

JOINT REGIONAL TRANSPORT BOARD & SUSTAINABLE DEVELOPMENT BOARD WORKSHOP – SUMMARY OF GROUP DISCUSSIONS

Key Points:

- Transport infrastructure is key to other SD work. We therefore need to move transport planning further up the 'line' in terms of priorities.
- Climate change needs to be made more of a transport issue. At the moment it is focussed mainly on building and power generation, and climate change needs to be more relevant.
- While all issues are important, much more strategic guidance at the regional level is needed to expose the real priorities.
- Changing perceptions about transport is important, but it is just as important to change realities. We must be realistic about what we can achieve.
- The Regional Funding Allocation needs to be more based around climate change criteria with regards to transport projects.
- Can we make better use of examples and best practice from other regions?
- We need to be focussing more on what we can achieve in the Region rather than what science tells us we should be achieving. Let the Region be more in control of its targets.
- With reference to congestion charging, the debate needs to shift away from the 'stick' and include more of the 'carrot'. Enforcement of these schemes will just alienate more people.
- There is a clear opportunity for the Boards to play more of a strategic role in positively encouraging the right types of schemes to come forward.
- As a Region we need to focus on our distinguishing and unique features of the Humber Ports and our network of rivers and canals - which offer great scope for increasing short sea coastal shipping and the movement of freight by water.
- The Boards need to take a lead in persuading Local Authorities and others to take the issue of transport interventions on climate change seriously – revenue funded actions are often given low priority when there is pressure on the budgets.
- Education, particularly at school level, is seen as the best way of getting people to question and hopefully change their travel habits.

Other Points Identified:

- There is an appetite to address climate change – for economic, social and environmental reasons.
- The Regional level provides a good opportunity to stand back particularly from local politics which does restrain more radical approaches.

- Better integration between modes is needed - different modes tend to be addressed on their own.
- A more positive role for the Transport Board could include a commissioning role to develop the types of schemes the Board wants to see coming forward.
- We don't do enough to share good practice, spreading the word about approaches that are already going on.
- Focussing on behaviour and smarter travel choices will be important.
- There is an opportunity to get on the front-foot and state what we want from the RFA process.
- From the range of potential approaches raised by the Low Carbon Study we need to look at what works in terms of costs and benefits.
- Our investment perspective needs to be long term whereas many franchises are relatively short term.
- The commitment to make a serious effort to address climate change through transport interventions is mixed.
- There is a strong reluctance to take on road user charging.
- We have the powers (except for road user charging) to undertake all the activities identified in the Climate Change Study.
- People need to be convinced of the need to use public transport – a very large majority are not convinced – this needs to be done at national, regional and local levels.
- We don't do enough to share good practice.
- Focussing on behaviour and smarter travel choices will be important.
- There needs to be a stronger emphasis on travel plans.
- From the range of approaches identified in the Low Carbon Study we need to cost up the best elements and then take these forward.
- It will take a long time to change people's attitudes (e.g. drink and drive campaigns).
- There is an opportunity to determine what we want from the RFA process both for climate change and economic development.