

CONSULTATION RESPONSE FORM

Commission Document 279/4- A Sustainable Future for Transport: Towards an integrated, technology-led and user friendly system

PART 1 - Information about you

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Company Name or Organisation (if applicable)	Lancashire County Council
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 type="checkbox"/>	Representative Organisation
<input type="checkbox"/>	Trade Union
<input type="checkbox"/>	Interest Group
<input checked="" 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):
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: Email correspondence with key officers across the Strategic Planning and Transport Section.	
If you would like your response or personal details to be treated confidentially please explain why: N/A	

PART 2 - Your Comments

General

1. What do you consider to be the most significant challenge facing transport policy over the next ten years?
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| <ul style="list-style-type: none">• Environmental impact versus economic prosperity – the challenge is to achieve both together.• How to continue to effect modal shift?• Is there an optimal modal split?• How to achieve more ambitious targets – Copenhagen 2009 is likely to sharply reduce emission targets. |
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2. What policy options do you believe that the Commission should consider in the development of the White Paper?

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| <ul style="list-style-type: none">• Education – behavioural change is dependant on education to bring about changes in travel patterns and recognition of the need to modify our impacts to arrest climate change.• Competition – aim to ensure fair competition between transport modes by identifying the true costs of transport across different countries with different tax regimes, legislation, etc |
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3. What should the Commission's role be?

- Funding – EC can help to focus National implementation by providing the funding in specific areas to help encourage greater efforts locally. Funding should be focussed on pilot schemes and continue to support innovation and to provide infrastructure in areas of identified need.
- Education – to promote active travel, to reduce emissions, to promote health and to reduce congestion which will all lead to us gaining local and global benefits.
- Investigating the merits of air travel against the installation of a high speed rail network, whilst identifying the true cost of these modes alongside environmental impacts.

Section III- Trends and Challenges – page 6

4. Are the trends and challenges identified in this section the right ones?

- In the main, yes.

5. Are there any other trends and challenges that need to be included here and require European action?

- Nature of demand for mobility is changing eg centralisation of services, 24 hour economy (and its demands on mobility)
- Increasing difficulty in introducing new infrastructure (public acceptability)
- Mobility opportunities have a role in social cohesion and social inclusion. Similarly, substantial changes to mobility can have a destabilising effect upon communities (particularly deprived or isolated ones).
- Sustainable transport versus the economy
- We should be aiming to ensure that increases in car ownership do not lead to significant increases in usage. Alternative options should be delivered.

Section IV- Policy objectives- page 9-12

6. Do you believe that the Commission has identified the right policy objectives?

- In the main, yes.

7. Should the EU pay attention to other policy objectives? And if so which one(s)?

- Transport policy should be integrated with other policy including Economic development, Housing and land-use.
- Policy should be sensitive to the needs of communities – it is important that any policies reinforce existing community structures; the differences between urban and rural needs must be recognised and respected.
- Information – the EU has an important role in leading the debate on sustainable (economic and environmental) transport options.
- "Transport documents and tickets should be made electronic and multi-modal....." They should also be made nationally and internationally valid.
- Help to identify the true costs, both financial and environmental, of travel modes, including power generation and infrastructure, also taking in to account peak travel and off peak travel.

8. Where specific operational goals have been identified in this section do you consider them to be deliverable?

- All the goals identified are deliverable given suitable political, financial and technical investment and support.

Section V- Policy instruments for sustainable transport- page 13-18

9. Where the Commission has identified specific policy instruments do you believe that these are correct?

- It would be helpful if instruments could be put in place to encourage purchasers to acquire sustainable transport. Could be price or access to roadspace.

10. If you have a view on a specific policy instrument identified by the Commission (as described in the breakdown of Section 5 in “The proposal”) please identify the policy instrument and set out your view.

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11. What do you think the EU's role should be?

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| <ul style="list-style-type: none">• The EU has a crucial role in ensuring that there is trans-national consensus on the policy instruments and policy options to be implemented. This is particularly important in the area of sustainable transport because benefits are likely to be very long-term and the market is unlikely to support major investment, certainly without the certainty of long term payback. The EU can reduce the risk of abortive investment by guaranteeing long term implementation. Clearly technological standardisation has an important role.• In terms of climate change objectives, it could be important to assess the costs of action against taking no action, with respect to effects on industry, health and the environment. |
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12. What additional policy instruments would you wish to be included?
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13. Rather than policy instruments what specific policy options should the EU be developing?

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If you have any other general comment that you would like to make concerning this consultation, please give them here:

We would prefer to have electronic copies of your response so please email this completed form to: EUFutureofTransport@dft.gsi.gov.uk