

York and North Yorkshire’s Routemap to Carbon Negative – Consultation Feedback

Summary Report for “Transport” Section

The initial draft of York and North Yorkshire’s Routemap to Carbon Negative went out to consultation between the 28th February and 17th March. The consultation aimed to gather feedback on the draft Routemap, with a specific focus on the “strategic priorities” and “actions plans”.

This report provides a summary of key themes from the consultation feedback focused on the Transport section of the Routemap.

Questions	Key themes from stakeholder feedback
Are we focusing on the right strategic priorities?	<ul style="list-style-type: none"> • The majority of stakeholders agreed that we are focusing on the right strategic priorities to decarbonise transport and were supportive of the level of ambition. • Concerns around the feasibility of delivering a net zero transport system that provides the “easiest, cheapest, quickest and safest” journeys and that people will need to be prepared to compromise. • Suggested that the narrative should make clear that we are taking a travel hierarchy approach to the strategic priorities and interventions. • Strong recognition of the level of investment required and importance of behaviour change. • Concerns that existing plans to dual roads in the region will increase the use of private cars. • Feedback on the importance of climate justice and that there are readily available sustainable transport options. • Strong support for the awareness of, and focus on, rural travel needs, particularly as these are the communities most reliant on car use. The inevitable ‘quick wins’ of urban travel solutions should not come at the expense of rural areas to ensure equity. The key aspect in rural areas is likely integration of the various means of travel.
Feedback around specific priorities	<ol style="list-style-type: none"> 1. Increase active travel Develop the infrastructure and support behaviour change to rapidly increase the use of ‘active travel’ for short journeys (<2km walking and 8km cycling), including planning for ‘15 minute neighbourhoods’. <ul style="list-style-type: none"> • All reduction in private car use and replacement for shorter journeys relies on the provision of safe and convenient routes for active travel (people will need to feel that they are not competing for road space with cars, buses and lorries). • There is potential scope for assessing how best active travel between villages and their nearest large town can be supported. • Need to increase local access to the outdoors without needing to use a car. • Question over whether it should be “20 minute neighbourhoods”, as it is 15 minute cities. • Focus on reducing the need to drive an ICE vehicle by enhancing other options is welcome. 2. Decarbonise & increase use of public transport Increase the use of public transport, whilst also decreasing carbon emissions through electrification and emerging hydrogen technology. <ul style="list-style-type: none"> • Importance of convenient, affordable and quality of bus provision – particular need for improvements in rural areas. • Investment from private firms and Government nationally required. • EV/Hydrogen may be the best solution for rural bus routes and other municipal vehicles operating amongst dispersed communities. • Requires a real shift in funding models. It can’t be that the greener option is more expensive than using an ICE vehicle and geographically unequal in terms of infrastructure investment. 3. Enable the shift to low carbon vehicles

	<p>Develop the infrastructure and support behaviour change to enable the transition to electric vehicles (EVs), micro and shared ownership / mobility schemes.</p> <ul style="list-style-type: none"> • Support for sustainable alternatives to private car ownership. • Need to offer residents, business and tourists that in YNY "you are always within 30 miles of an electric charger". • Active travel and public transport should be prioritised, although the move to private EVs is part of the solution. • This priority should also mention hydrogen. • Development of the required infrastructure presents both an economic opportunity for the region as well as a challenge (e.g. availability of labour and timescales; initial cost of purchase for both businesses and households; availability of maintenance functions). • Opportunity to expand charging infrastructure to rural communities through the likes of farm shops and cafes. • Need to work with shared mobility providers to develop rural transport solutions, as public transport active will not be able to provide coverage for all journeys/customers. For some, such as disabled or elderly, a car is vital. <p>4. Enable cleaner logistics</p> <p>Develop the infrastructure and increase the use of low carbon freight options for the public sector, business and industry through electrification, emerging hydrogen technology, freight modal shift and local delivery logistics.</p> <ul style="list-style-type: none"> • Need to include the role of green hydrogen in public sector fleet decarbonisation. • Concern that due to the lack of low carbon technology currently available for larger vehicles and the higher costs associated with all Electric Vehicles whether the ambition is possible with resources, timescales and finances available. An alternative option may be to convert vehicles to HVO fuel (hydrotreated vegetable oil), especially if the oil is reused from other processes.
<p>Have we missed any priorities that you feel are important?</p>	<ul style="list-style-type: none"> • Considering the value of the visitor/tourism sector in Y&NY, there is a need for green transport systems to support visitor travel to (and around) the area and incorporate cross-boundary travel through working with neighbouring regions, for example, greater emphasis on active travel for tourists and aim to become the cycling destination of the UK. • No mention of e-bikes, which can greatly improve the uptake rate of active travel. • Question over whether hauliers need to be highlighted. • The need to reduce road building, as any new road built generates additional traffic, which in turn will lead to more carbon emissions. • Additional strategic priorities around information connectivity should be included to maximise the benefits of an improved transport infrastructure. The benefits of a fully integrated shared, active, and public transport infrastructure network are best achieved as part of a multi-modal integrated system, which a 'Mobility as a Service' (MaaS) platform can play a key part in delivery.
<p>Are we focusing on the most impactful interventions?</p>	<ul style="list-style-type: none"> • Support for plans to consider road use in order to prioritise active travel and public transport, alongside considering how daily rentals and car clubs can be incentivised (e.g., allocation of parking space to car club vehicles). • Suggestion to limit the number of private car parking spaces in new commercial and residential services, ensuring new mobility services are effectively integrated. • Suggestion of developing mobility hubs - to provide the physical infrastructure and MaaS provides the digital infrastructure to make multi-modal travel easy, convenient, and cost effective for the consumer. • Although expanded and improved bus services are welcome, this should consider financial and usage feasibility, the rural geography of North Yorkshire, and how this can be linked to modal shifts between options.
<p>Do you feel there are any gaps in the</p>	<p>Active Travel</p> <ul style="list-style-type: none"> • Lack of interventions to support active travel. • Suggestion to build on successes of "Tour de Yorkshire". <p>Electric vehicles:</p>

interventions to ensure York & North Yorkshire reaches net zero by 2034 and carbon negative by 2040?

