



Meeting	Carbon Neutrality Open Forum
Date and Time	Monday, 29th January, 2024 at 6.30 pm.
Venue	Virtual meeting via MS Teams: To book tickets please visit: https://www.eventbrite.co.uk/myevent?eid=750725378817

AGENDA

- 1. Introduction and Welcome - Cabinet Member for the Climate Emergency - Cllr Kelsie Learney**
- 2. Active travel and thriving without owning a car - Roddy Crockett - Sustrans (Pages 5 - 24)**
- 3. Stagecoach's Sustainability Strategy: towards a Zero Emissions Bus Fleet - Marc Reddy: Stagecoach (Pages 25 - 36)**
- 4. Local Transport Plan 4 and the County Council's role in reducing reliance on private car travel - Hampshire County Council: Steve Wilson (Pages 37 - 46)**
- 5. Decarbonising transport in the Winchester District - the WinACC view - WinACC - Chair of Transport Working Group: Phil Gagg**
- 6. Questions to speakers: Please submit questions in advance to climateemergency@winchester.gov.uk - Q&A session with speakers chaired by Cabinet Member**
- 7. Concluding Comments - Cabinet Member for the Climate Emergency, Cllr Learney**

ENDS



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Agenda Contact: Anna Wyse, Sustainability Officer Email: awyse@winchester.gov.uk Tel: 01962 848 538

MEMBERSHIP

Councillor Learney (Chairperson)

Active travel and thriving without owning a car

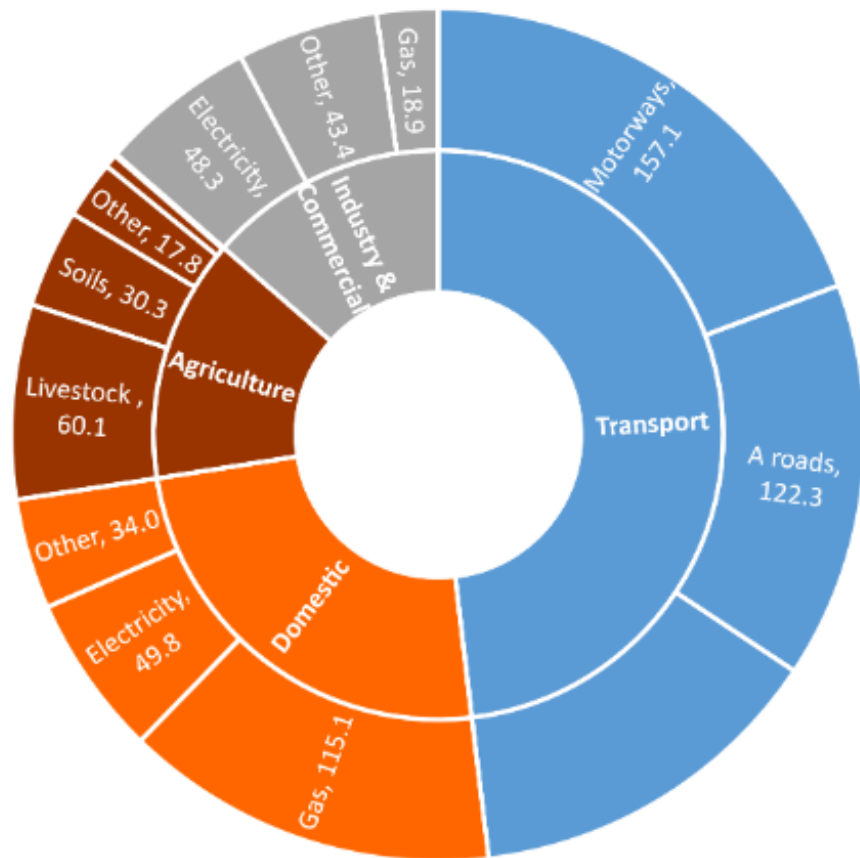
roddy.crockett@sustrans.org.uk

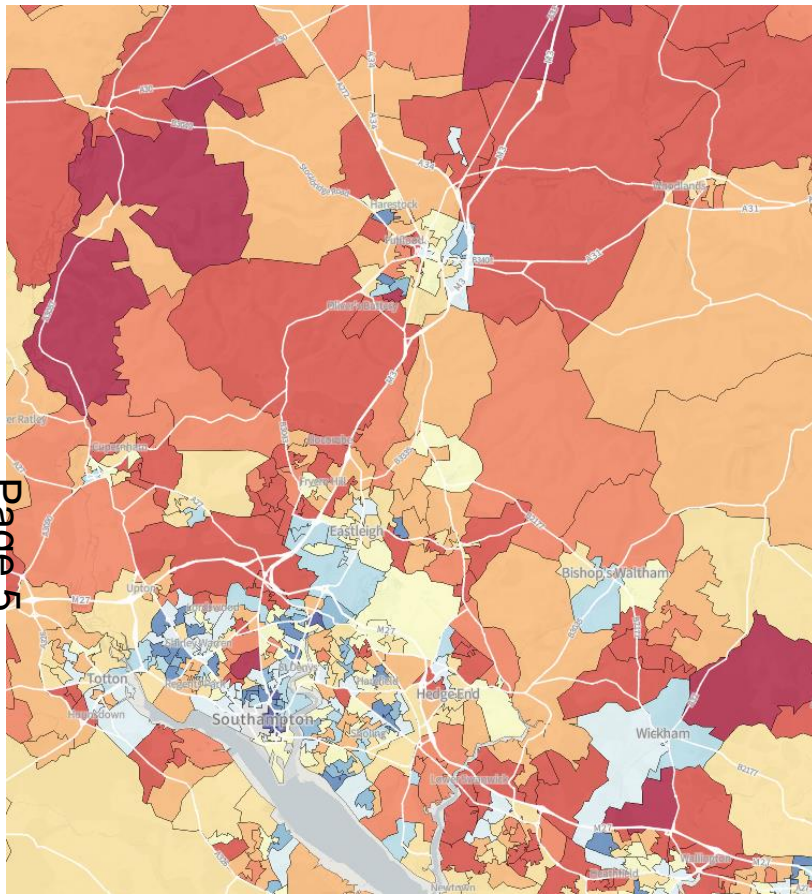
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Agenda Item 2

