives and where demand is managed which ultimately leads to more effective use of transport networks.

The East of England would urge the European Commission to ensure that the developing transport policy is consistent with related policies at the European level through co-ordination between the relevant EC Directorates e.g. DG MARE, DG TREN and DG Environment. Examples of such policies are the Trans-European Transport Network policy (TEN-T), the development of the concept of Territorial Cohesion and the need for the requirements of the transport policy to be fully recognised in the negotiations on the review of the EU budget. In addition, national and European transport policies need to be consistent in order for them to be delivered successfully.
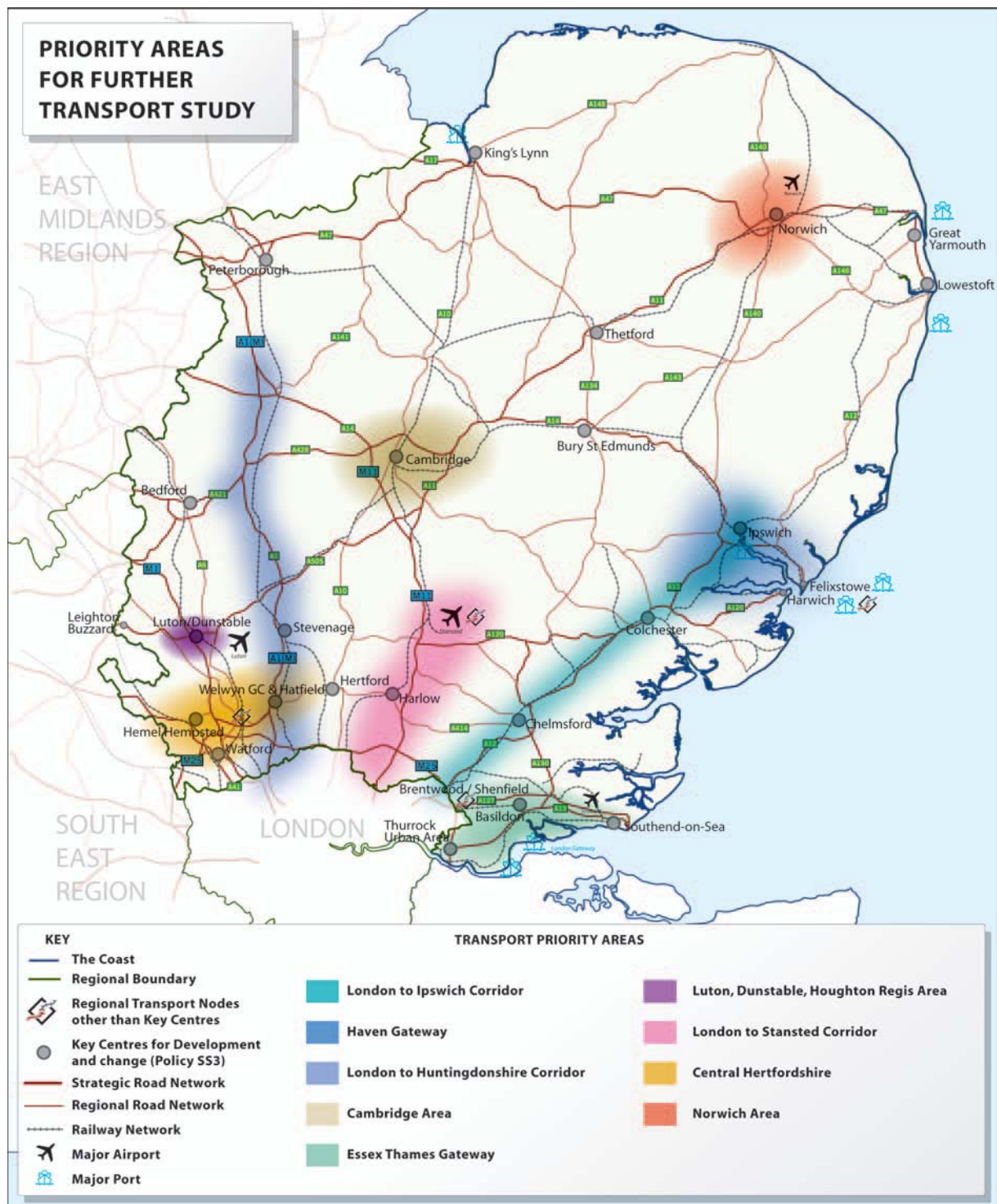
Furthermore, we would call for greater recognition of the Lisbon and Gothenburg agendas of economic growth accompanied by sustainable development in the drafting of the transport policy.

However, the principle of subsidiarity must be maintained, ensuring that decisions and actions are taken at the most appropriate level, as close to the citizen as possible.

The East of England

The East of England is the second largest region in England in the United Kingdom covering 19,120 square kilometres with a population of 5,541,600 (ONS mid year population estimate) for 2005. There are around a dozen medium-sized towns and cities, although there is no major city acting as a regional focus. The five counties of Cambridgeshire, Essex, Hertfordshire, Norfolk and Suffolk and six Unitary Authorities of Bedford, Central Bedfordshire, Luton, Peterborough, Southend-on-Sea and Thurrock make up the East of England. There are 41 district or Borough councils[1].

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[1] For an explanation of the local government structure in England please see www.lga.gov.uk. Essentially, unitary authorities provide all local government services in their area while in a two-tier structure (counties and districts/boroughs) responsibility for services is divided.

