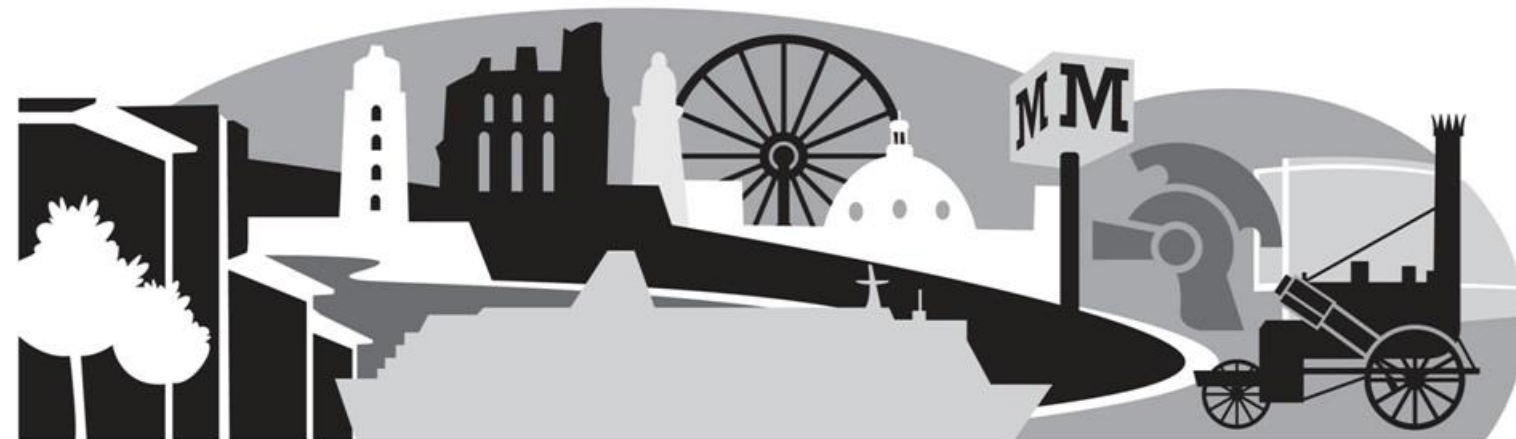


# Active travel solutions for a climate emergency - Workshop

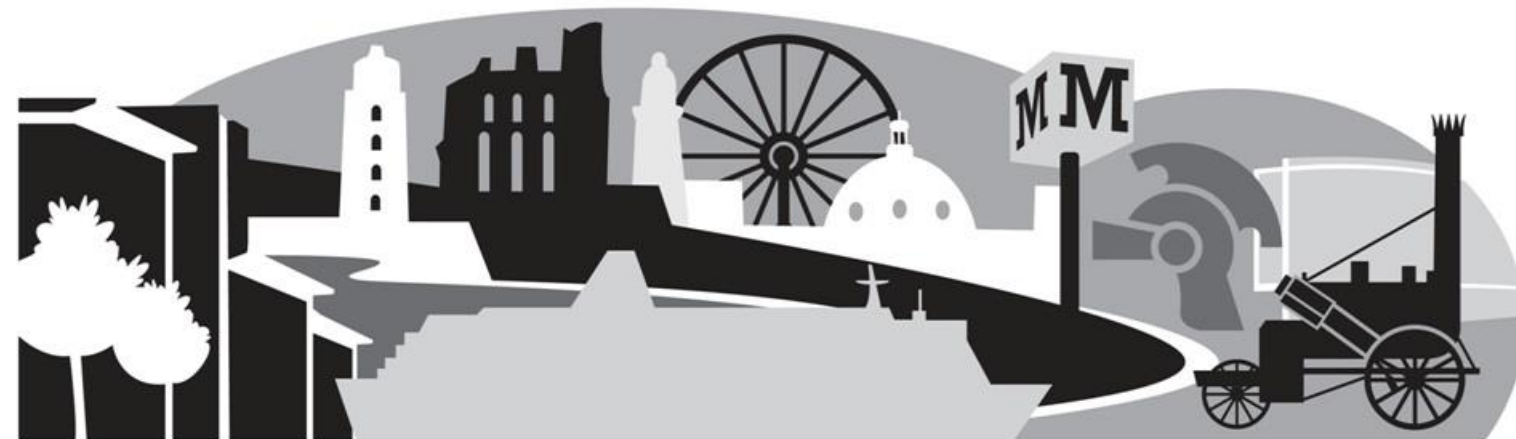
Nicholas Bryan  
Highway Network Manager  
North Tyneside Council