Source of emissions for the top four carbon emitting activities in the Winchester District (ktCo2e)

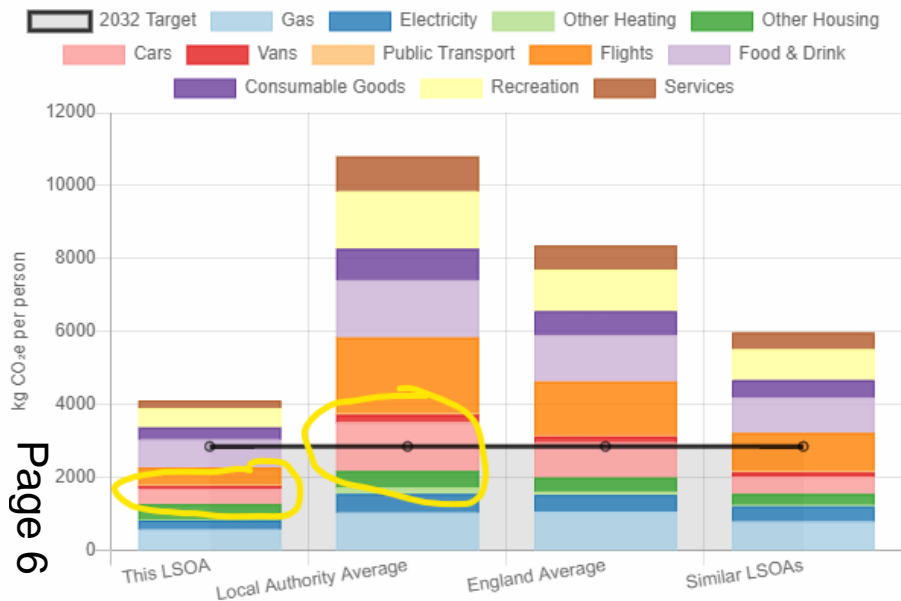




<https://www.carbon.place>

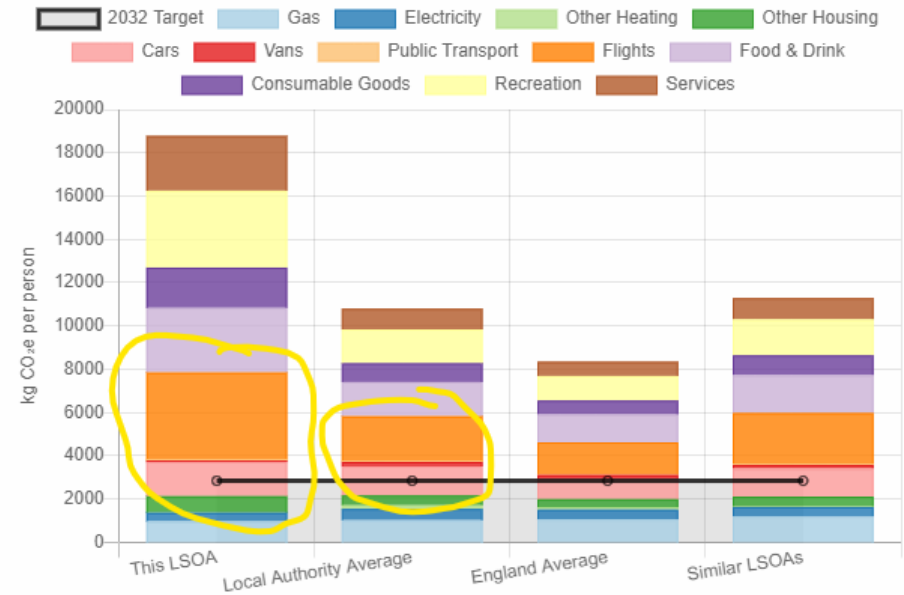
When considering transport – which areas have the highest emissions?

How can we reduce emissions in a “just” and fair way.



St Lukes (cosmopolitan student)

A 1/4 of LA av. for flights
 >1/3 of LA av. for cars

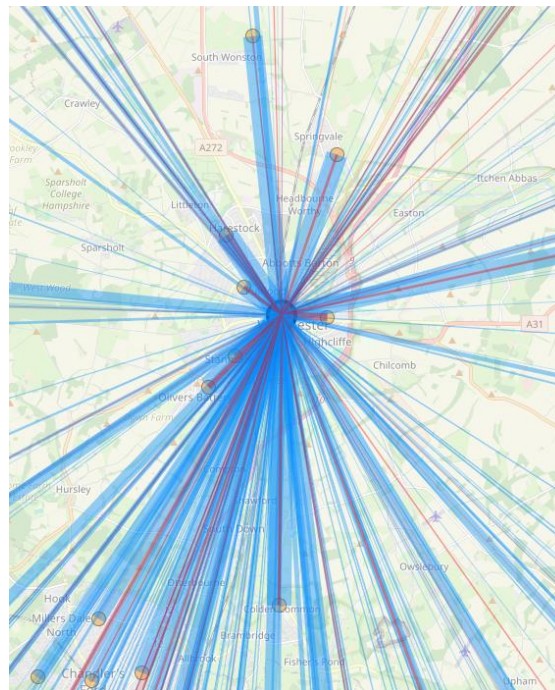
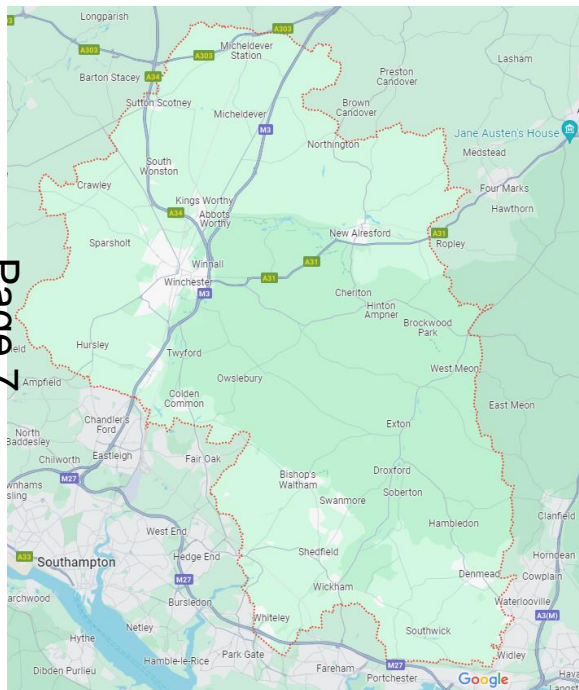


Badger Farm and Oliver's Battery (comfortable suburbia)

>Double LA av. for flights
 >1.5tonnes/pp for cars – higher than LA average

Whose job to reduce these emissions?