PRIORITY AREAS FOR FURTHER TRANSPORT STUDY

KEY

— The Coast
— Regional Boundary
◇ Regional Transport Nodes other than Key Centres
● Key Centres for Development and change (Policy SS3)
— Strategic Road Network
— Regional Road Network
···· Railway Network
✈ Major Airport
⚓ Major Port

TRANSPORT PRIORITY AREAS

- London to Ipswich Corridor
- Haven Gateway
- London to Huntingdonshire Corridor
- Cambridge Area
- Essex Thames Gateway
- Luton, Dunstable, Houghton Regis Area
- London to Stansted Corridor
- Central Hertfordshire
- Norwich Area

The region is diverse, stretching from the edge of London in the south to remote coastal and rural areas in the north and east. It is a region facing challenges from the risk of flooding from sea level rise, an ageing demographic profile and yet significant population increases accompanied by high housing growth targets and thus considerable current and future pressure on its infrastructure. The above map is taken from the East of England Plan and shows the acknowledged transport pressures within the East of England Plan area. The map also illustrates the extent and diversity of the region and the challenge of having no single core or dominant city to act as a regional focus, but instead an interacting number of settlements with overlapping commuting hinterlands. London imposes the greatest pull

within the region in relation to volume of commuting. The region also accommodates a number of international airports and ports and priority TEN-T networks, both road and rail.

As a result of this proximity to both London and Continental Europe and as the location of the UK's key deep-sea ports, the East of England region serves as a vital conduit between the rest of the UK and other parts of Europe leading to the region accommodating significant passenger and freight flows. Indeed, over 400,000 containers were transported from/to the Port of Felixstowe by rail in 2008, making it the UK's largest intermodal rail hub.

The region's role as a conduit is reflected in the <u>Regional Spatial Strategy</u> (2008) (the strategic development plan for the East of England) which aims to foster and develop European and inter-regional links and the <u>Regional Economic Strategy</u> which seeks to strengthen the role of the region's international gateways and notes the importance of surface access to achieving this. This is supported by the UK Department for Transport and Treasury's Eddington report[2] on the long term links between transport and the economy which concluded that significant benefits could be achieved through enhanced connections to and from international gateways.

In addition, the Regional Spatial Strategy (which incorporates the Regional Transport Strategy) and the Regional Economic Strategy both underline the need to make best use of the region's networks, and for the provision of better quality transport infrastructure and services to support future development and growth of the region. The UK Highways Agency estimates an increase in road traffic on the strategic highway network in the East of England of 44% between 2001 and 2021. Network Rail is considering four potential scenarios in their Scenarios and Long Distance Forecasts to inform longer range rail network planning. They found that even under the two more sustainable longer-term agenda scenarios, the growth in long distance passenger demand over the period 2007-21 in the strategic Anglia corridor (corridor links Norwich, Ipswich, Colchester and London) would range from 13% to 29%. Recent rail capacity analysis was also carried out by Network Rail on all the classic routes into London from the North that pass through and also serve the East of England, which are the West Coast Mainline (WCML), Midland Mainline (MML) and East Coast Mainline (ECML). All these classic main line routes were considered regarding their capability to accommodate forecast demand (passenger and freight) within the study geography. After considering improvements to infrastructure, timetabling and the rolling stock deployed to satisfy demand both today and as forecast going forward, these routes were identified as experiencing a demand-capability gap in the medium term (by 2019-20). The greatest demand-capability gap was found on the WCML followed by the MML and then the ECML.

Regional partners developed a Regional Freight Strategy during 2008 and published a finalised strategy in November 2008. The development of this action orientated strategy reflected the importance of freight to the region both as a challenge and an opportunity to the regional economy while potentially adversely impacting on the region's transport networks in this significant and growing role of serving the wider UK economy. Two of the UK's four major deep sea ports (Felixstowe and Tilbury) are within the region, and further planned deep sea port expansion within the region will bring a further two deep sea ports. The development of the Regional Freight Strategy included significant levels of stakeholder engagement. Broad agreement from stakeholders was achieved in relation to the need to move towards lower carbon options in the management of freight, and support for moving more freight by rail, more inter-modal terminals and greater information and use of ICT, along with, where appropriate, "Active Traffic Management" which could help deliver more sustainable freight movements and economic growth.

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[2] Department for Transport - The Eddington Transport Study

Connectivity in the East of England poses a major challenge. Public transport use is relatively low in the region and the East of England has the highest personal car usage levels for the whole of the UK (19% higher than the UK average). There is significant congestion on the region's highway networks at present and this is expected to worsen in the future. There is widespread rail overcrowding on nearly all rail routes into London, which constrains opportunities for further passenger growth in the absence of capacity improvements and this is coupled with a lack of investment in east-west rail links in parts of the region.

A recent survey on barriers to small and medium sized enterprises (SMEs) in the UK found that the East of England suffered more from traffic congestion as a whole and 54% of respondents were 'very dissatisfied' with local roads and 43% with motorways and trunk roads.[3]

EEDA's Transport Economic Evidence Study (TEES) suggests that transport constraints currently impose a £1bn cost per annum in terms of lost productivity to the UK economy and that this will double by 2021 under a "business as usual" scenario. Under the same scenario, carbon emissions from transport are also predicted to rise significantly.

The congestion and limited transport networks clearly inhibit economic growth and challenge the region's ability to achieve its vision of being at the forefront of the low carbon and resource efficient economy (Regional Economic Strategy) and its objective of reducing the region's impact on, and exposure to, the effects of climate change by: locating development so as to reduce the need to travel; effecting a major shift in travel away from car use towards public transport, walking and cycling; and maximising the energy efficiency of development and promoting the use of renewable and low carbon energy sources (East of England Plan). As a result of these challenges, the region has given its Regional Competitiveness (European Regional Development Fund) Programme a low carbon economic growth theme.

The review of European transport policy is therefore of great importance to the East of England and provides an opportunity for the region to share its expertise on the issues raised and, at the same time, to provide a means of tackling some of its most pressing concerns.

