

Transport Cutting Carbon Seminar
9th April 2008, National Railway Museum, York

Question and Answer session

- 1) Was Peak Oil considered in the modelling of the low carbon transport research? (*Anna Semelyn to Martin Revill*)
 - a) No. The report has a regional rather than global scope. But oil price rises were included in the model. (*Martin Revill, JMP*)

- 2) Highways Agency builds trunk roads which cause severance in communities as they are not designed for non motorised modes to cross them. (*Paul Hepworth, CTC*)

- 3) Cycle tourism should be better provided for and promoted in York and North Yorkshire. (*Paul Hepworth, CTC*)

- 4) Carbon savings on railways were undersold. Surely each new passenger on the railways increases the savings 100%. (*Nina Smith, Railfutures*)
 - a) The presentation made the point that though there is a standard accepted CO2 reduction figure this is an average. They are working on a Northern Rail specific number. (*Karen Booth, Northern Rail*)
 - b) Occupancy is a big factor in improving efficiency and cutting emissions. Promoting multi occupancy (in cars, buses and trains) is key. (*Martin Revill, JMP*)

- 5) Was cycling included in the model? (*Tim Pheby*)
 - a) Not purely bike use but as part of modal shift from initiatives such as workplace travel planning, personalised travel planning. Examples such as best practice from Darlington Sustainable Transport Town. (*Martin Revill, JMP*)

- 6) Carbon emissions are closely linked to economic growth and interventions are clearly needed to tackle this. Will Yorkshire Forward be prepared to sacrifice economic growth for carbon? (*Simon Bowens, Friends of the Earth*)
 - a) Yorkshire Forward has a role in influencing government. Addressing the findings of the JMP report is a regional task, which YF will play a part in. YF will be part of the agenda, their goal is sustainable

economic growth – a low carbon economy is the aim. (*James Nutter, YF*)

- 7) The car culture must be a major barrier to people joining car clubs, should we ban car advertising? (*James Thomas*)
 - a) The way to increase car club membership is to increase the number of clubs available to be joined. Congestion charging and increasing fuel prices would help too. (*Philip Igoe, Carplus*)
 - b) Research has shown that the UK car loving attitude is a distinctively British characteristic (like binge drinking) and is not found elsewhere in Europe. (*Julia Meaton, Huddersfield University*)
- 8) This has been a very positive event and we should try to remember that York is ahead of other Y&H cities but other UK cities are even further ahead. We need to keep the faith that we can do it. (*Ray Wilkes, CfBT*)
- 9) Car clubs exist in Austria which are private but tourists can join and make one way trips. (*John Bibby, aa42*)
 - a) This will happen one day in the UK but not yet. We don't have enough car clubs yet. Also it's been tried and failed in Germany. (*PI, Carplus*)
- 10) "Car pools" work on a neighbourhood level, less formally than the commercially run car clubs. Neighbours can economise and avoid the central admin. More effective groups attract more members and then high demand causes competition for the cars, hire cars are then brought in. (*John Bibby, aa42*)
 - a) Carplus doesn't see a distinction between car clubs and car pools – they are merely different models. Small community based clubs are viable and can be run more easily if they can benefit from central services such as technology – computerised bookings rather than paper timetables and a key safe. Carplus hopes to provide this as part of the national network support package. (*PI, Carplus*)
- 11) If Northern Rail will only consider car clubs if there is a proven commercial advantage surely they are not working to the common good? (*Faber Maunsell rep*)
 - a) Northern is trying to be more than just a rail company but fundamentally they do have to answer to shareholders. (*Karen Booth, Northern Rail*)