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Blue are journeys to the location and red are from. Datashine, 2011

Park, walk and save

Your nearest car parks with free evening and Sunday parking and cheaper parking on every other day are:

River Park car park - SO23 7DD

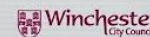
Castle Market - SO23 7AB

Worthy Lane - SO23 7AB

Chesil Street Multi Storey - SO23 0HU

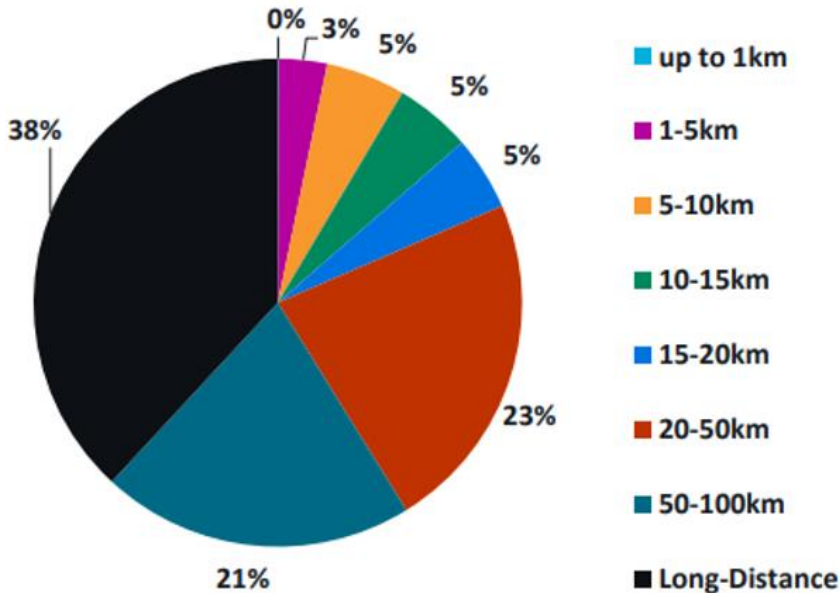
(only 5-10 minutes walk from here)

Walk more. Pay less. Help improve our city's air quality.



Lots of short journeys versus a few longer ones?

Figure 3.6: Emissions disaggregated by journey length (% of total)



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Which journey lengths are responsible for greatest proportion of emissions?

Somebody else's emissions?

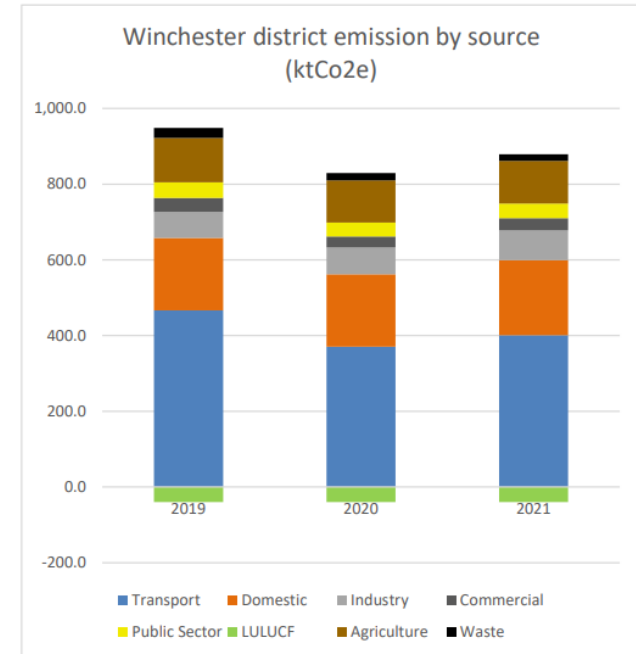
Carbon Neutral Report

Review of Delivery - January 2020 to March 2021

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Transport	
Priority Action	2020-2021
Council emissions: 1500 tonnes CO ₂	1456 tonnes CO ₂ (2019) ↔
District emissions: (ex. Motorways) ? 287,400 tonnes CO ₂	282,300 tonnes CO ₂ (2018) ↔

National Highways: "...emissions standards needed to be applied more rigorously because emissions from extra traffic along the length of the A303 from Surrey to Devon would need to be taken into account and not just emissions around the Stonehenge site". Guardian last week



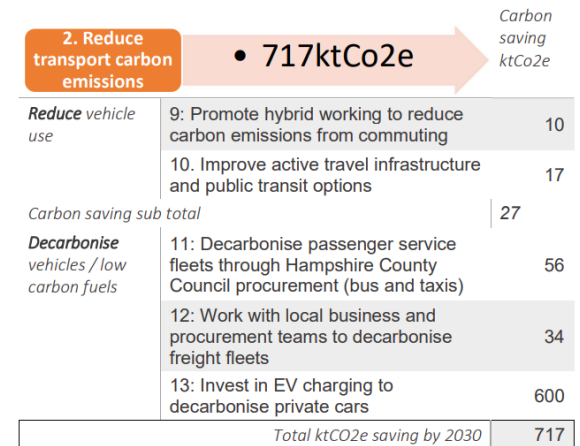
Scope 3...out of scope for many?

- Transport for the North leave a lot of it out
- Local Plans usually leave it out
- Schools usually leave it out
- From 2024: suppliers will be under pressure to report Scope 3
- More lower carbon freight options and last mile distribution hubs
- Important for workplaces in Winchester eg hospital, councils, education
- Part of Local Transport Plan “meet national priorities to decarbonise the transport system”

Winchester Movement Strategy

- Really important to agree a strategy
- Winchester District Climate Assembly 2022
- Winchester Action on Climate Crisis: transport = 48% and nearly 40% of this from m/ways (2021)
- EV charging important but fewer miles and lower car ownership is important too? Road pricing?