The East of England EU Transport Policy Task Force

This response has been prepared by a task force set up by the East of England Europe and International Affairs Panel (EIAP). EIAP is a constituted Panel of the East of England Regional Assembly (EERA) and comprises nominated members of EERA and of the East of England Development Agency (EEDA). EERA and EEDA jointly chair EIAP. The task force included members drawn from the EIAP and EERA's Regional Planning Panel, which oversees EERA's statutory responsibility for the development and implementation of the regional spatial plan in the East of England. In addition, representatives from the Regional Transport Forum, Government Office for the East of England, EEDA Board and key transport stakeholders such as: the UK Highways Agency, Hutchison Ports, the Haven Gateway Partnership, Sustainable Transport for the East of England Region and the East of England Business Group have participated in the task force. The task force was chaired by Shona Johnstone, Transport Champion on the EEDA Board and the response was agreed by the Chairs of the Europe & International Affairs Panel and the Regional Transport Forum prior to being submitted to the European Commission.

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[3] East of England RES Evidence base, June 2008

Summary

The East of England European Partnership takes its responsibilities in terms of contributing to the debate on the development of European policy very seriously and has in recent times contributed to major EU debates on TEN-T, territorial cohesion, maritime policy, urban transport and climate change.

As demonstrated above, transport is an important issue for the East of England and for this reason the region is keen to contribute to the Commission's thinking on the future of transport policy in the European Union. A summary of the key points made in this response can be found below:

- Transport must be seen as a means to an end, not an end in itself with the main focus being to support sustainable economic growth. Both the Lisbon and Gothenburg agendas are therefore of primary importance.
- The key challenge is to maximise the benefits of travel while minimising its negative impacts.
- The East of England welcomes the long-term nature of the Commission's proposals and urges the Commission to be ambitious in its proposals.
- The development of the transport strategy must be consistent with other related policies and in particular must be undertaken in tandem with the review of the EU budget to ensure that funding is available to support the aims of the policy.
- It is essential that the principle of subsidiarity is respected.
- The policy must support **sustainable** transport
- Climate change is a crucial issue to be taken into account in developing the transport policy in its own right.
- Accessibility for all, whether living in rural areas, urban areas or whether disadvantaged in some way, is a concept which should be enshrined in the transport policy.
- The policy needs to recognise the different needs of passenger transport versus freight transport; the different needs of bulk versus container freight; and the different levels of infrastructure (e.g. strategic, regional and local) and the roles they fulfil.
- The importance of international gateways in ensuring transport contributes to economic benefits.
- The impact of transport on health needs to be taken into account in developing the transport policy.
- The policy needs to recognise the importance of demand management and traffic restraint for both economic and environmental reasons, with the proviso that improvements in sustainable forms of transport must take place before such measures are introduced.
- Behavioural change is of crucial importance in successfully delivering a sustainable transport policy.
- New technology should be supported, encouraged and developed which can contribute to sustainable transport.
- A partnership approach must be encouraged and experience, expertise and best practice must be shared across the EU
- The Commission must ensure a fair playing field and that measures are not implemented in one part of the EU which negatively impact on the competitiveness of another, or which simply result in displacement of a problem

Finally, we hope that the case studies we have included in this response not only illustrate the points we have made but also give food for thought for others to share.

Trends and Challenges

The trends and challenges for European Transport Policy identified in the Communication are:

1. Ageing
2. Migration and internal mobility
3. Environmental challenges
4. Increasing scarcity of fossil fuels
5. Urbanisation
6. Global trends

[Please note: numbering relates to the list above]

We would agree that each of these is an important issue to be taken into account in the development of a European transport policy but we note that no direct economy-related challenge is identified. The East of England considers that one of the key challenges is how best to deliver reduced greenhouse gas emissions from transport whilst at the same time seeking to restore and enhance sustainable economic growth.

3. We also feel that the paper needs to give far greater priority to the challenge posed by transport and its contribution to climate change. It is not sufficient to merely include it under the "environmental challenges" heading. Furthermore, it is crucial that the Commission adopts ambitious and far-reaching proposals for tackling the problem. Evidence shows the considerable and growing contribution that transport is making to climate change: an analysis of 2007 data submitted to the United Nations Framework Convention on Climate Change (UNFCCC) shows that:
- Between 1990 and 2007 transport CO_2 emissions in the EU27 increased by 35.6% (incl. emissions from international aviation and shipping), while emissions from other sectors decreased by 8.9%
- The share of transport in total emissions rose from 21% in 1990 to 28% in 2007 (source European Federation of Transport and Environment, August 2009)

Furthermore, a Transport Carbon Study commissioned by the East of England Development Agency, which is due to report in October, is expected to find that carbon emissions from transport in the region will increase by 23% in the period to 2031 under a "business as usual" scenario, and that even the implementation of aggressive policies to reduce CO_2 emissions may at best only be able to reduce the transport sector's annual emissions to 1990 levels. We therefore urge the Commission to work with member states and regions to develop transport policies that contribute to sustainable economic growth whilst at the same time ensuring the transport sector makes its contribution to carbon reduction targets.

Indeed, the logistics industry recognises the role it needs to play. The Freight Transport Association has a flagship initiative, Carbon FTA, in place to support its members in their quest to reduce emissions.

5.   The East of England would question whether "urbanisation" is the correct term and whether density would be more appropriate.

5. In addition, we would urge the European Commission not to ignore the rural dimension as rural areas have specific needs in terms of transport policy, which are quite different from the needs of urban areas. The East of England Plan highlights the need to ensure good access to employment, schools and other services in order to sustain rural communities

and their economies. Sustainable mobility is a key challenge as often the private car remains the only viable mode of transport. Innovative schemes to provide more flexible rural public transport, such as demand responsive and community initiatives, have a role in increasing the accessibility of rural areas to market towns and service centres, particularly for those without a car.

