**LGA Decarbonising Transport Webinar 22/11/2023**

Slides are on LGA website <https://www.local.gov.uk/decarbonising-transport-22-november-2023>

**Key points relevant to Tavistock esp Neighbourhood Development Plan**

* Decarbonising rural transport requires holistic approach – useful Cambridgeshire project using data to identify opportunities. Funders tend to focus on urban projects as they can more easily demonstrate potential high usage to justify investment.
* Importance of councils taking joined up approach across departments, working with partners but clarity of roles.
* Park & ride important to addressing city congestion / air quality but to ensure full use needs to be marketed, integral to wider bus & active travel networks, and overall parking policy. Chester has long established service, aimed at commuters & tourists, which they see as important but needing improvement, active marketing – running at a loss.

***Kristy Littler, Transport Manager Cheshire West & Chester***

*True Value of Park & Ride*

Park & Ride in Chester since 1983 due to concern of impact on historic centre of city centre car park. 4 sites around city, one currently closed. 2 staff manage. 12-20 min frequency, 8 buses. Pay on bus £2 or Stagecoach app – was hassle with ticket machines. Free parking. Is cycle parking at sites. About 300,000 passengers pa. Is key to environmental outcomes – aiming to markedly increase mode share of public transport. Competing with cheap, often private, parking in the city. Budget constraints on investing – have to grow numbers to break even. No interface with local bus network which undermines support from residents. Know need to look at interoperability of tickets.

Now looking at true value of service? Need to revise spec. Broaden appeal / show environment values. Not within BSIP framework but the improvement plan is relevant. Some tweaking with tickets, eg carnet, group tickets, hospital discount. Planning more marketing. Linking to EV Strategy & Local Transport Plan. More multi-disciplinary & partnership working. Surveys of users – P&R & other car parks.

Slide on guiding principles for new procurement.

[Panel discussion: Cambridge has effective P&R services. Looking at how to make case for more mobility hubs / interchanges. Eg take more strategic approach to locations, cycle facilities in car parks etc.]

[I put question in chat early on re experience of viability in market towns – got some endorsements as a useful question, but no responses.]

**Mark Greenwood, Coventry City Council**

*Very Light Rail*

Externally funded R&D project to develop innovative transport options for modal shift. Focus on low cost installation – no overhead cables, battery operated, able to take tight corners. 56 passengers, 11 tonne vehicle, 300mm track – easy to install & remove for utility work. Aim to have autonomous driving in future. Currently testing at Council depot. Next step is a city centre demonstrator route, starting from station which has recently been enhanced as rail / bus hub. Aim for £10m/km cost.

[I asked about applicability in rural context. Technology could work eg on disused railway. Issue would be making business case with enough potential users – eg may be possible to link high density rural settlement with nearest town. ]

**Chris Poultney, Transport Strategy Manager, Cambridgeshire CC**

*Decarbonising Rural Transport*

Cambridgeshire fairly well connected by road & rail. Distinctive economic regions within county.

County has good (2022) Climate Change and Envrironment Strategy. Transport is 27% of GHG emissions. Much of this is A roads & motorways inc through traffic. By district, the rural areas have highest transport total / %.

Rural transport: public – use it or lose it; active travel – easier to justify investment in urban areas; EVs – affordability & low car ownership; avoid travel / work from home– only suits some employment, needs broadband availability….

Scoping & evidence base: assumptions & sources – have good data. Initial focus on Fenland. Detailed look – came up with some ideas for opportunities, but is challenging “sticky” carbon. Needs more than a switch to EVs. Difficulty getting investment in rural infrastructure do to numbers. Partnership working essential. Different role needed for transport planners – brokers brining agencies together – promoting behaviour change.

Projects: carbon assessment in transport projects, inc major investments needed in A roads, new stations. Bus reform exploring Demand Responsive Transport in rural areas, EV charging rollout. Aim to develop some sharable case studies.