Carbon Neutrality Action Plan – Revised 2023.



Local Transport Plan 4 - HCC

The Carbon Management Hierarchy (Avoid-Reduce-Replace-Offset) and its relationship to transport and travel

- Reduce **dependency on the private car** by:
 - avoiding carbon-intensive travel
 - reducing the need to travel, e.g. enabling people to 'live locally, travel less' and homeworking
 - providing better walking, cycling and public transport choices
 - owning fewer cars and using them less
- **Use our vehicles more efficiently** to reduce per vehicles emissions, e.g. fuller loads and more efficient routes for movement of goods, smaller vehicles, well-used public transport and more car sharing
- Replace our petrol and diesel vehicles (which emit CO₂) with **zero emission vehicles**
- Offset any remaining emissions that cannot be eliminated by the above

Avoid
and
Reduce

Replace

Offset



90% of respondents to the initial LTP4 stakeholder engagement exercise in 2021 identified 'Changing Climate' as an important driver for change.

Transport for the South East



Figure 1: Romsey and Southampton North; Winchester schemes from TfSE's Strategic Investment Plan



How do these TfSE transport plans integratewith central Winchester mobility?

Figure 7.2: Scenario Policy Interventions and Ambition

Scenario development by desired outcomes by typology	Rail	Bus	Walk	Cycle & Micro-Mobility	Shared Mobility – Passenger	Highway – Car	Highway – Freight	Demand Mgmt – Local	Demand Mgmt – National	Localisation	Digital Connectivity	ZE Vehicle uptake
1. Sustainable Futures	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓	x	✓	✓	✓	✓	✓	✓✓
2. Digital Growth	✓✓	✓✓	✓✓	✓✓	✓✓	✓	✓	✓	✓	✓✓	✓✓	✓✓
3. Sustainable Route to Growth	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓	x	✓	✓	✓	✓✓	✓✓	✓✓

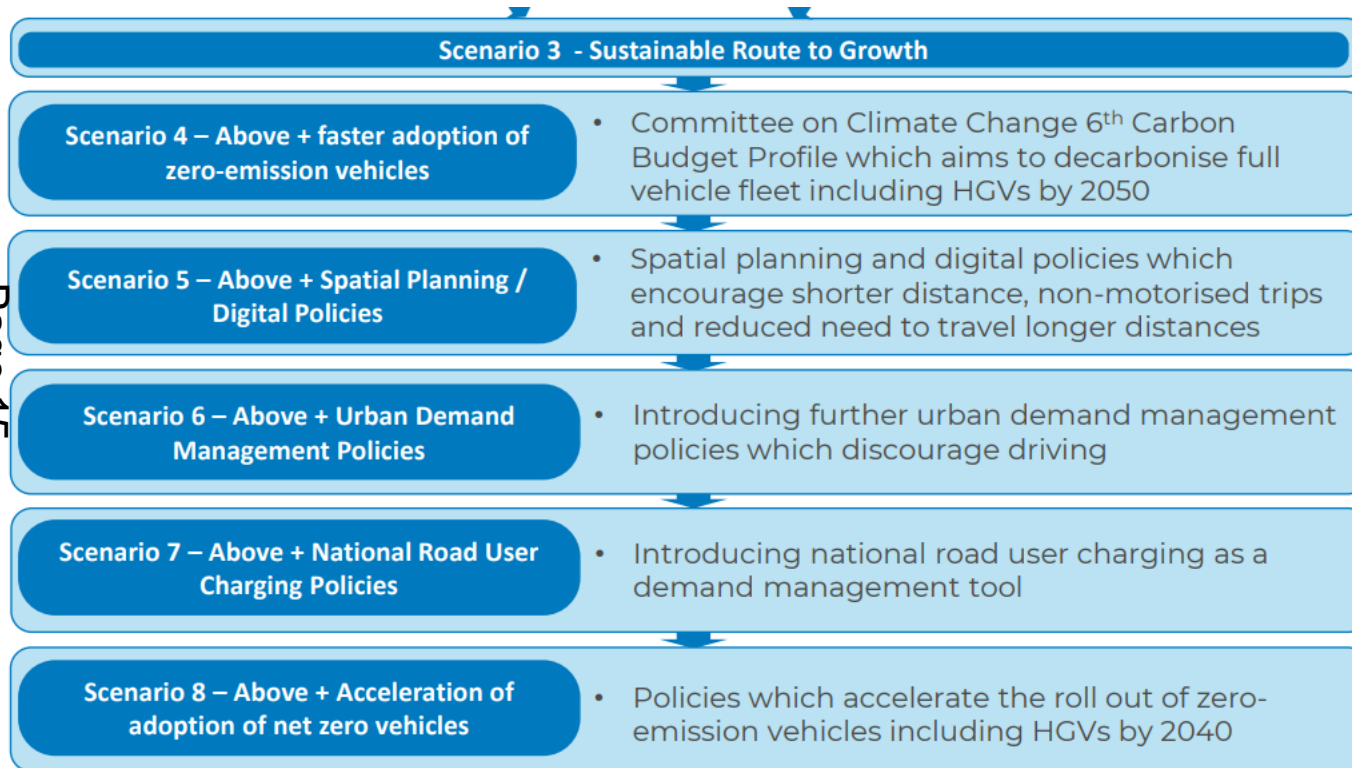


TfSE – analysis of how to reduce emissions

Figure 7.5: Further scenario characteristics

Scenario development by desired outcomes by typology	Rail	Bus	Walk	Cycle & Micro-Mobility	Shared Mobility – Passenger	Highway – Car	Highway – Freight	Demand Mgmt – Local	Demand Mgmt – National	Localisation	Digital Connectivity	ZE Vehicle uptake
4. Above + faster adoption of zero-emission vehicles	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓	x	✓✓	✓	✓	✓✓✓	✓✓✓	✓✓✓
5. Above + Spatial Planning Policies	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓	x	✓✓	✓	✓	✓✓✓	✓✓✓	✓✓✓
6. Above + Urban Demand Management Policies	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓	xx	✓✓	✓✓✓	✓	✓✓✓	✓✓✓	✓✓✓
7. Above + National Road User Charging Policies	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓	xx	✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓
8. Above + Acceleration of adoption of net zero vehicles	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓	xx	✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓✓

Only realistic current way for net zero



Sustran's position – on cars and climate

- Modelling suggests we need to reduce private vehicle use between 20% and 60% by 2030 if we will keep to our climate commitments
- Need to make alternatives more attractive to driving
- Fiscal levers to make public transport cheaper and driving more expensive are also important.
- All of these measures need to be undertaken fairly ensuring people's lives and transport choices improve, especially where transport alternatives to the car are currently absent.