# Transport and Climate Change

## The Aim

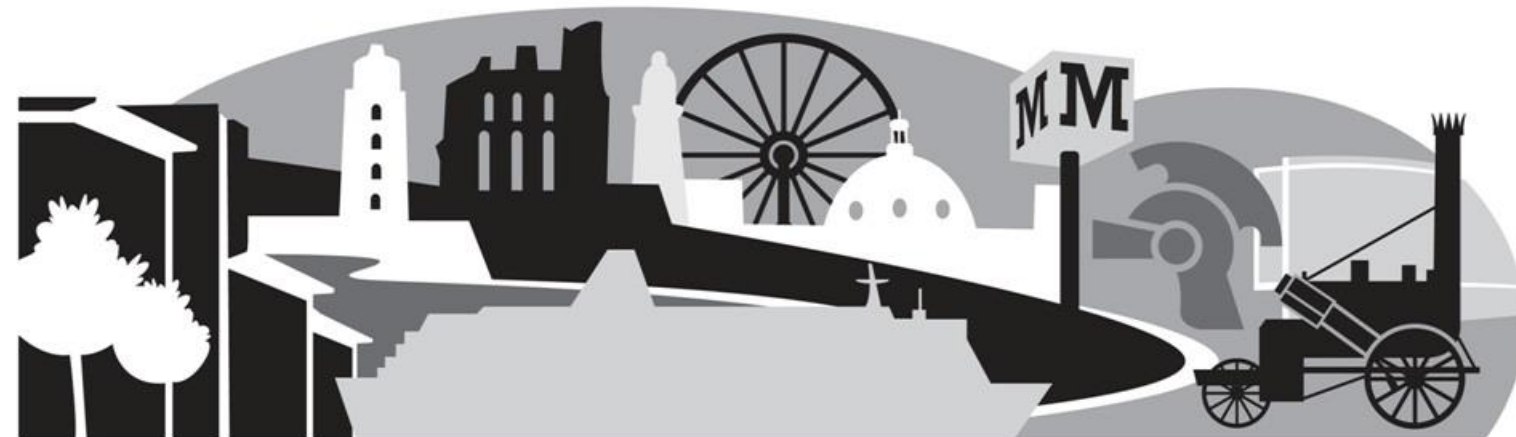
To de-carbonise the transport system and improve local air quality by reducing congestion through modal shift and behavioural change.



# Transport and Climate Change

## The Impacts (Congestion and Emissions)

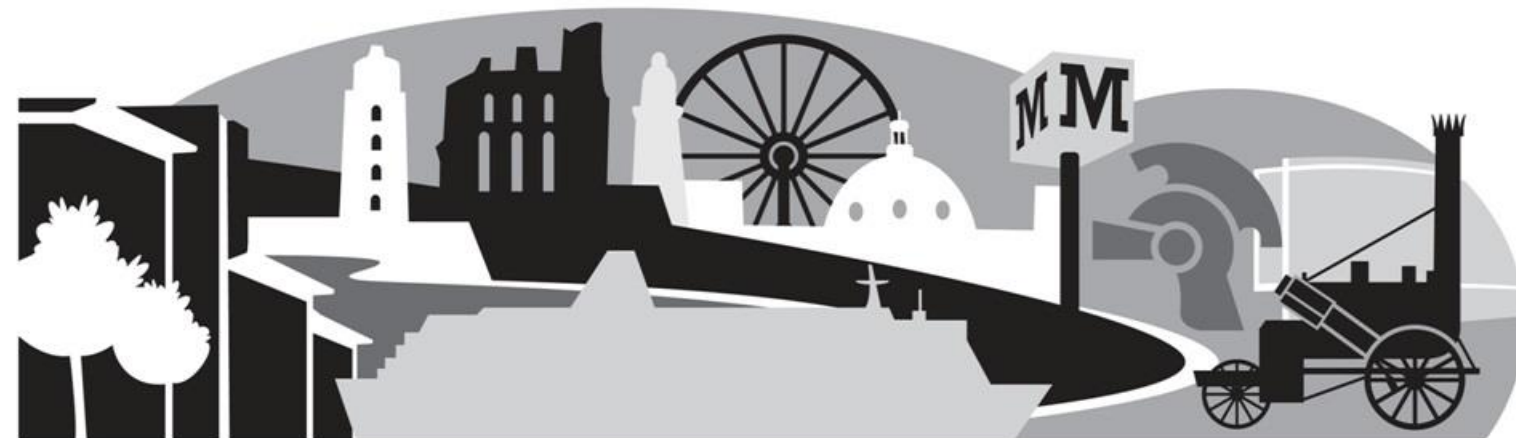
- Increased dependence / usage of cars generates congestion and delay for other road users, requires ongoing investment to resolve which in turn perpetuates further increased car usage.
- Vehicle emissions represent approximately 32% of Borough wide CO<sub>2</sub> and regional fleet is generation behind national trend
- Increased dependence / usage of cars deters other road users from travelling sustainably