5. At the same time, we would remind the Commission of the inter-dependence of urban and rural areas in terms of the significant impact on surrounding rural areas of the proximity of major conurbations/capital cities in economic and employment terms and the related transport and environmental/waste implications and also the social value to urban areas of those rural areas.

5. The East of England would also remind the Commission that urbanisation, or higher population density, offers the opportunity for a larger degree of modal shift to public transport and to benign modes of walking and cycling and gives scope for car clubs or shared car schemes – it does not have to result in greater congestion. The role of Civitas initiatives is important because closer co-operation between cities often leads to high levels of innovation.

Finally, we would highlight the 5 goals set out in the UK's strategy document: "Delivering a Sustainable Transport System" as a useful starting point for the Commission's thinking:

- To support national economic competitiveness and growth, by delivering reliable and efficient transport networks
- To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change
- To contribute to better safety security and health and longer life-expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health
- To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society;
- To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment

East of England Case Studies

Transport and the Economy in the East of England, the Transport Economic Evidence Study (TEES)

The TEES report is an independent study commissioned by the East of England Development Agency (EEDA) to quantify how much transport congestion in the East of England is costing the UK economy and to advise where, and what types of, transport intervention should be developed to maximise transport's contribution to Regional Economic Strategy objectives. The study produced many interesting results, however the key headlines are:

- Transport congestion in the East of England is costing the UK economy over £1bn (€1.1bn) per annum. By 2021 this will have increased to £2bn (€2.2bn) per annum.
- For businesses this equates to up to £900 (€1000) per employee productivity losses per year (GVA) by 2021.
- 85% of productivity losses are being experienced in the region's "engines of growth", major urban areas and on connections between them.

- Further investment in transport is key; however measures to reduce the demand for travel are also likely to be needed if these costs are to be addressed.

[Note: exchange rates correct on 18 September 2009]

East of England Transport and Carbon Study (TraCS)

The TEES modelling and other evidence suggested that under a "business as usual" scenario, carbon emissions from transport in the region will increase. However, the Regional Economic Strategy has a target to reduce carbon emissions by 60% by 2031 (compared to 1990 levels). EEDA therefore commissioned a Transport and Carbon Study (TraCS) for the East of England region. The purpose of this study is to:

- Quantify the current and future impact that transport has on total carbon emissions in the East of England;
- Identify a realistic target for transport's contribution to the regional carbon reduction target; and
- Outline in detail how this can be achieved and the wider economic impacts of doing so.

EEDA and regional partners need to clearly understand the potential contribution that the region's transport system will make to regional carbon emissions in the future, so that the evidence is in place to set ambitious but yet realistic targets to reduce emissions from transport, and identify specifically which transport interventions will assist (and detract from) these carbon reduction targets. Importantly, there is also a need to understand the wider economic impacts that would occur if transport policies in the region were to be refined to allow more ambitious carbon targets to be achieved.

Although due to be published in October 2009, emerging results are suggesting that annual carbon emissions from transport in the region will increase by 23% in the period to 2031 under a "business as usual" scenario, and that even the implementation of aggressive policies to reduce CO_2 emissions may at best only be able to reduce the transport sector's annual emissions to 1990 levels. It is therefore important that policy-makers at all levels work to ensure that transport policy contributes to sustainable economic growth whilst at the same time ensuring the transport sector makes its contribution to carbon reduction targets.

Policy Objectives for sustainable transport

The Communication identifies the following policy objectives:

1. Quality transport that is safe and secure
2. A well maintained and fully integrated network
3. More environmentally sustainable transport
4. Keeping the EU at the forefront of transport services and technologies
5. Protecting and developing the human capital
6. Smart prices as traffic signals
7. Planning with an eye to transport: improving accessibility

[Please note: numbering relates to the list above]

We would support the inclusion of each of these elements as objectives for a future European transport policy, while highlighting again the 5 goals of the UK Department for

Transport's "Delivering a Sustainable Transport System" listed above as well as our earlier point that sustainable economic growth should be the key aim in developing a European transport policy.

We also have the following additional comments:

We would reiterate the point that the Lisbon and Gothenburg agendas should lie at the heart of the future transport policy. Transport has a crucial role to play in sustaining productivity and competitiveness, and therefore in supporting employment, but it is important that economic growth takes place without a concomitant increase in travel. In fact, the East of England aims for a reduction in travel activity.

1. We would emphasise that safety and security are of prime importance not only for passenger transport but also for the freight supply chain.

2. We would remind the Commission that it is important to recognise the different levels (strategic; regional (inter-urban); and local) of infrastructure and the different roles these fulfil.

2. Furthermore, that transport infrastructure must be fit for purpose, efficient and appropriate to local circumstances.

2. At the same time, we would remind the Commission that not only are the needs of passengers and freight different, but the needs of container and bulk freight traffic also differ.

2. In addition, the East of England points out that the UK Department for Transport and Treasury's Eddington transport study on the long term links between transport and the economy concluded that significant benefits could be achieved through enhanced connections to and from international gateways.

3. It is important not to forget that walking and cycling are also included within this point.

5. Although the links between transport and health may well be incorporated in this point this is unclear and it is important that these links are explicitly recognised. This is manifest in terms of direct health improvements through cycling or walking; a reduction in accidents through reduced travel and lower numbers of vehicles; and lower pollution levels resulting in improved air quality.

