

These are the responses of Adrian Thomas Esq MIHT to the set questions. They are personal views only. The respondent is not writing on behalf of any other person or on behalf of any corporate body or organisation.

(1) **Infrastructure.** 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?

Encourage removal of industrial, professional and political protectionist silos that obstruct integration between modes. Encourage better inter-understanding of the interface between modes and collaboration in smoothing that interface for users. Give priority to measures that can be proven to so improve the economy that a surplus is produced to finance improvements in development sustainability Give priority to measures that can be proven to encourage significant modal shift from less green modes of travel and transport to more green modes of travel and transport. Improve understanding and analysis of capacity-critical parts of networks to exploit surplus capacities by eg encouraging modal shift, paying particular regard to difference between environmental capacity and economic capacity eg Buchanan Report Traffic in Towns HMSO 1963

(2) **Funding and pricing.** 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?

Instigate a balanced qualitative and quantitative analysis of pricing policy (along same lines as TRANSvisions but focussing purely on pricing policy options) and develop and implement a common pricing policy across the union. Until travel and transport patterns in the EU are sustainable, invest the surplus all 'polluter pays' and 'user-pays' revenues in land use, transport and socio-economic developments that demonstrably contribute to making those patterns more sustainable.

(3) **Technology.** 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?

Increase government and popular demand for encouraging, promoting and publicising improved environmental and safety performance of transport and reducing congestion and dependence on oil, by requiring heightened use of SEAs, EIAs and SAs in public services capital and revenue project funding and aid / subsidy systems and all land use development planning and control systems and requiring particular attention to be given within those systems to improving environmental and safety performance of transport and reducing traffic congestion and dependence on oil.

(4) **Legislative framework.** 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?

Respondent does not know enough about these subjects to offer authoritative comment, except to suggest that an E27 Conference be held on each subject or subject area to develop an overarching EU Strategy on it (vision, priorities, objectives, targets, dates, and levels of funding support for states to

attend and respond to the Conference) and then each state to prepare its own legislative framework within the overarching Strategy within say 5 years of the Conference.

(5) Behaviour. 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?

Raise government and public awareness that locational decisions by social services providers in private, public and voluntary sectors, other than transport (ie, health, education, social care, financial and other professional advisers, housing, culture, recreation, leisure, sport, warehousing and retailing etc) affect accessibility profiles. See answer to (3) above for mechanisms to encourage, promote and publicise more holistic and cross-cutting lateral thinking. Include 'improving accessibility' in those funding and land use assessment systems. Ensure 'environmental sustainability of transport accessibility' issues are included in educational curriculum from an early age.

(6) Coordinated action. 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?

Develop 'carrots' (positive sanctions) and 'sticks' (negative sanctions). The EU has a huge budget and could use it as a tool eg, as per suggestions at 3 above and 5 above, to persuade different levels of government to work together (carrots) and dissuade them from failures to integrate their layers of policy and practice (sticks). SEA and SA illustrate the frameworks for integration - the funding regime needs to be introduced into this regime eg, as component of 'spatial planning'. Promote highway fabric and traffic management alterations aimed at redistribution and alteration of road / street space in favour of 'green' modes of travel and transport eg, walking, cycling, and public, community and private transport services and frequencies and improving the public domain and facilities for these users, and provision of related intermodal interchange facilities, by 'carrot' and 'stick' mechanisms.

(7) The external dimension. 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?

Recognise that cross-border transport infrastructure improvement that might be regarded as vital to a EU state or region, might only be regarded as of peripheral priority to the non-EU neighbour in whose state that improvement is needed by the EU state or region; and fund that improvement under SEA, EIA and SA encouragement, promotion and publicity regimes / systems. Encourage all international EU transport industry and transport operators to become models of best practice by strengthening EU procurement rules for all transport and travel contracts that involve entering non-EU states. Help undeveloped and third world countries avoid and / or move more quickly away from fossil fuel dependent transport modes by awarding generous levels of aid using SEA, EIA and SA regimes / systems to assess projects and encourage, promote and publicise sustainable global governance.