# Transport and Climate Change

## The Impacts (Health)

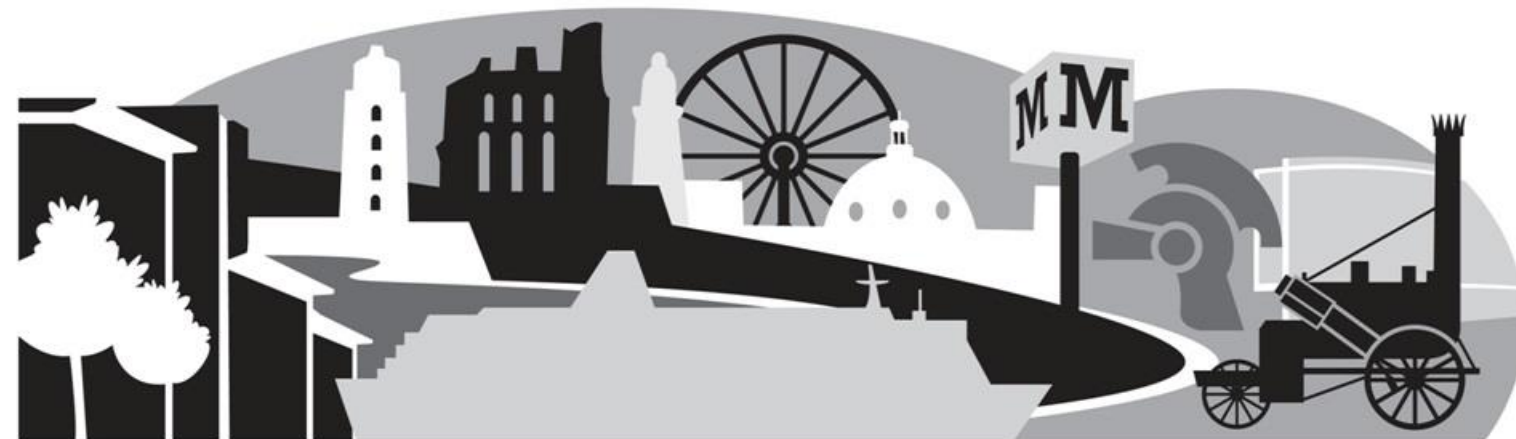
- Major public health issue in the Tyneside area and beyond
- 300 early deaths a year in these three authorities alone, 30 times the number of fatalities from road traffic collisions
- Increasing amounts of research linking air pollution to poor health and other negative outcomes – not just NOx but also Particulate Matter



# Transport and Climate Change

## The Challenges

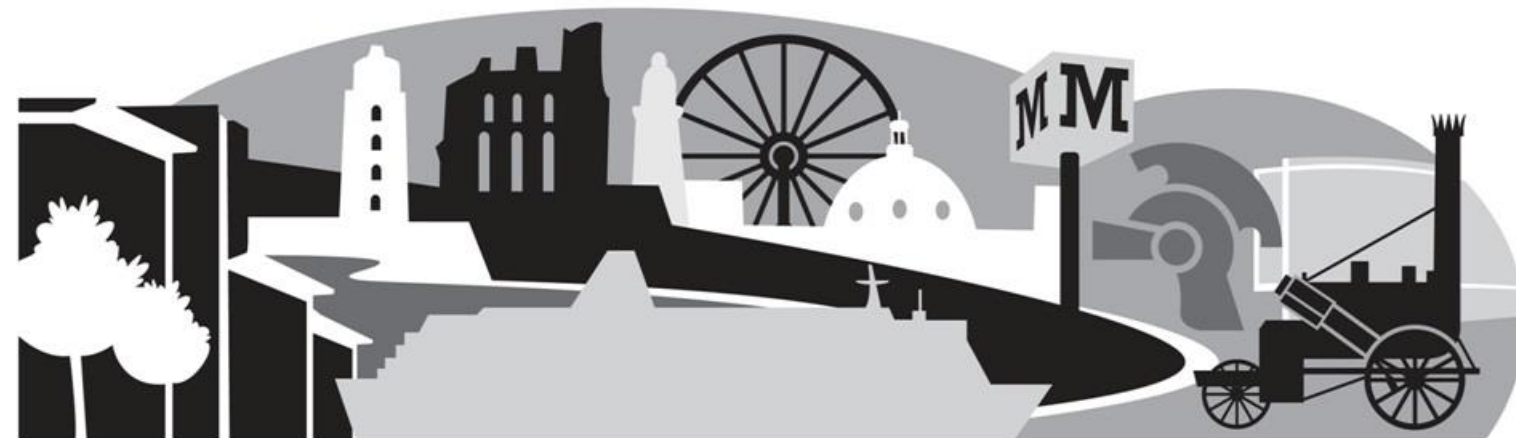
- How do we influence behavioural change quickly and with limited funding?
- Public Acceptability - requires a change in mindset on how much compromise / inconvenience we are all willing to incur to support measures that address climate change
- How do you incentivise behavioural change?