6. Demand management is an area which partners in the East of England feel is not sufficiently addressed in the Communication. The environmental arguments for demand management are well rehearsed given the impact of transport on climate change. However, there are also economic arguments for action in this area. The TEES study mentioned above concludes that "whilst targeted investment in new infrastructure can have a clear economic benefit, … a significant residual economic cost of congestion will remain. Demand-side measures that seek to reduce the overall demand for transport will therefore need to be pursued…".

6. The region feels that road pricing policy should ultimately be decided upon at a local level. However, the EU does have a role to play in promoting best practice in terms of road pricing schemes and in ensuring interoperability.

7. Although accessibility is mentioned, the issue of rural accessibility is not really addressed in the Communication. Furthermore, accessibility for all in terms of the needs of disabled, partially sighted or older people must be at the forefront of policy development and

infrastructure planning. The 7th Framework Programme MEDIATE project is leading on defining a set of "accessibility indicators" and good practice guidance and is developing this with a panel of users, transport providers, local authorities and experts – see www.mediate-project.eu.

It is important to remember the value TEN-T can bring across the range of these objectives in terms of supporting major infrastructure projects, tackling bottlenecks and promoting sustainable transport modes. Furthermore, should the proposal for a conceptual pillar be accepted, and assuming this would fund projects of common interest, there is scope for the programme to support projects relating to congestion, capacity management, safety and security issues, both in response to market needs and to exploit new technological approaches.

Finally, the East of England would repeat its point that one of the key challenges is how best to deliver reduced greenhouse gas emissions from transport whilst at the same time seeking to restore and enhance sustainable economic growth.

East of England Case Studies

Shared Space concept

A number of areas in the East of England, among them Suffolk, Norfolk, Cambridgeshire and Southend are developing schemes based on the "Shared Space" concept, which is a new philosophy and set of principles for the design, management and maintenance of streets and public spaces, through the integration of traffic with other forms of human activity. The most recognisable characteristic of shared space is the absence of any conventional traffic signals, signs, road markings, humps and barriers. This concept recognises the "civilising" effect that public realm improvements can contribute to and supports regeneration, particularly of city centres. It puts into practice the idea that the public space belongs to all users and can deliver many other wider community policy objectives. Within the East of England the concept has been applied in a range of different settings: urban, rural and in the development of a new settlement.

Boosting Advance Public Transport Systems (BAPTS)

Southend on Sea Borough Council, with sub-partners Essex County Council and Renaissance Southend Ltd, is involved in an INTERREG IVB North West Europe programme funded project which aims to implement an integrated package of high-quality public transport systems and services as model solutions for clean, efficient, accessible and sustainable mobility in North West Europe.

The project involves 9 partners from 6 European countries who are translating different approaches into tangible action and high-quality outputs. Southend is focusing on 2 major schemes: South Essex Rapid Transit (sert) and Victoria Gateway Square Project with a view to:

- Encouraging dialogue, multi-stakeholder integration and participation in the public transport planning process by demonstrating a "step change" in public transport provision, integration and connectivity for the Thames Gateway South Essex area
- Improving the evidence base for public transport investment by integrating mobility modelling in planning decisions; and

- Developing an integrated marketing, ticketing and publicity approach (by target user group) including stakeholder engagement and participation – this will bring together the unco-ordinated marketing and publicity function under one work package, to deliver value for money and utilise modern technology.

The BAPTS project allows Southend to pilot aspects of a new approach to local public transport, including modal integration, seamless interchange, and congestion free infrastructure integrated with open and attractive public space.

Methodology for Describing the Accessibility of Transport in Europe (MEDIATE) Project

Southend Borough Council is also participating in the Mediate project which is funded under Framework Programme 7. This project will assist public authorities and transport operators in achieving equality of access by providing a methodology for measuring accessibility in transport, making comparisons with good practice solutions and exchanging knowledge between the stakeholders involved. The overriding goal of Mediate is to contribute to the development of inclusive urban transport systems with better access for all citizens.

The important outputs from Mediate will be:

- The identification of a set of common European indicators for describing accessibility
- The development of a self-assessment tool for measuring accessibility of urban transport
- The establishment of a "one stop shop" website providing information on the accessibility of public transport systems, good practice and relevant legislation (www.aptie.eu – Accessible Public Transport in Europe)
- The publication of a good practice guide
- The creation of an end user platform representing a broad range of passenger groups, which will continue beyond the lifetime of the project (www.mediate-project.eu)

Northstowe

Northstowe will be a sustainable and exemplar new town for the 21st century drawing upon the traditions of fen-edge market towns. Sustainability is a fundamental feature of the new town, which will incorporate a range of measures to deliver increasing levels of energy, water and waste efficiency throughout the life of the development.

Northstowe will be a town defined by its relationship between an urban and rural setting. By respecting its location and environment, Northstowe will integrate with its surroundings and engender a sustainable future for both. This relationship will be achieved by the creation of a landscape of green corridors, parks and flood containment areas within the new town. Accessibility to nature and open spaces, whether for sport, recreation, education or for travelling across the town has been a fundamental principle in the development of the proposals.

In keeping with the region's historic market towns, Northstowe's presence will be contained. Its edges will be clearly defined thereby maintaining not just the openness of the separation with the existing communities, but also the creation of a distinct outer boundary to the town to avoid coalescence with neighbouring villages.

Policies for sustainable transport

1.   Infrastructure: maintenance, development and integration of modal networks

      What can the EU do to promote the integration of modal networks as well as their
      maintenance and upgrade? What should be the priorities for investment? Which
      measures would allow a better exploitation of the networks and a balanced use of the
      different modes?

