

Developing York & North Yorkshire’s Routemap to Carbon Negative

Marine & Coastal Session

1st June 2022

Attendees: Harry Baross (Scarborough Borough Council), Tim Burkinshaw (Scarborough Borough Council), Wave Crookes (Seagrown), Heather Davison-Smith (Yorkshire Marine Nature Partnership), Simon Gibbon (Climate Action Stokesley and Villages), Clare McCarty (Marine Management Organisation), Bryce Stewart (University of York)

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1. Session purpose

- 1.1 Following the analysis of stakeholder feedback from York and North Yorkshire’s Routemap to Carbon Negative consultation, the session was focused on addressing key themes from the feedback in relation to the marine and coastal section.
- 1.2 The aims of the session were to:
 - (1) Agree a revised set of strategic priorities for the Marine & Coastal section of the Routemap;
 - (2) Agree further interventions required and scope; and
 - (3) Agree key challenges/risks/ dependencies and mitigation approach.

2. Key themes from consultation feedback

- 2.1 KT provided an overview of the key messages from the stakeholder consultation in relation to the marine & coastal section. This included:
 - The Routemap should reflect the **connectivity between in-land and coastal waterbodies** – e.g., ‘protecting regenerating landscapes and coastal water quality’.
 - **Importance of biodiversity** in helping deliver more resilient landscapes that can help deliver the targets set out in the Routemap.
 - Opportunity to **better incorporate circular economy approaches** in this section.
 - Need better **knowledge and improved data for key ecosystems**, and linked to this a key action around identifying key habitat enhancements/key ecosystems to support long-term investment.
 - Missed opportunity to include **aquaculture** within the Routemap.
 - **Marine and coastal considerations are not fully represented** in the document. Terrestrial ecosystems and agriculture are mentioned throughout, whereas coastal environments are not.

3. Strategic priorities: discussion around revising strategic priorities

- 3.1 The group discussed a series of questions arising from the stakeholder consultation, and whether the elements should be incorporated into the strategic priorities for the Marine and Coastal section. A summary of the discussion is included in the table below:

Topics/Summary of Key Discussion Points	
1. Overarching Feedback	<ul style="list-style-type: none"> • General consensus that the priorities are the right ones – with slight tweaking of words. • Need to develop sub-priority detail. • Consensus that we need to define scope – and suggestion to use IFCA 6-mile limit of the inshore area, as this is the area we have an ability to impact. Group discussed that there are very

different habitats inshore than beyond. Most important habitats inshore for carbon sequestration are salt marshes and estuaries. Group agreed that we can only realistically influence inshore and therefore focusing on the IFCA 6 mile boundary was a sensible approach, but that it was still useful to have the marine reference in there to ensure we act on marine opportunities (such as aquaculture) and we work to influence national policy where appropriate (e.g., reducing mechanical dredging).

2. Connectivity between in-land and coastal waterbodies

- Opportunity to engage with catchment partnerships/inland waterways take a ‘Source to Sea’ approach to connect land based priorities to marine.
- Group discussed that the “Source to Sea” approach would be useful to incorporate into the Routemap narrative, potentially within the principles section.
- Suggestion to review river basement management plans (Environment Agency).

3. Importance of biodiversity & potential inclusion in strategic priorities

- Group agreed on the importance of biodiversity and that all priorities intersect with biodiversity. It was agreed we should weave biodiversity into the priorities.
- Key message to get across around nutrient cycling and improving carbon sequestration.
- Offshore wind impacts on biodiversity (experienced recent decreases).
- Awareness that some net zero measures may be counterproductive to biodiversity gain.
- Need to find “sweet-spot” between carbon and biodiversity (i.e., not improving carbon sequestration at a cost of biodiversity).

4. Incorporating circular economy into strategic priorities

- Seaweed and Kelp are key opportunities with lots of interest from NY farmers for cattle feed.
- Potential for circular linkages in creating supply chains between marine and livestock farming.

5. Role of aquaculture

- Group agreed that aquaculture is a real opportunity for Y&NY. It was agreed to add aquaculture to priority C (i.e., “Support sustainable fisheries and aquaculture”)

6. Carbon sequestration

- Kelp is an important asset but more research needed to assess current state of the east coast forest before we can develop plans and projects.
- Seagrass is also an important inshore asset.

7. Sustainable fisheries

- Beginning to move to electrify the fishing fleet (most fishing boats currently run on diesel).
- Suggestion to include electrical fishing boat innovations (under C). Magnus Johnson at Unit of Hull leading on research.

4. Developing further interventions

- Discussion included developing further interventions around the following areas:
 - **Influencing Government Policy:** Due to lack of direct influence past 6 miles, suggestion to form networks to establish evidence base and influence Government policy. LEP can play a key role in supporting marine & coastal to be on regional and national agendas.
 - **Developing natural capital approaches for marine and coastal:** Need to address current lack of natural capital work for marine and coastal.
 - **Nature based solutions:** High potential for nature based solutions e.g., “biofilms” for reducing erosion on infrastructure.
 - **Improving data for key ecosystems:** Critically need data to make informed decisions about what we need to do. (Potential to link with MMO’s evidence base)
 - **Circular Coast** - growing a sustainable future for communities on the Yorkshire Coast <https://cavca.org.uk/circular-coast/>
 - **Ocean Pollution:** Opportunity to build on initiative run by Yorkshire Wildlife Trust (YWT) – [“fishing for litter”](#)

- **Developing supply chains:** Challenging to shorten seafood supply chains, as currently able to export at high costs. Opportunity to develop supply chains for green industries e.g., aquaculture. Current challenges relate to lack of processing facilities and infrastructure (e.g., need processing facilities for seafood production & aquaculture).
- **Blue carbon credits:** Suggestion that we could help establish blue carbon credits and be a demonstrator area – biodiversity net gains for seas – could be a USP for the region.
- **Local Nature Recovery Strategy:** Opportunity to amend wording within the Routemap to include marine and coastal.

5. Challenges & Risks

5.1 The group identified a number of key challenges and risks in delivering the strategic priorities and interventions:

- **Dependency on national Government policy** Stakeholders felt that national government policy rarely considers marine and coastal priorities. Opportunity to collaborate with neighbouring LEPs, particularly HEY LEP, to influence national policy.
- **Potential risks associated with Local Government Reorganisation in North Yorkshire.** Stakeholders felt it was important to ensure that through the LGR process, marine and coastal remains a strategic priority and is not lost. Clear need for strategic positioning to ensure that marine and coastal is prioritised.
- **Lack of funding.** Particularly with the future lack of European funding, we need to make the most of emerging funding opportunities, such as Shared Prosperity Fund (SPF). Opportunity for marine and coastal to be included in NY's Investment Plan for SPF. Suggestion to do a regular horizon scanning session to identify new funding opportunities, potentially quarterly between the YMNP, LEP & other key partners that want to be involved.
- **Lack of infrastructure.** It was noted that a lack of infrastructure and processing facilities for seafood and aquaculture was currently holding back development of green industries and supply chains.

6. Next Steps

6.1 The Y&NY LEP team will revise the Routemap's Marine and Coastal section following the feedback and outcomes from the workshop. Further stakeholder engagement will be undertaken to develop interventions as required.

6.2 Y&NY's Routemap to Carbon Negative will then be going to the main LEP Board in July for sign-off, followed by an official launch in October 2022.