# Discussion 1

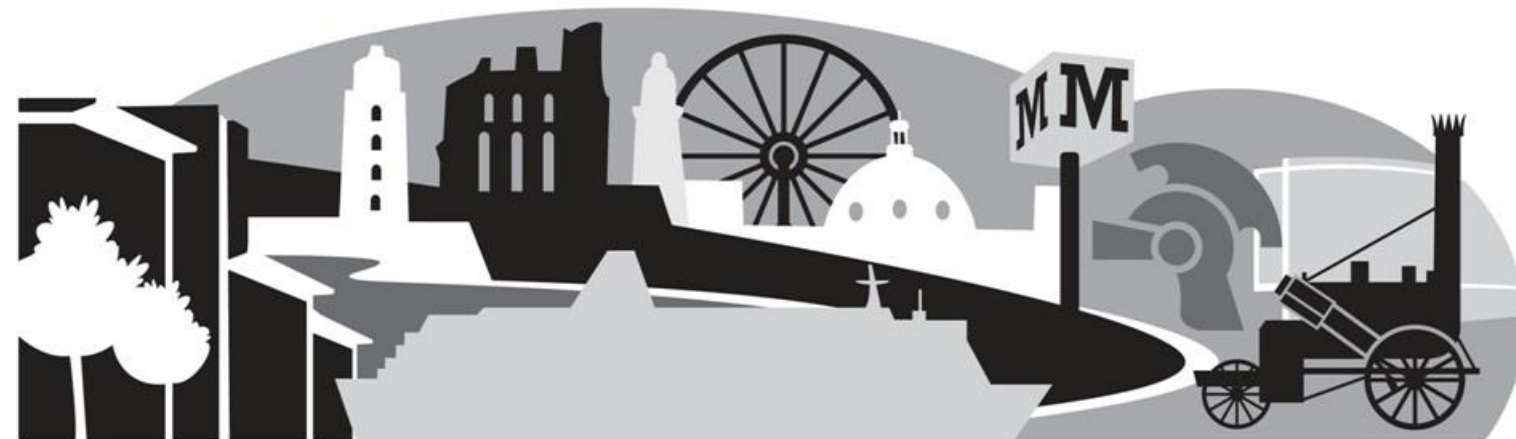
## How do we influence behavioural change quickly and with limited funding?

- How do we create a compelling offer? (the **carrot**)
  - Investment in alternatives (public transport, cycling, digital)
  - Subsidy (mobility credits, discounted tickets, how could this be funded?)
- Can we reduce existing car reliance / influence behaviour? (the **stick**)
  - Emissions based parking charges, priority for zero emission vehicles, car sharing, road user charging
  - What interventions are most effective? (financial, inconvenience, reward)



# Discussion 1 – Top Suggestions

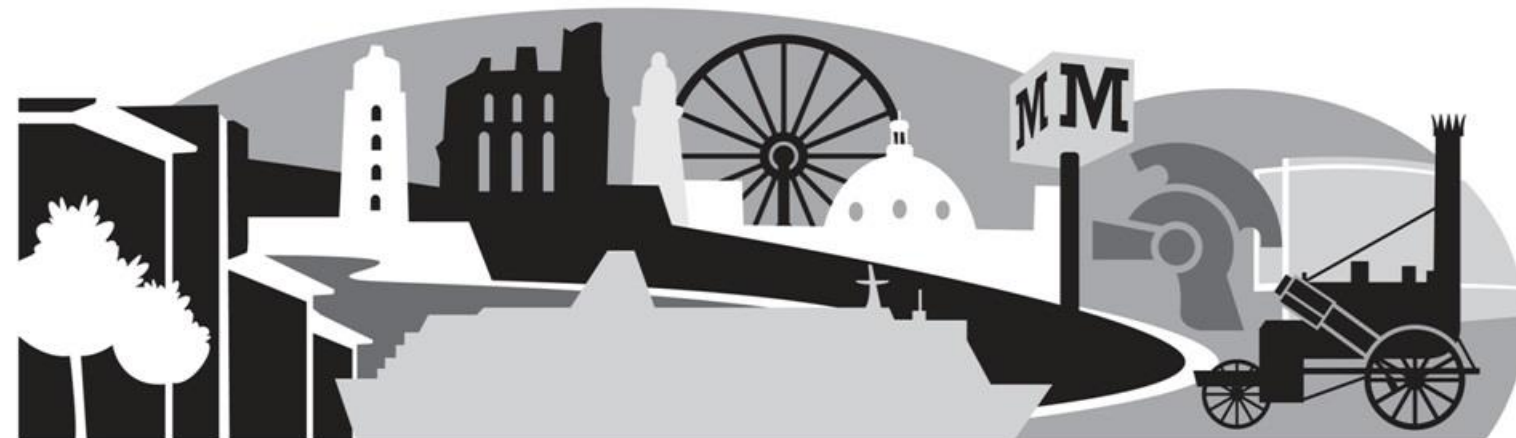
- 1. Segregated Cycle Provision and storage
- 2. Reduce PT costs and mobility credits
- 3. Road User Charging
- 4. Regional PT powers devolved
- 5. Car Sharing at major employment sites



# Transport and Climate Change

## The Opportunities

- As challenging as Covid has been on our everyday lives it has also forced innovation and will likely accelerate change
- Increased workplace flexibility should lead to reduced commuting and congestion
- Increased online commerce will change our retail habits and inevitably lead to increased demand for home delivery / click & collect services