The East of England would like to make the following points:

- There needs to be a consistent European, national and regional framework to determine
  priorities. At the same time the framework needs to be flexible enough to be able to
  reflect national and regional circumstances

- The Commission needs to ensure that sufficient funding is available for TEN-T, CIVITAS,
  Marco Polo, ERDF and relevant R&D funding (e.g. to develop innovative technologies
  and fuels)

- TEN-T funding should continue to be focused on bottlenecks, sustainable modes of
  transport, transport nodes e.g. ports and airports and their hinterland connections (this is
  where delays occur and the efficiency of the network is challenged)

- There needs to be support for projects which aim to address congestion, capacity
  management, safety and security

- The Commission must encourage partnership working by the public sector (including
  local authorities, health authorities, police etc), universities and the private sector

- The East of England welcomes recognition within the Communication of the different
  needs of passenger and freight transport but questions whether dedicated infrastructures
  are feasible (or environmentally acceptable) given the land use issue

- In addition, we welcome the focus in the Communication on sustainable transport modes
  including short-sea shipping and coastal traffic where these are integrated with
  sustainable forms of onward transport e.g. rail

- At the same time, we support the identification and promotion of green corridors such as
  the Felixstowe-Nuneaton route which takes freight from shipping and further by rail

- The East of England would urge the Commission to undertake a review of the Motorways
  of the Sea concept because it currently fails to take into account how the short-sea
  shipping market operates. In particular the Commission must be careful to ensure that
  any measures it introduces in support of short-sea shipping do not provide unfair
  advantages to some ports over others

- Colleagues in the region would remind the Commission of the need to support freight
  interchanges to increase the potential for modal shift

- Improved facilities are required for cyclists and pedestrians (which could include
  dedicated routes, "parking", improved lighting) and low carbon vehicles (e.g. sufficient

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recharging points for electric vehicles, where the emphasis should be on the use of renewable means of electricity production to avoid carbon shift)

- Park & Ride facilities should be developed with both an emphasis on local traffic and inter-urban traffic

- In rural areas, flexible, community based and demand responsive transport solutions are needed. At the same time, ICT can offer non-transport solutions to accessibility issues, as can outreach services/leisure facilities

- Technology can improve the functioning, safety and sustainability of existing and new infrastructure; for example, EU adoption and implementation of in-vehicle Intelligent Transport Systems would enable enforcement of lower and safer speed limits, thereby helping to improve road safety and cut GHG emissions.

2.   Funding: finding the resources for sustainable transport

        What can the EU do to ensure that prices in transport correctly reflect costs to society? What actions should be considered for implementing the 'polluter-pays' and 'user-pays' principles in transport? What should be done with the revenues thus obtained?

- The East of England fully supports the "polluter pays" principle. However, it is important to ensure that any measures introduced do not result in unfair advantage for one service provider over another resulting in displacement of the problem.

- Consistency of application is also important to remove "boundary impacts" and to ensure problems of inter-regional, or inter-national, competition are addressed

- The East of England is in support of demand management schemes e.g. road pricing, use of the hard shoulder on the M42 near Birmingham and increased use of real time information along major routes. However, we believe that before any type of road user charging takes place there is a need for:
    o Significant improvements to public transport to take place in advance of the implementation of a charging policy
    o Schemes must not disadvantage those living in rural areas or already experiencing other forms of disadvantage and any additional monies raised are hypothecated into improved sustainable transport and facilities
    o All technical and other implementation problems to be adequately addressed
    o Application to take full account of the variation in circumstances across the region
    o The best available research to indicate that charging could be implemented such that potential detrimental effects will be outweighed by advantages
    o Support to achieve critical mass which leads to modal shift towards innovative and more sustainable modes

- Rates of fuel duty and road tax should be set in order to influence driver behaviour and choice of vehicle and encourage modal shift.

- Road pricing for all vehicles is vital for reducing congestion and climate change, changing driver behaviour and creating ring-fenced funds for sustainable transport. However, it is important that charging, e.g. for lorries should be implemented equally in all Member

States to create a level playing field.

- EU funds for transport should be reserved for sustainable transport projects and not used to support environmentally unsustainable schemes e.g. those which encourage longer trips

- Exchange and sharing of ideas at a national and EU level through fora considering sustainable transport methods

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East of England Case Studies

Competitiveness Programme – low carbon economic growth

The East of England has been allocated approximately £83 million of European Regional Development Fund money to be invested in the region under the EU Competitiveness and Employment objective. Under this objective, the ERDF programme aims to strengthen the competitiveness and attractiveness of all regions in the UK, promote employment and economic growth through promotion of the knowledge economy and investment in human resources.

The ERDF programme for the East of England will support low carbon economic growth in the region until 2013. Funding will support initiatives that meet the programme's three priorities as well as environmental, sustainable and equality criteria.

The three priorities are to:

- promote innovation and knowledge transfer with the intention of improving productivity
- stimulate enterprise and support successful business by overcoming barriers to business creation and expansion
- ensure sustainable development, production and consumption.

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3. Technology: how to accelerate the transition to a low-carbon society and lead global innovation

    Many technologies are being developed or are already available to improve the environmental performance of transport, increase safety and reduce congestion and dependence on oil. What can the EU do to accelerate the development and deployment of these new technologies?

- The EU can continue to support research through funds such as the Framework Programme for Research & Development, CIVITAS and possibly the conceptual element of TEN-T

- It can continue to support EU funding programmes such as Intelligent Energy Europe which aim to bridge the gap between the successful demonstration of innovative technologies and their effective broad market uptake

- The EU could promote the co-ordination of funding streams

- It would be useful if the EU were to undertake the EU-wide dissemination of best practice in the fields of clean vehicle technology; new fuels; ITS; ICT; and technologies to improve road safety e.g. speed limiters or to provide information, particularly to hauliers on congestion/facilities which are compatible across the EU

- The EU should develop standards and, where possible, harmonisation e.g. of information, data collection and systems across the EU to ensure fair access to the benefits ITS can bring

- The EU should also support fora for the exchange of best practices and ideas on greener transport across the EU

- There is a need for the constant review, monitoring and tightening of standards, notably for transport fuels and vehicles. For too many years, the EU allowed car manufacturers to make slow progress on reducing the CO_2 impact of cars.