80% of our public space in cities and towns is the road network.

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Cars grow 1cm wider every two years – and they're gobbling up every parking space

The average vehicle now measures more than 180cm in width, sparking fears they have outgrown parallel parking bays

More levers to choose to apply...

- Reduce the need for transport: WFH/flexibility; domestic tourism, live locally, circular economy and low carbon supply chain; carbon neutral local plans that include transport
- Low carbon transport choices: EVs where required; active travel as first choice as part of all journeys; public/shared and community mobility;
- Data, governance and policy: working as a wider area or region



Sustrans Approach

- Active Travel Officer – Winchester City Council
- Network Development - LCWIPs
- Design and Engineering – LTN1/20
- Working with major stakeholders
- Integrating with public transport
- Public realm
- Making the case for better places
- Place based approaches



So what do we need to do?

“Travel is the hardest sector to reduce carbon emissions. The only sector where emissions are still rising”. (Carbon Place)

Reduce the need for transport: WFH/flexibility; domestic tourism, live locally, circular economy and low carbon supply chain; carbon neutral local plans,

Low carbon transport choices: EVs where required; active travel as first choice as part of all journeys; public/shared and community mobility; prioritise sustainable travel, reduce the need to own and travel by car,

Governance and policy: working as a region. wider area.

Objective locally-applicable data that makes the case for change.

...and why?

We need to live cleanly, active, social, prosperous, healthy and learning.

Co-benefits of a future led by pro-action rather sticking plaster reactions when it's too late.

Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Join us on our journey.

www.sustrans.org.uk

Registered Charity No. 326550 (England and Wales) SC039263 (Scotland)
VAT Registration No. 416740656.



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Decarbonisation

A bus operator's journey, or conundrum!

- The UK's largest bus operator with 23,000 employees and 8,200 vehicles (23% of total)
- Over half a billion passenger journeys on our buses each year.
- £1.63bn annual aggregate GVA contribution to the UK economy - £580m in supply chain
- Investing over £260m this year in fleet and infrastructure



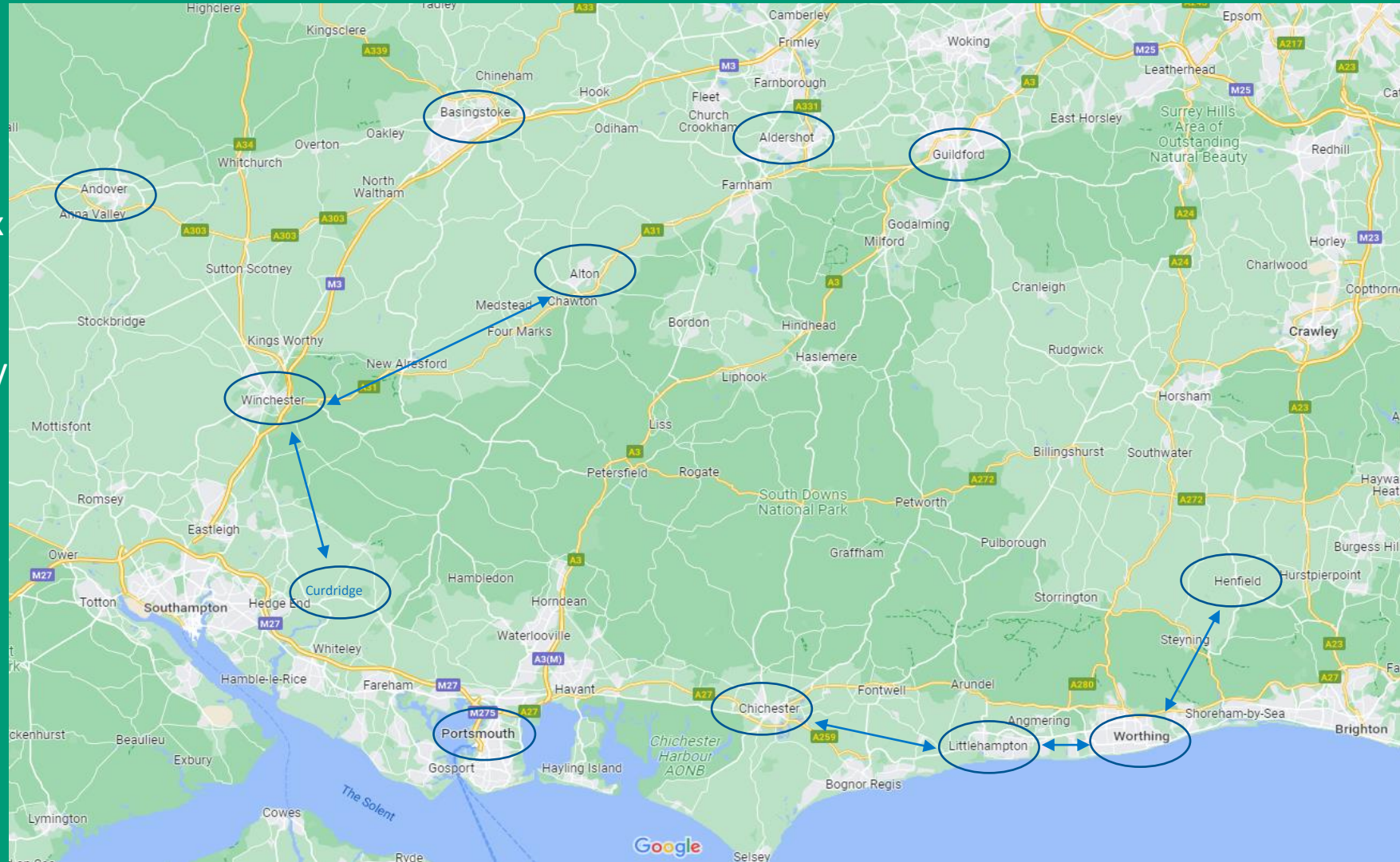


About us

Locally we are Stagecoach South
with **8 operating depots** across
Hampshire, Surrey and West Sussex