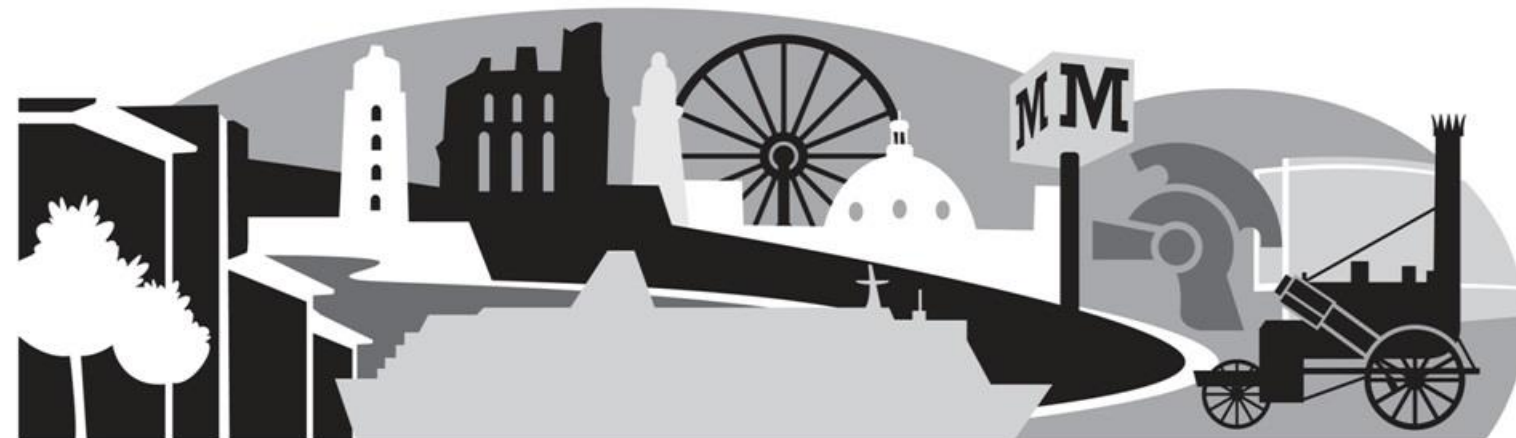




# Transport and Climate Change

## The Opportunities

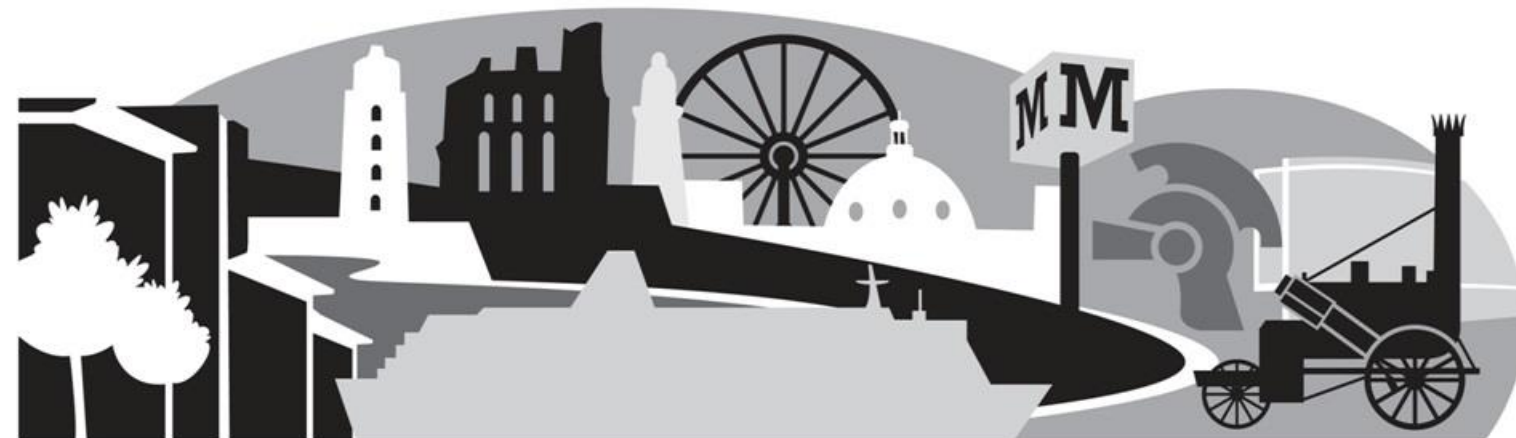
- Coordinated remote working could remove 20% of commuting car trips if you worked just one day a week at home.
- Car sharing and shared mobility can half the number of vehicle journeys made and reduce costs to motorists.
- Tyne & Wear has the public transport system with the highest service levels outside of London. Use it or lose it!



# Discussion 2

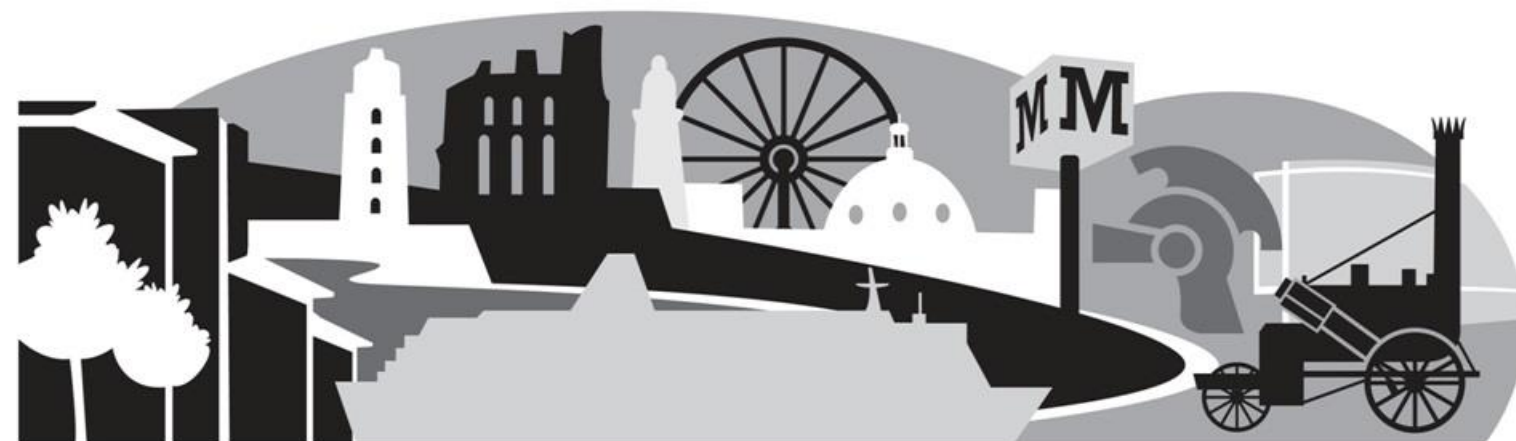
## What compromises are we prepared to make to address climate change?