- In addition, there needs to be fast progress on de-carbonising fuels for shipping.

- However, partners in the East of England would also like to point out that it is essential we do not just rely on technology but that we encourage behavioural change.

- There is a wide range of work currently being undertaken in the East of England to accelerate the development of new technologies. One example is the Cleantech project currently being undertaken by EEDA, which aims to provide a greater understanding of the development of clean technologies in the East of England.

East of England Case Studies

National Roads Telecommunications network

The Highways Agency in the UK operates a dedicated telecommunications network which interconnects many thousands of roadside devices (telephones, cameras, signals etc) to 7 Regional Control Centres. This network is made up of fibre optic and copper cables which run the length of the English motorways. The network makes it possible to transmit CCTV pictures, traffic data and emergency telephone calls from the roadside to the control centres and to set signals. It is of growing importance as the Highways Agency makes greater use of traffic management technology in its developing role as a network operator. In time, much of the traffic information and data will be provided directly to drivers using "in car" technology. The result will be safer roads, more reliable journeys and more informed travellers.

Suffolk County Council work with Performance Products Ltd aka Snooper on a new generation of satellite navigation systems specifically for goods vehicles

Performance Products have a system called truckmate which, in its different variants, covers the UK, Eire and continental Europe for all structure and environmental weight restrictions and low bridges. The County Council facilitated a small trial on a "truck friendly" SatNav system in Suffolk and hopes to carry out a larger trial in the near future.

In December 2008 the County Council held a meeting with NAVTEQ, Performance Products, SatNav Warehouse and representatives from Faber Maunsell to discuss how local

authorities could further assist mapping firms in getting accurate highway routing information to them with the aim of reducing the number of complaints about SatNav systems and getting consistent information across to all road users.

As a result of the meeting it is hoped that UK Department for Transport support can be obtained for work on national best practice guidance for freight SatNav systems; to look into further case studies on the benefits of SatNav (e.g. fuel saving, routing); and to organise a national conference on SatNav.

4. The legislative framework: further promoting market opening and fostering competition

    What can the EU do to further improve working conditions, health, safety and security standards in transport and the rights of passengers? In which sectors should market opening be pushed forward and how? What measures of a regulatory nature should be considered to reduce the transport sector's environmental impact?

- The East of England would remind the Commission that there should be a "level playing field" for operators in different Member States, and for international companies operating on EU territory

- We would urge the EU to disseminate successful models applied in different parts of the EU

- Aviation should be brought into the emissions trading system

- As mentioned earlier in this response, there is a need for demand management and traffic restraint to meet the EU's social and environmental objectives.   Particular measures might include:
    o Differentiated parking fees
    o Dedicated lanes for buses/taxis/bikes
    o Incentives to buy low/non-polluting vehicles
    o Support for car clubs or car sharing schemes
    o Encouragement of Park & Ride schemes

- Harmonised minimum performance standards for the operation of vehicles with a gradual tightening over time to encourage the phasing out of polluting vehicles and the upgrading of fleets

- The EU should note the detrimental effects of the deregulation of the UK bus system which has led to fragmentation in the industry and the difficulties caused by aspects of competition law which prevent competing bus companies from agreeing a co-ordinated timetable. However, it should also be noted that deregulation can work well (e.g. in the Netherlands). The Commission has a role to promote successful examples.

- The EU can use public procurement as a driver of market changes (stimulating demand for low carbon vehicles etc, encouraging the use of ICT) to further promote market opening and foster competition.

- Eurovignette Directive – the draft legislation needs strengthening and passing to remove all EU restrictions on charging for external costs. At the same time, a proposal to charge

for climate change costs should be introduced.

- Tough limits on nitrogen oxide and particles emissions from vehicles and for air pollution overall need to be adopted and enforced.

- The EU should persuade the International Maritime Organisation to adopt tough policies for reducing GHG emissions from shipping.

- The EU should also ensure that legislation is put in place to enable the sharing of vehicle licensing information to ensure that those contravening laws in another Member State can be brought to account even if they have returned to their home country, thus ensuring a level playing field for all transport users

5. Behaviour: educate, inform and involve

Sustainability of transport also depends on sound planning and on a change in transport habits. Are there measures that can be taken at EU level to improve accessibility and modify transport needs and behaviour?

- The role of the EU will be primarily to fund research and exchanges or development of best practice e.g. through the Framework Programme for R&D, CIVITAS or Territorial Co-operation programmes.

- In addition, there is an important role for the European Commission in facilitating the dissemination of results of such research and best practice. A co-ordinated approach would be far more effective than the current requirement for each project to undertake its own dissemination activities (resulting in a myriad of conferences, websites and best practice guides whose message is heard within fairly limited circles).

- The Commission could incorporate transport related themes linked for example to healthy living, environmental sustainability and road safety in its education programmes working with appropriate target groups.

- The Commission should also continue to support measures to tackle bottlenecks in the transport system and to develop and promote modal shift, particularly in favour of sustainable modes of transport.