Page 25
We run over **425 buses** and employ
over **1,400 people**

...more locally...we have a depot in
Winchester, with **45 buses**, and
employ **130 people**



How buses work:

- Operators provide services without any direct subsidy. Operating costs are covered from the fares taken, in the main
- Where there are gaps in the market, which can be described as “Socially Necessary” LAs can tender and provide financial support to enable them to operate
- Vehicle investment for diesel buses comes from the operator, without any liability on the tax payer
- HM Government have launched various schemes to aid with bridging the gap for investment between a diesel bus and an alternative fuel bus

Current Position:

COVID hit the bus industry hard – some people are still nervous to travel by bus – we are not back to pre-covid patronage levels

Our Decarbonisation Journey

- Zero Emission Fleet, nationwide across Stagecoach Target by 2035
- Fully net zero nationwide across Stagecoach Target by 2050
- Reduction in GHG (scope 1&2) from 2012 levels Target 30% reduction by 2026
- Carbon Disclosure Project rating Target 'A' rating by 2026
- Waste diverted from landfill Target 95% by 2026

By 2035 – zero emission fleet

Clean Diesel (Euro 6)

- Range of about c300 miles a day
- A Euro 6 bus delivers a 67% reduction in Nox
- Quick fill
- Easy depot infrastructure
- Entails emissions generating vehicle to deliver diesel
- Cheaper than alternative fuels



Biogas

- Range of about c250 miles a day
- Bio-methane is taken direct from the mains, - no fuel delivery from road tankers
- Heavy Depot Infrastructure
- Speed of fill
- Bio-methane gas offers more than 85% reduction in greenhouse gases compared to older diesel buses
- Is it the Betamax?



By 2035 – zero emission fleet

Electric Vehicles

- Range of about c240 miles a day
- Battery replacement, after, say 7 years
- Heavier vehicle – more tyre wear etc
- Depot infrastructure – does the grid have capacity?
- Once grid connected easy to make marginal additional vehicles



Hydrogen Vehicles

- Higher range of about c280 miles a day
- Heavy Depot Infrastructure
- Speed of fill
- Greater H&S
- Tail pipe emission is just H₂O
- Can be very expensive
- Difficult to make marginal change due to plant costs
- Supply of Hydrogen?



More questions.....

Which Fuel Type?

EV, Hydrogen, Gas, Diesel, Back up supply?

Depot Infrastructure

Hydrogen Storage Plant, Batteries on site, Mains Grid Connection, Diesel Fuel Tank, Gas station

Charging

On site, in depot, Opportunity charging, Off site charging
Enough power in the grid (yes, today, but not tomorrow!)

Maintenance of fuel

Diesel pump maintenance, Plugs, Sockets, Charger Speed, Charger capability and functionality, Maintenance of chargers

Where are the buses going to operate

Terrain, daily range, hours of operation (24 hour bus services?)

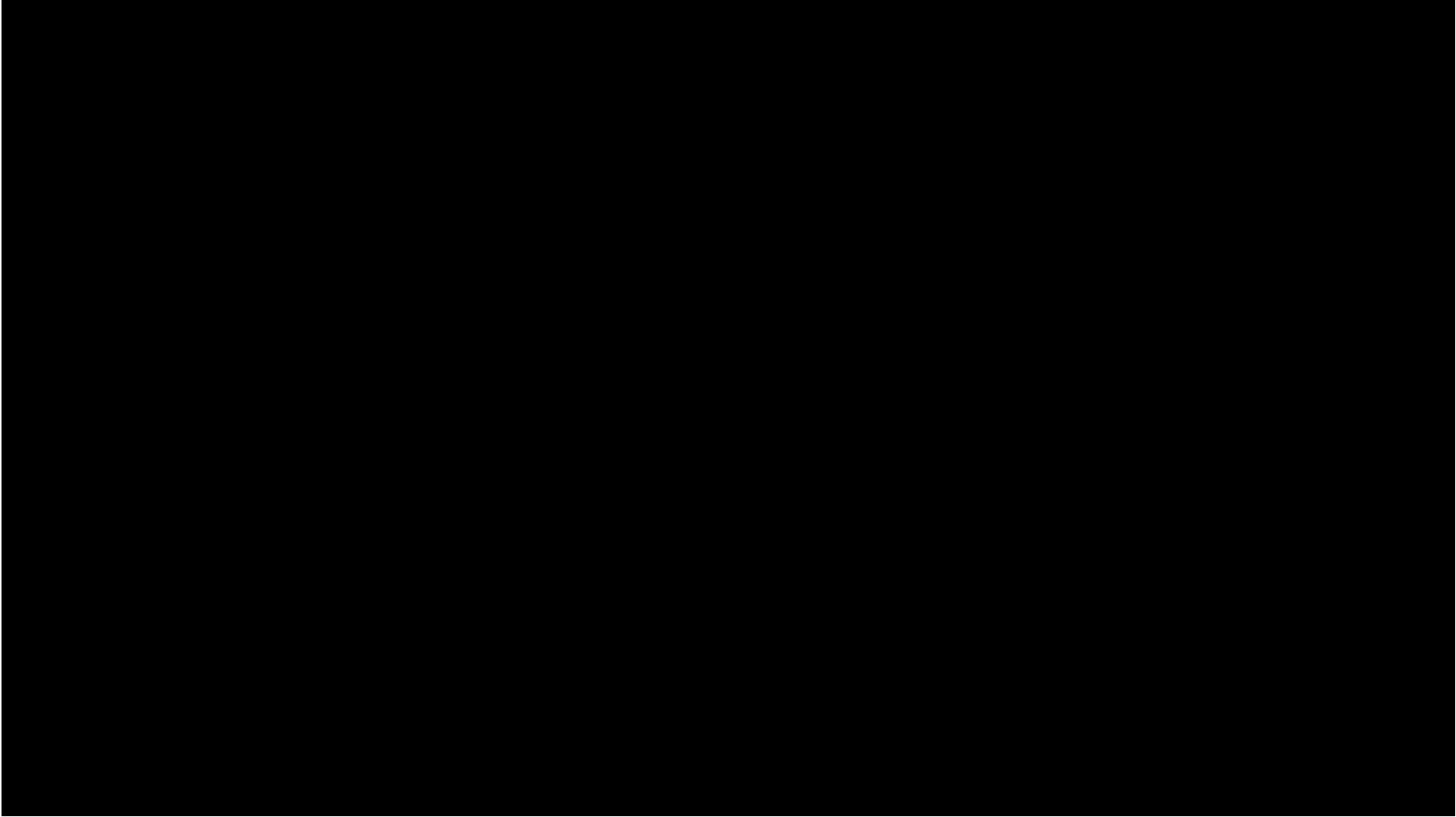
More challenges.....