- How would you reallocate highway space differently to support modal shift?
  - Example, 15m highway (footpaths, parking, carriageway, cycle lanes) how would you divide it up?
- What is most important when you travel? Does this change depending on when and why you are travelling?
  - time, cost, convenience, flexibility, emissions,



# Discussion 2 – Top Suggestions

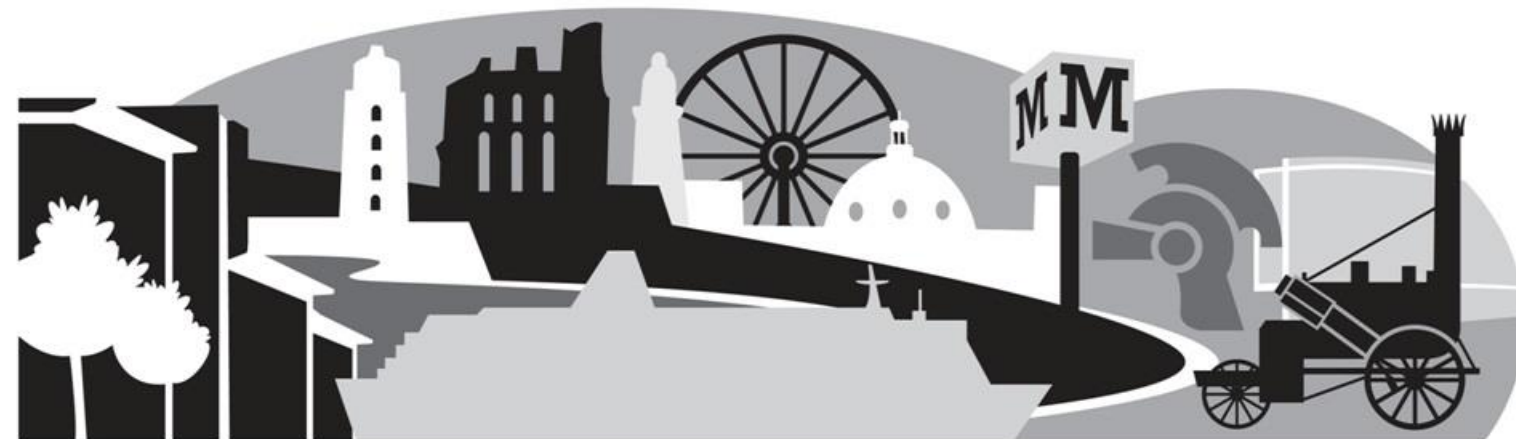
Road Space	Metres	%	Travel Priorities	Rank
Footpath	X	%	Time	
Carriageway	X	%	Cost	
Parking	X	%	Convenience	
Cycle lanes	X	%	Flexibility	
Total	15	100%	Emissions	