- **Develop an EV charging infrastructure strategy and communication strategy**
 - **Develop with partners** (LAs, NPAs, businesses and operators)
 - Need to offer residents, business and tourists that in YNY "**you are always within 30 miles of an electric charger**", possibly through support of an app that maps out availability, and they can be confident that these are working.
 - Take into account the role **shared vehicles** will play in achieving the regions ambitions.

Low carbon public transport trials

- **Build on existing best practice and lessons learnt** (e.g., YorBus, EV trials for community transport by Ryedale Community Transport)
- **Hambleton Community Action EV travel to work and learn** needs to be added into the community trials list and other community trials.

Skills

- Need to ensure **EV-ready vehicle maintenance skills** are available.

Communication Campaigns

- **Green tourist transport communications** so that visitors make best use of rail, bus, park and ride, EV chargepoints etc. **This should include links between North Yorkshire's green travel options to neighbouring areas** and be seen as an easy option to utilise.
- **Support of the second-hand EV market** which will need to be utilised by less affluent residents to engage in the transition through greater awareness.

Research & Innovation

- Support drive for **EV battery recycling** through research initiatives to ensure whole-life carbon benefits of EVs.
- There are **various transport partnerships which would benefit from more investment** in planning, time to develop wider collaboration and increasing the number and flexibility of services.
- **Influencing Government Policy.** This could be a key missing area here, as there does need to be a uniform push to speed up regional investment coming from central government.
- **"Further research understanding travel patterns"**. It would benefit to include academic research/input, such as the University of Leeds Institute for Transport Studies.
- **"Explore options to deliver expanded and improved bus services"**. Key providers need to be involved here as a stakeholder also. LAs won't be able to deliver this alone.
- **"Undertake further stakeholder engagement on the potential to decarbonise rail"**. Could joint synergies be added here around waste management? Moving waste transport onto electrified rail and off diesel HGVs. Could be added to "Freight trials".
- **"Reducing the need for travel & supporting sustainable travel"**. Retaining working habits from COVID such as hybrid working approach vs classical 5-day office workweek if opportunities exist for this. Not possible in every sector.
- Consider wider adoption of **'Digital twins'** projects.
- Some stated ambitions (i.e., encouraging households to move away from private vehicle use) may not meet deadlines unless **significant funding and/or national policy is implemented to align standards and legislative obligations** from service providers and the wider private sector.
- **15 minute neighbourhoods in rural YNY may be a challenge.**
- A **challenge is understanding the value for money** of a regular 7 days per week cross boundary public transport for both work and leisure use. Good bus services with integrated ticketing could provide a cheaper alternative to the car.
- **Plans to increase road space for private cars must be stopped** to meet our reduction targets and achieving a 48% reduction in private car use. The financial savings could then be used to support more bus and rail services and better use of the inland and coastal waters.
- **Convenience and cost need to be tackled** and should be a crucial part of the action plan, otherwise it's difficult to stimulate this modal shift. This may require influencing

	<p>Government around road pricing, but also softer local demand management measures could be taken through the LTPs.</p>
<p>Please detail below any further feedback that you would like to provide on this section.</p>	<ul style="list-style-type: none"> ● Importance of funding. It can't be that the greener option is more expensive than using an ICE vehicle. At the moment, there needs to be a faster push from central government to bring back EV grant schemes/incentives. ● Need to be acutely aware of all offshored carbon emissions (all imports and their transportation) which account for a significant proportion of all our emissions. ● NYCC is committing to expanding public transport despite multiple challenges (rising fuel and driver costs, driver shortages and the reduced passengers numbers and changed habits, following the pandemic) and this should be referenced in the Routemap. ● Interdependencies between enablers (e.g., to reduce demand and encourage public transport will require significant behaviour change) should be made explicit in the transport section. ● Costs are currently a barrier to expanding car clubs and car renting provision. . ● The biggest problem with public transport is the general poor or non-existent level of bus services. As a result, services are not as attractive to users as they should be.
<p>Key Actions</p>	<p><u>All feedback has been reviewed and will be addressed where deemed appropriate and feasible. Headline actions from the consultation include:</u></p> <p>Update narrative and strategic priorities: to incorporate feedback around key issues, including investment, EV infrastructure and tourism.</p> <p>Further partner & stakeholder engagement:</p> <ul style="list-style-type: none"> ● Engagement with TfN and neighbouring regions to ensure cross-boundary approach to decarbonising transport. ● LA Climate Action Leads: key challenges discussed at meeting (10/05) – including ensuring that decarbonising tourism is more prominent in the Routemap; and development of active travel interventions. ● Development of interventions: further engagement with key stakeholders to develop existing interventions and additional ones to ensure delivery at the pace required.