Transport decarbonisation plan: call for ideas by 31 August

https://www.smartsurvey.co.uk/s/WF1I3C/

Your details

Your (used for contact details only):
name?
email?

Are you responding:
as an individual?
on behalf of an organisation?
Winchester Action on Climate Change Transport and Planning Group

Individual details

How old were you on your last birthday?

Less than 11 years old
11 to 16 years old
17 to 20 years old
21 to 29 years old
30 to 39 years old
40 to 49 years old
50 to 59 years old
60 years or above
Prefer not to answer

Do you have any disability or other long-standing health problem that make it difficult for you to:

	yes	No	Prefer not to answer
go out on foot?			
use local buses?			
get in or out of a car?			

Do you:

- have a disability or other long-standing health problem that makes it impossible to ride a
- bicycle?
- have a disability or other long-standing health problem that makes it difficult to ride a bicycle?
- have no disability or other long-standing health problem that makes it difficult to ride a bicycle?
- prefer not to say about your situation?

What region do you live in?

Scotland
North East
North West
Yorkshire and the Humber
East Midlands
West Midlands
Wales
East of England
London
South East
South West

Which of the below best describes the area you live in?

Urban (town or city)
Suburban
Rural

Do you:
personally own a car or van?
have continuous use of a car or van?

Organisation details

What is the approximate total number of employees in your organisation?

1 to 29
30 to 99
100 to 499
500 to 999
1,000 and above

What best describes your organisation?

Environmental group
Transport provider
Other transport organisation
Housing
Government department or Arm's Length Body
Public affairs or consultancy
Energy provider or infrastructure
Charity or non-governmental organisation
Academia or research
Other:

Share your views

What do you think government should be doing to reduce the greenhouse gases that are produced from

cars? Reduce the number of cars; ultimately have fewer smaller electric battery-powered cars
buses and coaches? Promote a complete network of battery-electric buses and coaches; concentrate on coach routes that do not duplicate railway routes and mandate good public transport connections. Introduce franchising powers for all transport authorities under the Bus Services Act 2017, and a duty for transport authorities to have 'door-to-door' public transport plans.

vans and lorries?

Long-distance and heavy road goods cannot easily be decarbonised using hydrogen. Using current sources of hydrogen would be as carbon-intensive as diesel-hybrid propulsion, and the costs of delivering freezing/unfreezing and carrying hydrogen will make it prohibitively expensive. Hyper combustibility of hydrogen, and recent tanker explosions suggests there will be major safety worries associated will widespread hydrogen power. First a national supply of zero-carbon hydrogen would have to be created, costs would have to be brought down, and a major safety-case would have to be made satisfactorily. A scheme for erecting catenary above motorways to collect live electricity through pantographs has been proposed to avoid these problems. This is a perversely complex and costly solution.

Far better to promote the modal transfer of heavy freight to rail, with a network of rail-linked local distribution centres, more and rapid rail electrification, and major rail capacity enhancement linking these with national distribution warehouses. Rail distribution for the computer-shopping age. Rail systems for port traffic and construction materials must also be enhanced. CO2 emissions for tonnes per km carried by rail are already better even with diesel haulage that hey would be using hydrogen HGVs. With electric haulage they would be unbeatable. Proposals already on the table for converting redundant electric passenger trains to high-nspeed parcels trains should be encouraged and grants made available for rail-connected distribution centres.

For local distribution battery-electric vans would seem the obvious solution. Long-distance van traffic should be superseded by more efficient rail distribution systems.

passenger rail?

Electrification of all main lines, and quickly with a steady flow of schemes, would be the cheapest and most effective way of reducing CO_2 emissions for all rail activity. Maximising local production of zero-carbon electricity with lineside wind turbines and solar facilities following the 'Riding Sunbeams' model will increase production, reduce waste, engage local communities, and reduce the cost of power.

To encourage modal transfer nearly all secondary lines need half-hourly frequencies for most of the day, and should also offer important links on an electrified national freight distribution network, so they should be electrified too.

aviation?

The only practical way of reducing emissions from aviation is to reduce the volume of aviation to an absolute minimum. This can be done by:

- Speeding up rail passenger journeys within the UK: significant modal transfer from air has followed the completion of Italian, French and Spanish high-speed networks
- Introduce high-speed rail boat routes to Cork, Dublin, and Belfast; too much connectivity has been lost, through ticketing is in disarray, and the boats are designed primarily with HGVs in mind, and need to converted anyway to electric railfreight ferries)
- Developing good through services and booking arragements to mainland continental cities within a day's travel, and a comprehensive network of sleeper services to places further afield (there is currently a major revival)
- Charge fuel duty on aircraft fuel and increase surcharges, especially a 'frequent-flyer' surcharge and increase the incentives for internet business meetings, reduce rail fares and increase capacity
- Develop the 'staycation' holiday industry (thereby also reviving ailing coastal areas)
- Reduce rail and bus fares
- Prevent any further airport expansion and convert smaller airports, such as Southampton, to green technology parks.

freight?