# Transport and Climate Change

## Everyone has a part to play

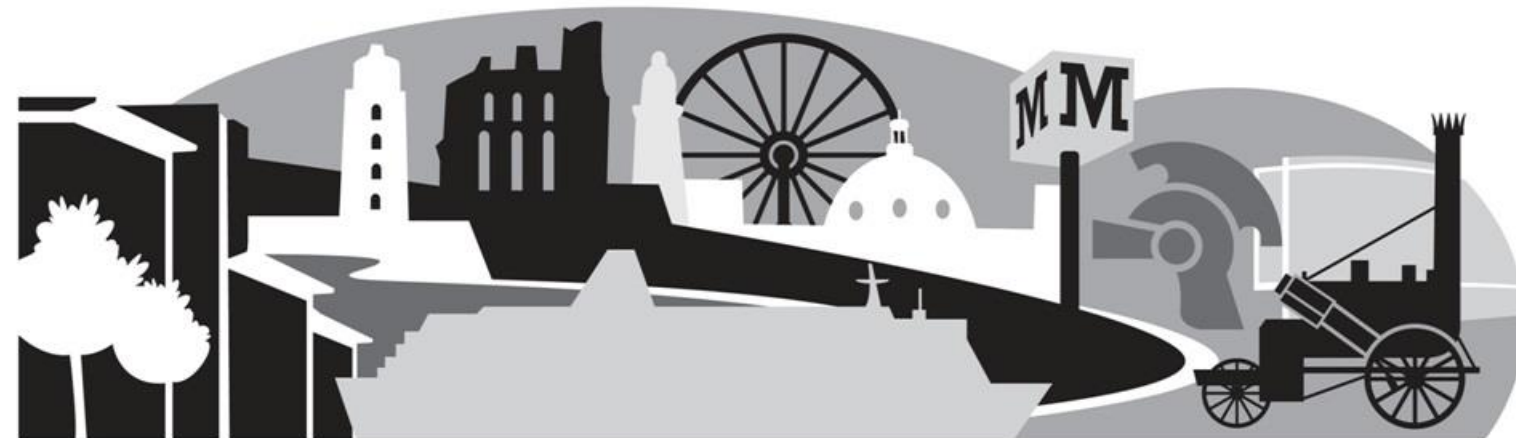
- Could you change at least one of your regular journeys by car/vehicle? Convenience vs Conscience
- Fewer proportion of commuters by car than ever before but increasing leisure and retail based car trips
- If 20% of current journeys were made sustainably there would be no congestion, more reliable buses, fewer traffic accidents, less carbon emissions, improved local air quality, and more money to invest in other services.



# Transport and Climate Change

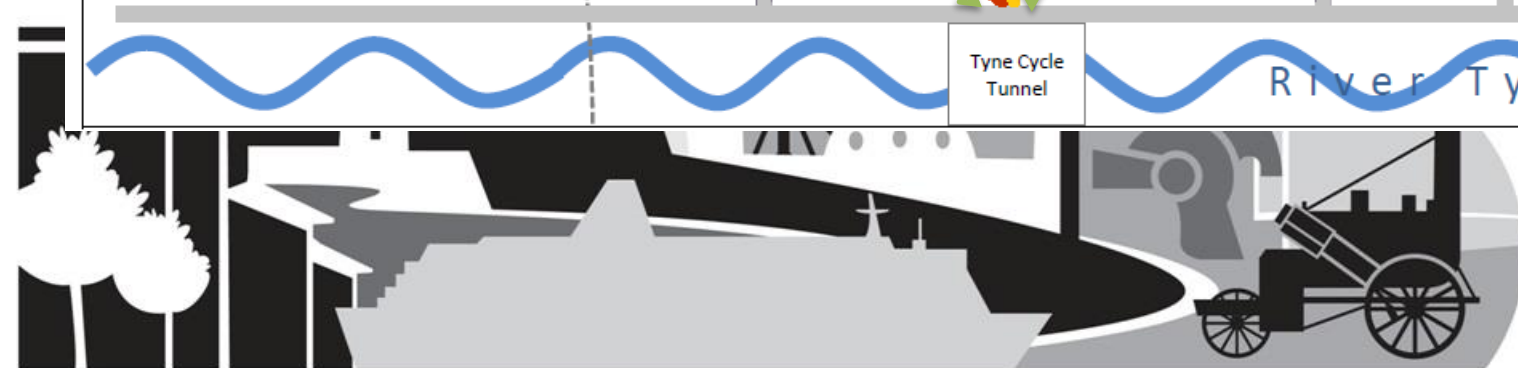
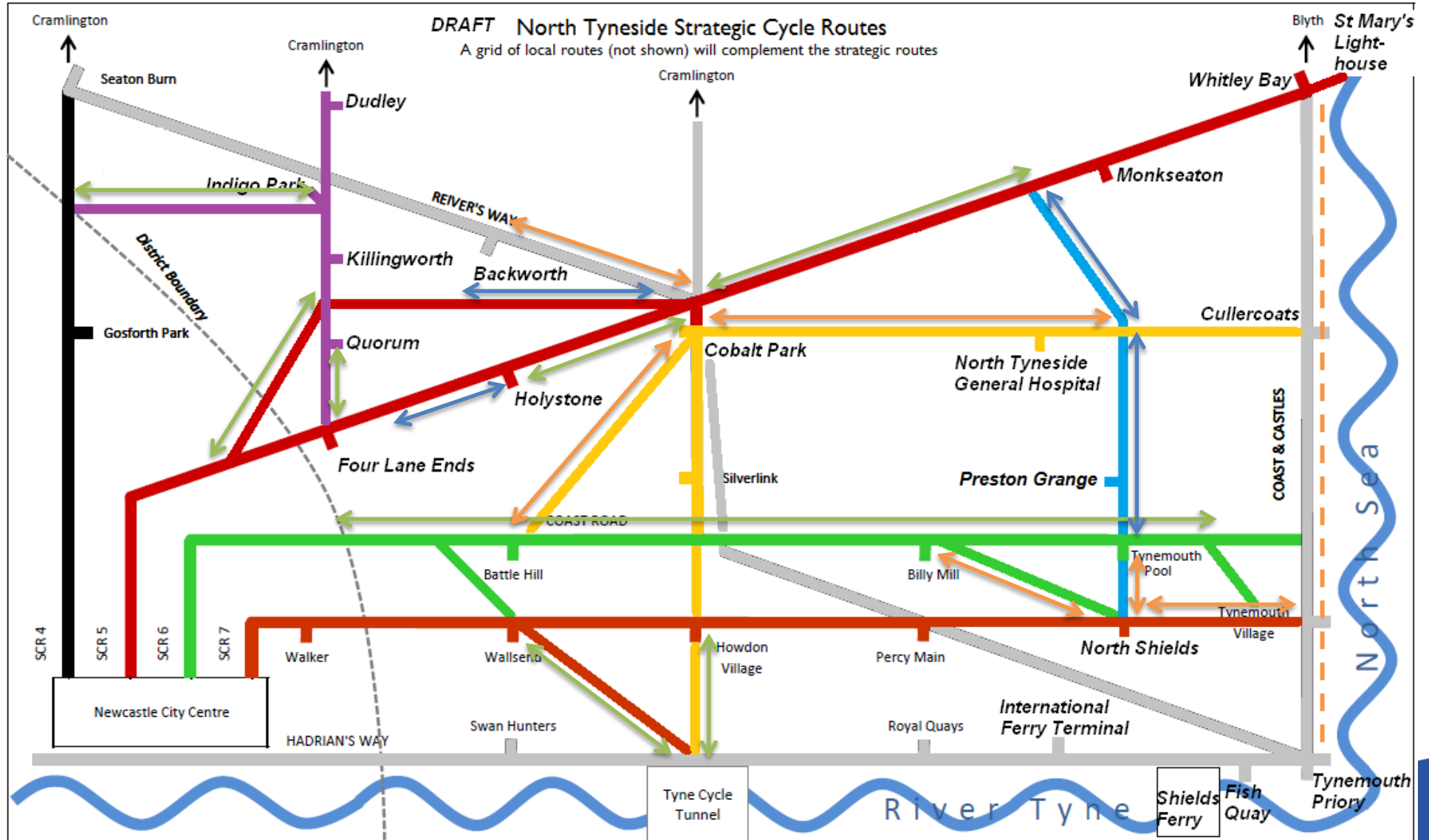
## Everyone has a part to play