We operate 9 electric buses at our Guildford depot – since 2019

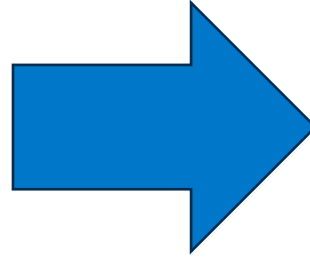
We don't have enough energy in the grid to charge all the buses

We charge Tesla Batteries during the day to top up the grid charging at night





And more challenges.....



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Air Quality ✓

Bus Quicker ?

Any questions.....

Draft Hampshire Local Transport Plan 4

29th January 2024

Stewart Wilson, Principal Transport Planner, Hampshire County Council

Hampshire's Local Transport Plan 4 – what is it?

Draft Local Transport Plan 4

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Full document
April 2022

 Hampshire
County Council



hants.gov.uk

- Statutory requirement for local transport authorities to formulate transport policies and publish them as a local transport plan (Transport Act 2000)
- A transport plan describes a council's strategy and policy framework for transport and is used as a guide for investment priorities as well as being considered by other agencies when determining their planning or delivery decisions
- The current Hampshire Local Transport Plan (LTP3) was developed in 2011 but is no longer relevant to today's challenges and opportunities

Timetable for LTP4 development & adoption

- LTP4 has been developed and consulted on in several stages:
 - Extensive scoping and stakeholder engagement work (2021/22)
 - Developing an evidence base incl. carbon emissions forecasts (2021/22)
 - Public consultation on draft LTP4 between (April to June 2022)

[Updated LTP guidance from DfT expected in 2022 but ongoing delay]

- **LTP4 put forward for adoption in 2024** - this presentation covers the draft LTP4

What are the 'big issues' for LTP4?

Climate change

If we carry on with existing policies and practice, we will not achieve carbon neutrality from transport by 2050 (in line with the **Hampshire Climate Change Strategy**)

Health and society

Transport plays a vital role in shaping lives – health, wellbeing, equality and diversity. High levels of car use are contributing to obesity and poor health.

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Sustainable economic recovery and growth

We need to reinvent our high streets and regenerate centres – supporting local living. We need a shift in thinking about how we support economic growth in the context of climate change.

The LTP at a glance..

LTP Outcomes



Climate change

- Carbon neutrality
- Improve network resilience

Environment

- Better air quality and less noise disturbance
- Biodiversity net gain

Economy

- Connected economies and successful places
- Sustainable housing and employment growth

Society

- Active lifestyles
- Equality of opportunity

Strategic framework

2 x Guiding Principles

Reduce the overall need to travel and significantly reduce dependency on the private car.

Provide a transport system that enables high quality and prosperous places and puts people first.

9 x Core Policies

Delivery approach

8 x Themes

19 x Theme Policies

- Healthy Places
- Public Transport
- Future Mobility
- Rural Transport
- Balancing Travel Demand
- Asset Management
- Development and Masterplanning
- Strategic Infrastructure



Implementation and monitoring

Area based strategies

Scheme prioritisation

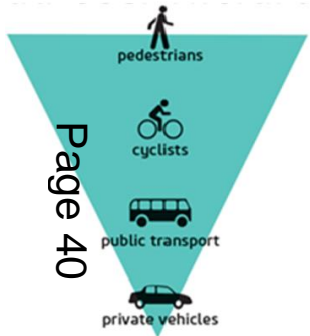
Funding

Performance indicators and targets

Theme - Planning for People and Places

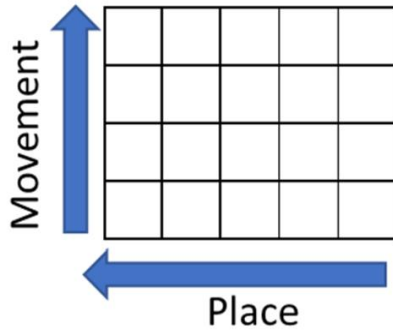
The LTP4 promotes approaches which create high quality places, encouraging active and public transport use, social interaction, and create stronger communities