See elsewhere for details modal transfer to electric rail, a climate surcharge on all air freight, possible hydrogen power for boats once (if) sufficient zero-carbon hydrogen becomes available and the safety case has been made, local distribution by battery-electric vans with internet-coordinated intelligent consolidated delivery schemes.

maritime?

Modal transfer of local/European journeys to zero-carbon-electric-powered trains, unless zero-carbon hydrogen can be made available for safe use on boats, at sufficiently low cost. Longer voyages may be able use use zero-carbon hydrogen too, but the scope for PV cells on boats could play a major part. Rail transport on the 'New Silk Road' should also be developed as a replacement if the carbon emissions can be reduced using PV cells throughout dry Asia.

other transport?

Substantial funding and encouragement needs to be put into implementing the Government's Gear Change proposals with the target of over 60% of all journeys of less that 3 miles being made by walking, cycling, or using public transport.

Local journeys

What, if any, changes to reduce the greenhouse gases produced by your local transport, would you like to see made?

See all the comments on each mode. A comprehensive interlinked public transport network of trains, district wheelchair compliant coaches and buses, a moratorium on road widening, and car-free town and city centres, and rat-run-free areas of suburbs and countryside, with bus and cycle gates in many places. A network of well-designed cycle routes. This will enable and speed up modal transfer

What, if any, examples of good transport initiatives in your local area do you have (with a particular focus on low or zero emission initiatives)?

Frequent district bus services: e.g. Stagecoach 64 Winchester – Alton, Bluestar 1 Winchester – Southampton, NCN 23 Shawford Viaduct - Domum Road, frequent suburban bus services Stagecoach 5 Winchester - Badger Farm. Mainline railway timetable, but not the local timetable, reopening Eastleigh to Romsey Rail passenger service, but not failure to reopen Marchwood line.

Longer journeys

See all the comments on each mode.

What changes would you like to see that will help to reduce the greenhouse gases produced from longer journeys?

Electrification of all rail routes used by Cross-Country and freight services, especially Basingstoke – Coventry/Birmingham and Southampton -Bristol and Basingstoke Exeter. Faster long distance train journeys, more flexible and cheaper rail fares, ease of travel to Ireland and Europe mainland.

Purchasing goods

What action do you think government should take to reduce the greenhouse gases produced from the:

distribution of goods across the country?

Build a network of rail-connected logistics freight distribution depots, served by electric goods and parcels trains, with battery-electric distribution vehicles with intelligent consolidated delivery rounds. Set date (2040) for all carbon-emitting HGVs (including those fuelled by grey hydrogen).

delivery of goods to shops or residences?

Focus on battery-electric delivery vehicles bringing goods from the rail-connected freight distribution centres. Brings forward phasing out of oil-fuelled LGVs

Travel choices

Do you find it:

easy to make informed travel choices in relation to the emissions produced?

It is currently possible, and often easy, but more could be done to remind people of the emissions produced by their choices on travel websites. Data should be standardised for different modes and publicised. Passenger units of average $kgCO_2e$/passenger km, and freight units of $kgCO_2e$/tonne km could be used, and increasingly standard data on energy used should be made more widely available. Generally people will know that public transport, walking and cycling will have least emissions, but will not know that public transport data is readily available, and need to be reassured.

It would be better to take the pressure off the individual to make the right choices, and develop the infrastructure so that the right choices are glaringly obvious. Nobody will decide to change mode to bus if there is no bus service, or take up cycling if there are no cycle routes.The government should give everybody an easy choice.

difficult to make informed travel choices in relation to the emissions produced?

Information to inform travel choices

What information would you find helpful in making those choices?

The approximate measurement of greenhouse gases emitted as a result of your journey. Yes
A comparison of the greenhouse gases emitted as a result of your journey relative to other forms of transport. Yes
A comparison of the greenhouse gases emitted as a result of your journey relative to other lifestyle choices. Yes, but not clear what this means
Don't know? No
Other: We need the same comparative data on energy use until there is a surplus of zero-carbon energy, and no more dirty energy use.

Final comments

What other views do you have on how to decarbonise the UK transport network?

We must work towards total energy demand being lower that the amount of zero-carbon energy available. This means we must not squander zero-carbon energy, and transport must reduce its energy consumption. It is not helpful that many electric cars are large and consume large amounts of power. A focus on prudent use of energy, and heavy promotion of well-filled public transport, electric bikes and electric motor scooters would help achieve this.

Any other comments?