- Examples of appropriate measures might be:
  o Working with employers to develop travel plans, to encourage car-sharing, to increase the use of teleworking etc
  o Working with younger people in schools, colleges and universities to encourage the use of public transport and less dependence on cars – e.g. incorporating cycle days, bikeability, walking bus schemes, information on the effects of climate change
  o Improving the offer of public transport alongside measures to reduce car-use in terms of comfort, reliability, convenience, frequency, competitiveness and flexibility
  o Improving the provision of information on alternatives to car-use e.g. public transport, cycling and walking
  o Improving the safety of cycling and walking e.g. through improved provision of cycle routes and paths and improved street lighting

- o Improving road safety through the use of car activated speed warning signs (A Transport Research Laboratory study in 2002 found that such signs cut collisions involving fatal or serious injuries by 60% at 19 sites in Norfolk.)
- o Encouraging the development of outreach services and ICT to reduce the need for people to travel
- o Smart/through "ticketing" for both passengers and freight using a variety of transport modes.
- o Financial support for freight using sustainable modes of transport

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East of England Case Studies

Consultation

In 2007-08 Cambridgeshire County Council undertook a public consultation on proposals to tackle congestion and pollution in part of the city of Cambridge, which included proposals to introduce a road user charge, to improve safety and to improve public transport. Alongside a three-month consultation the local authority also held 23 roadshow events for local residents to express their views. Residents also received information on the proposed scheme, the consultation process and the roadshows through leaflets dropped through letterboxes.

Views expressed during the consultation were wide ranging but broadly respondents recognised the need for the County Council to tackle the issues of congestion and pollution e.g. by providing better alternatives to the car, including for school traffic, by providing more joined-up public transport and through other demand management solutions. In particular respondents urged to Council to ensure that better alternatives to the private car should be in place before a congestion charge were introduced.

Car-sharing

The cost of car-sharing is either zero or negative if partners take turns to drive. Congestion is reduced, emissions are reduced and fuel consumption is reduced. In addition, less parking is required and staff morale can benefit. A small business in the East of England, Liftshare.com, is using the internet to promote this opportunity and has sold systems to hundreds of businesses and local authorities in the UK and is now exporting to continental Europe.

However, there are barriers to uptake and there is a need to work with local authorities and employers to tackle these. The University of East Anglia is leading a programme to investigate the barriers to uptake of lift sharing in Norwich and Norfolk working with Liftshare.com, Norfolk County Council, Norwich Union insurance group and the Open University.

Promoting cycling in schools

Schools within Luton, Southend, Bedford and St Albans are involved with the BIKE-IT campaign which is facilitated by Sustrans, a leading sustainable transport charity in the UK. A dedicated BIKE-IT officer works with school children to promote cycling, cycle training, cycle maintenance, cycle storage and the impact on environment, health, geography etc.

Promoting walking in schools

Southend Borough Council is implementing the Walking Bus project to try to encourage children to walk to school. The aim is to make school children more physically active, reduce environmental pollution and make the areas around schools safer. The "buses" walk along set, safe routes accompanied by a minimum of two adults. Participation is encouraged through a reward scheme of prizes for children and a donation to the school of £1500 to use on green issues if the scheme is active for a year.

Freight Quality Partnerships (FQPs)

FQPs are partnerships between the freight industry, local government and other interested stakeholders. They aim to develop an understanding of freight distribution issues and problems and to promote constructive solutions, which reconcile the need for access to goods and services with local environmental and social concerns.

The important characteristic of an FQP is that it provides a mechanism for the freight industry, local businesses, the local community, and local government to work together in partnership to produce tangible outcomes to real freight transport problems.

The East of England Freight Quality Partnership has met a number of times over the last year, and key issues identified are those relating to the need for driver information regarding lorry routes and driver facilities. There is an aspiration for a comprehensive and up to date information system (Sat Nav based) that would be available to all HGV drivers to ensure appropriate HGV routing on strategic as well as local/urban routes. Comprehensive data for download and Sat Nav system development will be critical to making this information available to all drivers.

6.   Governance: effective and coordinated action
   • Standards and interoperability
   • The urban challenge

   Questions raised by the European Commission: Effective action requires coordination between different levels of government: what can the EU do to facilitate this process and avoid inconsistent approaches? Many of the challenges for transport will be in the urban environment: are there specific measures the EU could take to help local authorities?

• As detailed earlier, the EU can support projects which exchange experience and develop best practice through the funds available to it, supported by match funding from national, regional and local participants

• The EU can facilitate the dissemination of the best practice identified through these projects more widely and effectively than individual projects would be able to do on their own

• The EU can support measures to make "seamless journeys" a possibility for both passengers and freight using different modes of transport. The concept of door to door journeys must consider the need to provide accessibility for all sectors of society.

- The EU could tackle the issue of competition law which can make it illegal for competing companies to agree a co-ordinated timetable

- The EU could require there to be a joined up approach at EU, national, regional and local level for example by developing with Member States a consistent EU, national and regional framework

- The EU can ensure that consistent, robust and appropriate data are collected on an EU-wide scale so that accurate analysis can be undertaken to inform the development of appropriate solutions and policies

7.   The external dimension: the need for Europe to speak with one voice

The European Commission raises the following questions: The transport sector is increasingly becoming more international. Which actions in the transport sector can help to foster relations with our neighbouring countries and encourage sustainable growth there? What measures can help the EU industry and transport operators to thrive in the international context? How can the Union better contribute to sustainable global governance?

- Clearly the EU has a role to play in promoting sustainable transport through international negotiations e.g. through EU and UN climate change conferences

- From the perspective of both ensuring the competitiveness of European operators in relation to their international competitors as well as in terms of promoting the use of sustainable transport, the EU needs to ensure that international operators trading with the EU are subject to the same environmental and other requirements which EU operators are subject to. This is particularly, and obviously, the case in relation to international shipping and aviation

- The EU could promote the benefits gained from sustainable transport to external partners both in economic and environmental terms

- Having said this, the East of England would re-iterate that, within the EU, it is important for local circumstances to be taken into account because one size does not fit all