- Idling stationary traffic, and stop-start movements are particularly bad for NOx emissions, compounded by short journeys with cold engines.
- North Tyneside is only 10 sq. km, the average Tyne & Wear commute is 12km / 35 minutes. 50% of residents live and work in the Borough. Approximately 90% of car trips are single occupancy
- If invest in other services.



# DRAFT North Tyneside Strategic Cycle Routes

A grid of local routes (not shown) will complement the strategic routes

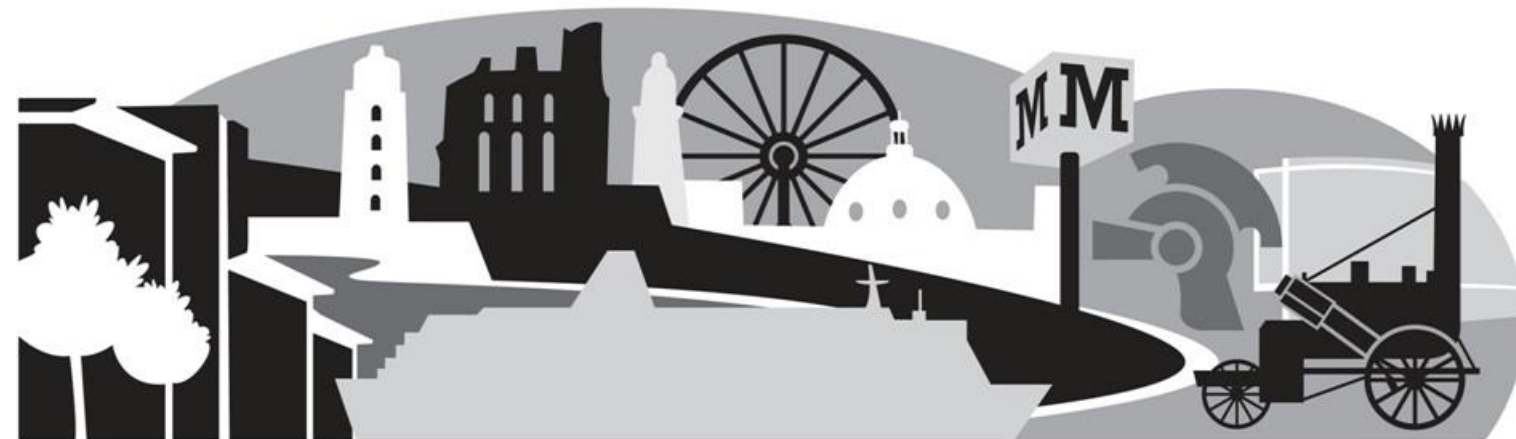


North Tyneside Council

# Transport and Climate Change

## What are we doing already

- Trialling new technology / solutions including zero emissions delivery services (eCargo Bikes) and future MaaS corridors
- Working with major employers to facilitate behavioural change (Go Smarter NT)



# Transport and Climate Change

## Final thought

- Our ambition to improve the local environment is not limited, but the funding is, so what can you do at low cost to reduce your car dependency and make a positive change, and who else can you persuade to follow suit.

