

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)	Merseytravel (Merseyside Integrated Transport Authority and Passenger Transport Executive)
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):
<p>If you are responding on behalf of an organisation or interest group how many member s do you have and how did you obtain the views of your members:</p> <p>Merseytravel is a public body comprising the Merseyside Integrated Transport Authority (ITA) and the Merseyside Passenger Transport Executive (PTE), acting together with the overall aim of providing an integrated public transport network for Merseyside which is accessible to all. Merseytravel has around 900 staff and views were compiled via an internal consultation group consisting of officers from across the various departments of the organisation.</p>	

If you would like your response or personal details to be treated **confidentially** please explain why:

PART 2 - Your Comments

General

1. What do you consider to be the most significant challenge facing transport policy over the next ten years?

The decarbonisation of the transport sector in support of sustainable economic development , social inclusion and tackling the impacts of climate change.

Ageing population due to the postwar “baby boom” generation

Long term strategies and thinking are hard to maintain in the short political cycles , but nevertheless it is vital to overcome short -termism and have long term thinking and strategies.

2. What policy options do you believe that the Commission should consider in the development of the White Paper?

Energy demand reductions in the sector

Emissions reductions (GHG and local air pollutants)

Internalisation of external costs

Reducing the need to travel and managing travel demand

Transport equitability in supporting social inclusion and opportunity

A low carbon transport network that supports and realises the opportunities of a low carbon economy.

Support for sustainable travel options especially high speed rail for example.

3. What should the Commission’s role be?

To set the policy and legislative framework at the European Union level that will influence and inform national government level action, with the primary goal of reducing the need to travel and securing a sustainable, integrated and safe transport network, that is playing an equitable role in reducing energy demands, addressing GHG emissions and tackling climate change.

Section III- Trends and Challenges – page 6

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

5. Are there any other trends and challenges that need to be included here and require European action?
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Increased demand for travel and transport that will need to be met through managing demand.

Rapid technological developments, leading to changing travel demands and transport logistics.

Changing household demographics (single and two person households increasing in number) and the impact of the ageing population due to the postwar “baby boom” generation leading to increasingly complex trip making.
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The impacts of a changing climate on the operation of transport networks, services and trip making.

The threat of terrorism.

Response to global mass migrations and pandemics, attributed to climate change.

Need to balance the need for travel choice with reducing the need to travel in the first place.

Section IV- Policy objectives- page 9-12

6. Do you believe that the Commission has identified the right policy objectives?
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Yes, but need greater emphasis on integrating transport and land use planning.
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7. Should the EU pay attention to other policy objectives? And if so which one(s)?

Sound spatial planning should facilitate integration of transport modes and transport with land use planning, and take the travel needs of citizens and goods into account.

Demand management, but with a more evidence based approach as to what works and what doesn't work in terms of such transport and demand management solutions.

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

In general. However, ensuring that existing transport infrastructure is well maintained is a significant challenge, particularly as the impacts of climate change become greater in scale and magnitude.

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?

Yes

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.

Maintenance, development and integration of modal networks – As detailed above, maintenance is a major issue for Authorities, with the Commission needing to recognise the financial commitment that is required by member states to ensure existing networks remain operational and well maintained in a changing climate.

The need for considerable and well coordinated funding to overhaul the transport system towards a low carbon economy – This must be a key priority for the Commission and must provide leadership and support on how to achieve this.

The role of education, information and awareness raising campaigns to encourage behavioural change – The Commission must recognise that with out the policy instruments and infrastructure measures that realise and “lock in” the benefits of behavioural change. Education, information and awareness raising can only achieve minimal, long term behavioural change. These must be accompanied by the policy instruments and infrastructure measures.

Open markets can be counter productive in regard to reducing the need to travel.

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

To act as world leaders in the development of a low carbon transport network that supports sustainable economic growth and social opportunity while tackling climate change effectively.

To act as a test and exemplar area for innovative solutions that can also be applied and disseminated beyond the European Union.

Make sure that wider EU policy is consistent with the goals of a sustainable, low carbon transport system and reducing the need to travel.

In line with the subsidiarity principle of the European Union, it should play a key role in terms of encouraging national governments in the right direction in regard to sustainable transport and reducing the need to travel by setting the relevant framework at the European Union level.

12. What additional policy instruments would you wish to be included?

The need for a climate change transport adaptation strategy for the European Union.

13. Rather than policy instruments what specific policy options should the EU be developing?

Energy demand reductions in the transport sector

Emissions reductions (GHG and local air pollutants)

Switch to low carbon technologies for transport modes so that we are less reliant on traditional fossil fuels and other carbon intensive technologies .

Internalisation of external costs.

Reducing the need to travel and managing travel demand.

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

There are inconsistencies with wider European Union policies that need to be addressed such as facilitating cross-border economic collaboration and developing long distances transport links as this just encourages long distance commuting and migration. This in turn has impacts on the transport network and travel demand.

Also the EU tendering rules by which tenders above a certain threshold have to be advertised EU wide via the OJEU. However we would question whether this is compatible with the objectives of a sustainable transport system and reducing the need to travel as it encourages contract workers to commute across the EU. Using local businesses, skills and labour may often be a better and more sustainable option and reduces the need to travel. Unfortunately at the moment under EU law specifying local companies or workers to deliver such contracts and tenders is illegal.

We feel that these elements of EU policy need to be revisited to make them more consistent with the goals of this EU paper on "A Sustainable Future for Transport".

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

Alternatively you can post the completed form to:

**EC Consultation on “A Sustainable Future for Transport”
Department for Transport
1/31 Great Minster House
76 Marsham Street
London SW1P 4DR**

The deadline for responses is: **Monday 7 September 2009 .**