

## Zero Carbon Harrogate's Carbon Neutral Transport Vision the District for 2035

This could be achieved through:

- Rapid reduction of private car use, which would also resolve many issues associated with motorised vehicle congestion.
- Rapid increase in active transport and public transport
- Electrification of trains, buses, private cars and cycles
- Use of synthetic liquid fuels for freight vehicles
- Local generation of electricity from renewable sources (solar, wind and hydro). This would provide a cheaper supply without the transmission losses and losses to the economy associated with importing energy from outside the area.
- Local electricity storage. Cryogenic storage plants<sup>1</sup> and use of electric car batteries as part of a local energy storage network.
- Increased afforestation in the district to mitigate unavoidable carbon emissions.

Please see the accompanying document "A Sustainable Transport Vision for Harrogate and Knaresborough" to link the vision points below.

### 5 Year Vision 2022:

- Rail line upgraded to double track all the way to York. (Vision 1)
- Electrification and improved rolling stock.
- SE Park and ride established at the Yorkshire Showground site. N Park and ride established at the old gas works or Ripley. (Vision1)
- 20mph speed limit on all roads within the urban areas, except arterial routes. (Vision 2)
- Improve pedestrian routes on key journeys to school with blended "Copenhagen Crossings" cf Walthamstow<sup>2</sup> giving priority to pedestrians (and cyclists on cycle routes) across minor junctions. (Vision 2)
- 10 home zones cf Wonford, Exeter<sup>3</sup>, (Vision2) created to:
  - improve quality of street life
  - improve traffic flow on main arterial road routes (by reducing number of minor junctions joining main road)
  - facilitate some segregated cycle routes
  - Include some priority bus routes (with bus only lowering barriers to allow access) to allow buses to avoid congested routes.
- Additional bus routes to improve orbital routes and rural services. (Vision 3)
- Electric bus fleet.
- Segregated cycle routes completed for half the network (see Harrogate Cycle Tube Map) with priority on routes to secondary schools to take traffic off the roads at peak hours. (Vision 4)
- Reduced street car parking capacity by 3% per year, total 15%, cf Copenhagen. Making space for cycle routes and improving pedestrian experience. (Vision 5)
- 3 car clubs established. (Vision 7)
- 3 villages have community lift share clubs established.
- Journey planning provided for all year 6 pupils as part of transition to secondary school by external transport advisors (not teachers)
- Electric charge points installed at all supermarkets, and priority parking in the centre of the towns. Subsidy scheme for rural domestic electric car charge point installation in place.

- All new housing linked into cycle and bus network and all section 106 funds invested in the wider networks.
  - Requirements in place for all new build homes in the district:
    - High density housing to limit urban spread (increasing journey distances)
    - Limited parking provision to encourage alternative transport choices
    - To have solar PV to provide electricity for car charging.
  - Urban tree planting and rural afforestation to mitigate for some carbon emissions.
- Alongside this we would expect to see an associated growth in tourism, developing the Harrogate Spa image. The development of local employment in construction, tourism and transport. An improvement in local residents' physical and mental health.

### **10 year vision 2027:**

- Light rail transit established between Pannal and Knaresborough East. Providing a continuous hop on hop off service. Additional halts at Dean Park, Pannal Park and ride, the Stray, and Knaresborough East. (Vision 1)
- SW Park and ride established at Pannal. (Vision 1)
- 20 home zones created (Vision 2)
- Further bus routes to complete dense network. (Vision 3)
- Further segregated cycle routes established to complete the network. (Vision 4)
- A further reduction in street car parking capacity by 3% per year to total 30%. (Vision 5)
- Pedestrian redevelopment at key sites eg the station concourse and pedestrian journey to the conference centre. (Vision 6)
- 10 car clubs established (Vision 7)
- All villages have community lift share clubs established
- Most rural residents have electric car charge points installed
- Electric charge points at parking locations in the towns.
- Workplace parking levy introduced cf Nottingham<sup>4</sup>
- Journey planning provided for all parents of pupils starting primary school by external transport advisors (not teachers)
- Further urban tree planting and rural afforestation to mitigate for some carbon emissions.

### **20 year vision 2037:**

- Most residential streets home zones. (Vision 2)
- Further on street car parking reductions from 30 to 60%. (Vision 5)
- Continued urban tree planting and rural afforestation to mitigate for some carbon emissions.

### **30 year vision 2047:**

Zero carbon transport in the District.

A fully integrated sustainable transport network.

Health and social benefits evident in quality of life.

- Cryogenic storage plant near Manchester [www.bbc.co.uk/news/science-environment-37902773](http://www.bbc.co.uk/news/science-environment-37902773)

- Blended Copenhagen Crossings at Walthamstow [www.enjoywalthamforest.co.uk/blended-copenhagen-crossings/](http://www.enjoywalthamforest.co.uk/blended-copenhagen-crossings/)
- Home Zones - Wonford, Exeter [www.rudi.net/books/8949](http://www.rudi.net/books/8949)
- Nottingham workplace parking levy <http://www.nottinghamcity.gov.uk/transport-parking-and-streets/parking-and-permits/workplace-parking-levy/>