Transport Utility Hierarchy



Transport User Hierarchy
- Who we prioritise

Movement & Place Framework



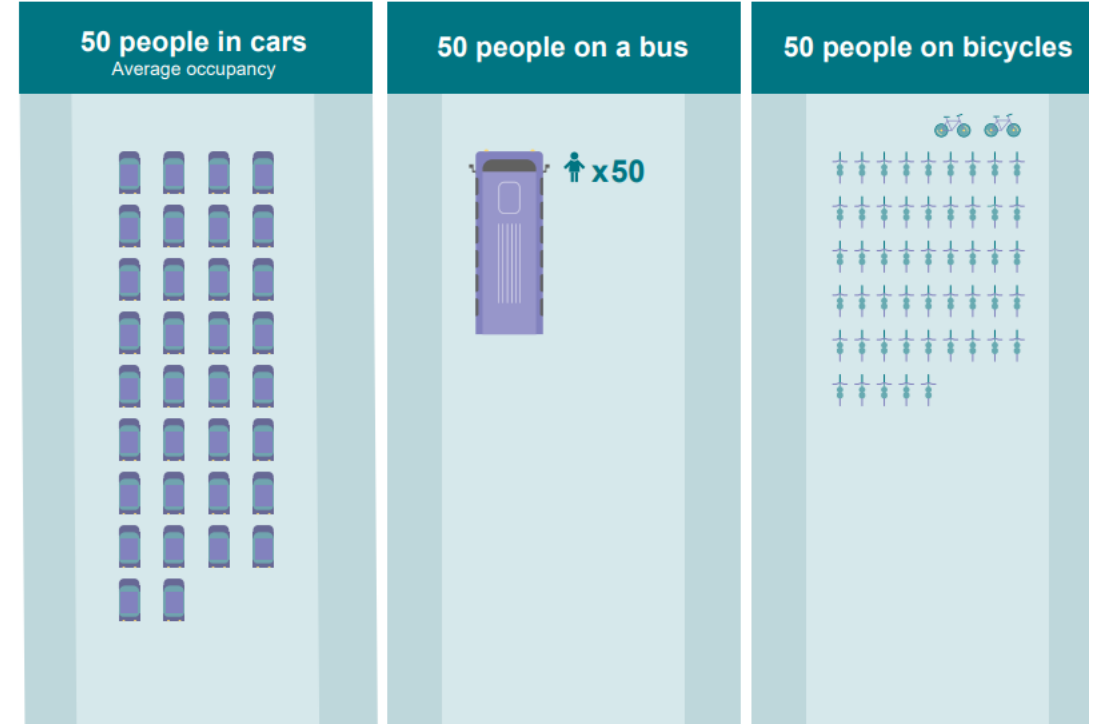
Movement and Place Framework - Identifies the relative balance between 'movement' and 'place' in different locations and informs decisions about the types of interventions required

Healthy Streets



Source: Lucy Saunders

Healthy Streets approach - A holistic framework for creating environments that feel attractive, comfortable, and safe for walking and cycling, regardless of confidence, age and ability



In many areas, attractive walking, cycling and public transport options are able to carry far more people in a more efficient manner than a car focused approach

Theme Policy - Development and Masterplanning

Support sustainable housing and employment growth and regeneration that positively supports our LTP4 vision

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Transport factors for high-quality developments

- are 'accessible' or 'highly accessible';
- offer a mix of uses;
- achieve appropriate density of development;
- have good public transport access;
- achieve the necessary critical mass needed to encourage self-containment and support viable public transport services and frequencies;
- having been assessed for their transport carbon impacts, are compliant with carbon neutrality targets, or where this is not achievable, the impact is offset;

Making it happen – route map to 2050

Short-term: 0 to 5 years

- Delivery of BSIPs and LCWIPs
- Achieving the cultural shift required, both within our organisation and amongst our delivery partners and stakeholders
- County Council leading by example
- Embedding Movement & Place Framework

Medium-term: 5 to 10 years

- Seek to deliver the measures required to support a mass shift in mode use
- Encourage further uptake of new concepts and technology solutions
- Achieve the transition from traffic growth to traffic reduction

Longer-term: 10+ years

- Seek to consolidate travel behaviours in the context of significantly reduced car dependency, people-centric places, and fundamental changes in land-use which enables more local living and reduces the need to travel

Challenges:

- Investment for transport & place-making
- Behaviour change

Local Cycling and Walking Infrastructure Plan

- Evidence-based plans that identify preferred walking and cycling routes and a long-term (e.g.10 year) programme of infrastructure improvements – to improve & increase cycling
- Link with other strategic planning documents including Local Transport Plan & Local Plan - envisaged that LCWIPs will become fully adopted LTP & LPP policy documents
- Winchester City LCWIP was developed as part of the Winchester Movement Strategy; new/updated Winchester LCWIP now being produced covering Winchester District



Bus Service Improvement Plan & Enhanced Partnership

OUR CHARTER FOR BUS PASSENGERS

Setting standards for bus services across our region*

- 1 A safe, clean and green travel experience**
A safe, clean and comfortable travelling environment
Well maintained vehicles, with plans for electric buses
Up-to-date and accessible timetable information and waiting environment at
- 2 Service standards**
Reliable services with at least 85% of services operating on time (not more than one minute early or more than five minutes late)
In the event of delay or service cancellations best efforts will be made to minimise inconvenience and keep customers informed
- 3 Information**
Timetable and service information will be as accurate and relevant as possible, and often available in a range of formats
Timetable information, bus maps and travel guides are provided on operator websites and at:
- myjourneysouthampton.com/bus
- travelnews.com
- hants.gov.uk/transport/publictransport/timetables
- 4 Inclusivity**
Public transport that accommodates a wide range of accessibility needs where practical
A friendly travelling environment where all customers are treated with respect, honesty and impartiality
- 5 Value**
Free travel for under 5s**
A range of ticket options, with different payment methods including cash and contactless
Discounted travel for ages 5 to 15
Promotions and offers available periodically
- 6 Customer feedback**
Customer comments, compliments, suggestions and complaints are welcomed, particularly where expectations have not been met. Please contact the relevant service operator in the first instance.

AMK www.amk.co.uk
More bus morebus.co.uk/contact
Unilink unilinkbus.co.uk/contact

Bluestar bluestarbus.co.uk/contact
Reading buses reading-buses.co.uk/contact
Xelabus xelabus.info/contact

Cresta Coaches 01962 773236
Salisbury Reds salisburyreds.co.uk/contact

First Solent firstbus.co.uk/help-and-support
Stagecoach stagecoachbus.com/help-and-contact

any passenger who is unhappy with the way an operator has handled their complaint can contact Bus Users UK bususers.org

amk bluestar more Reading buses reds Solent Stagecoach unilink Xelabus

Hampshire County Council SOUTHAMPTON CITY COUNCIL



ROM'S BUS LOOKS AFTER HAMPSHIRE AND ITS FUTURE

ALL FARES CAPPED AT £2 UNTIL OCTOBER

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stagecoachbus.com Stagecoach

- £2 capped single fare funded by Government extended until 31 Dec 2024
- Enhanced Partnership Plan launched April 2022 & updated in April 2023 – to be revised by June 2024
- Bus Passenger Charter published
- Community bus marketing campaign
- Radio marketing to promote older persons concessionary free travel
- Bus Route Investment Plans – for 35 busiest high frequency bus corridors
- HCC awarded £7.13m of BSIP+ revenue funding for supporting bus services
- Station Interchange Strategy for all rail stations being developed