

Summary for synthesis session: Mobility



Key points

- **We need to define emergency** – carrying on with ‘business as usual’ procedures and attitudes is not an option
- We need to consider decarbonisation of transport according to the following hierarchy
 1. First – reduce the need to travel at all
 2. Second – increase journeys through sustainable options e.g. active travel, mass/public transport (ideally low/no emission options)
 3. Third – electrify what is left
- We must ensure a Just transition – making sustainable options accessible to all including lower income and **rural communities**
- Public procurement is potentially a key opportunity to promote innovation and sustainability

Key Actions	Barriers / issues	Overcoming barriers / Opportunities
<p>Spatial and transport planning better linked with sustainable transport / sense of place as a priority</p> <ul style="list-style-type: none"> • Planning emphasis / local strategic plans less car oriented and focus on the maximum way to reduce car use and block car dependency. • New developments foster a sense of place and desire travel less • Include transport planning in provision of health services • High quality mixed use brown field development 	<ul style="list-style-type: none"> • Political will / barriers to implementation - local officers lack empowerment to make difficult decisions • National appeals often overturn local decisions • Financial viability • Need to plan energy infrastructure for the next 50 years now – based on projected demand • Use of sticks to address behaviour can be challenging 	<ul style="list-style-type: none"> • Planning guidance applied to every development from Jan 2020 • Research to understand what solutions are politically easier to implement • Learn from European examples (including role of politicians in advocating change) • Can emergency planning powers to overcome national decisions? / Devolution? • Draft transport strategy for Exeter – prioritise developments with transport hubs and modal transport systems • Crowd source consultations and design • Mobility hubs linked to renewable energy • Introduce charges for allocated parking space on new developments but provide good public transport links
<p>Delivering real improvements to sustainable travel routes by reallocation of road space</p> <ul style="list-style-type: none"> • Physically segregated walking and cycling (not just lines in the road) – make it safe • Better use of filtered permeability • More powerfully make the case for reallocation of road space to get schemes over the finish line 	<ul style="list-style-type: none"> • Financial viability • Historic infrastructure (Victorian) 	<ul style="list-style-type: none"> • Learn from European examples (including role of politicians in advocating change) • Reallocating spending for road improvements on sustainable travel routes instead – planning streets for people not cars • Promoting the wider benefits of active transport – health and wellbeing, as well as clean air, reduced congestion etc
<p>Electric shared mobility</p> <ul style="list-style-type: none"> • Electric shared mobility – local and available within 1 mile for everyone 	<ul style="list-style-type: none"> • Finding and agreeing space for vehicles in community take too long • Developing business models – takes time 	<ul style="list-style-type: none"> • Interest and demand are there • Examples / taster sessions to demonstrate what shared mobility is • Volunteer electric car scheme for health transport (TL)

<p>Make public / sustainable transport the best option</p> <ul style="list-style-type: none"> • Convenient and easy to use public transport • Prioritise bus transport in its widest sense creating real choice between modes 	<ul style="list-style-type: none"> • Current govt policy lets market decide rather than providing direction • Ensuring equality from rural to urban communities • State of public transport assets and infrastructure discourage use • Negative previous personal experiences • Lack of political will to support improvement of congestion and air quality • First and last milers (first and last mile of journeys are often not accessible by public transport) • Put off by delays / weather etc 	<ul style="list-style-type: none"> • Integrating / linking forms of transport – multi modal journeys (e.g. Bike spaces on buses – Vancouver) • Single ticking across transport types • Learn from European examples • Target the easy wins <ul style="list-style-type: none"> • 20% drivers open to other transport options, but lacked info and drivers who drive 18 out of 20 journeys with 2 being more sustainable (encourage to increase) • Young people – positive attitude to carbon and more open minded re alternative forms of transport (car is not their symbol of freedom and independence). • Remove free travel for pensioners and invest saved costs in infrastructure (EV buses etc – Euro VI tech) • Trial pilot area now – private individual currently spend £450m on fuel (in addition to road tax/parking cost) – reallocate through better public transport. • First and last miler – opportunities to engage (bike racks at rural bus stops etc) • Real time info app which combines weather, times, delays etc, accurate, timely info (my journey Devon@)
<p>Devising a process for rolling out trials and delivering change more rapidly</p>	<ul style="list-style-type: none"> • Working within a political and public environment 	<ul style="list-style-type: none"> • Choose an emblematic project to deliver today to catalyse wider change quickly and without a lot of planning, focus on simple actions
<p>Ambitious fiscal incentives for long term sustainable transport – use of walking and cycling networks and other sustainable transport options</p> <p>Dis-incentives / tax on polluting activities</p> <ul style="list-style-type: none"> • Options for frequent flyer levy • Work place charging levy to raise resource for infrastructure • Consider bans on polluting vehicles (diesel) etc. 	<ul style="list-style-type: none"> • Difficult / challenging for local government to implement – damaging politically 	<ul style="list-style-type: none"> • Exeter airport – opportunity to implement frequent flyer levies • Income to invest in positive action in Devon – offsetting / public transport • Exeter zero-emissions subscription service (WP) • Devon congestion charge – becoming more common/acceptable to have low emission zones • Clean air zones
<p>Electric vehicles</p> <ul style="list-style-type: none"> • Greater use of electric vehicles 	<ul style="list-style-type: none"> • Lack of knowledge, myths and mis-conceptions (range, problems in winter) / charging anxiety • Vehicle choice / cost / exclusive, not an option for lower income • No clear strategy on electrification nationally or locally • Need to better understand charging habits to ensure grid meets charging needs • Poor reliability of charging networks – ones that do work are more expensive superchargers (tesla) 	<ul style="list-style-type: none"> • High profile information campaign re EVs – sell the wider benefits (healthy individuals / healthy communities) • Supermarket charging • Greater options from 2019 – more models and choice • Taster days / opportunity to try new technology • Cheap overnight tariff to incentivise regular charging and address range anxiety • Financial incentives on electric vehicles (or dis-incentives on polluting vehicles)

<ul style="list-style-type: none"> • Ensure policy works to give people options for work place charging (increase uptake) 	<ul style="list-style-type: none"> • Rural electrification important / charging infrastructure rurally needs to be subsidised as not likely to be economically viable. • Lack of work place charging • Financial and technical issues to install • Ownership vs tenancy a barrier to workplace installation (owner benefits / tenant has demand) • Declining petrol use – reduce govt income from tax • EV does not address congestions 	<ul style="list-style-type: none"> • Incentivise operators of large vehicle fleets • Incentivise sustainable delivery opportunities • Support from WPD to install work place charging • Roaming charger models? • Easier to introduce congestion charges?
<p>Communication / behaviour change: Paint a vision and enable people to understand how it will feel and how lives will be better</p> <ul style="list-style-type: none"> • Information to people on what better options are, enable them to choose what is right for them, based on real evidence • Leading from the front – DCC to provide examples • Everyone has sustainable transport as a priority and ensure it filters down – can do attitude 	<ul style="list-style-type: none"> • People don't understand the scale of the emergency 	<ul style="list-style-type: none"> • But, currently high public awareness of issues and a desire to act • Many people support the reduction of cars in cities, banning cars outside school gates is more acceptable now • Harness public opinion into action (70% people in Exeter concerned re air quality - what do they intend to do about it) • Narrative and awareness – programmes to inform public on what can already be done and enable feedback forums. • Capturing fresh thoughts and new ideas (graduates etc), giving employees opportunity / space to generate new ideas
<p>Encouraging businesses to consider transport links and to incentivise sustainable transport, and understand employee concerns</p>	<ul style="list-style-type: none"> • Financial cost to employers • Lack of perceived benefits 	<ul style="list-style-type: none"> • Employers take responsibility and promote sustainable transport as part of employee induction • Car parking charges to fund showers / facilities to change at work to support active travel • Choose location to suit employees, enable public transport by offering backup options to reduce anxiety over reliability of public transport • Health benefits to employees and to employer
<p>Lower priorities actions / ideas</p> <ul style="list-style-type: none"> • Addressing carbon from freight / deliveries • Options for agriculture, plant machinery, HGVs 	<ul style="list-style-type: none"> • Lack of incentives to decarbonise • Lack of EV models for freight and issues with supply • Future proofing – is hydrogen a better solution • Difficult to decarbonise, few options, lack of research/evidence 	<ul style="list-style-type: none"> • Bus lanes for freight / deliveries? – already reduce individual journeys so make more efficient • Incentivise low emission options • Possible solutions include biomethane, electric tractors etc, needs further research.