



Update on Decarbonising Transport

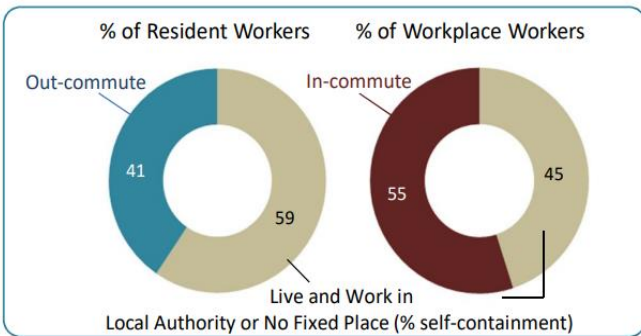
Health & Environment Policy Committee

Thursday 30 September 2021

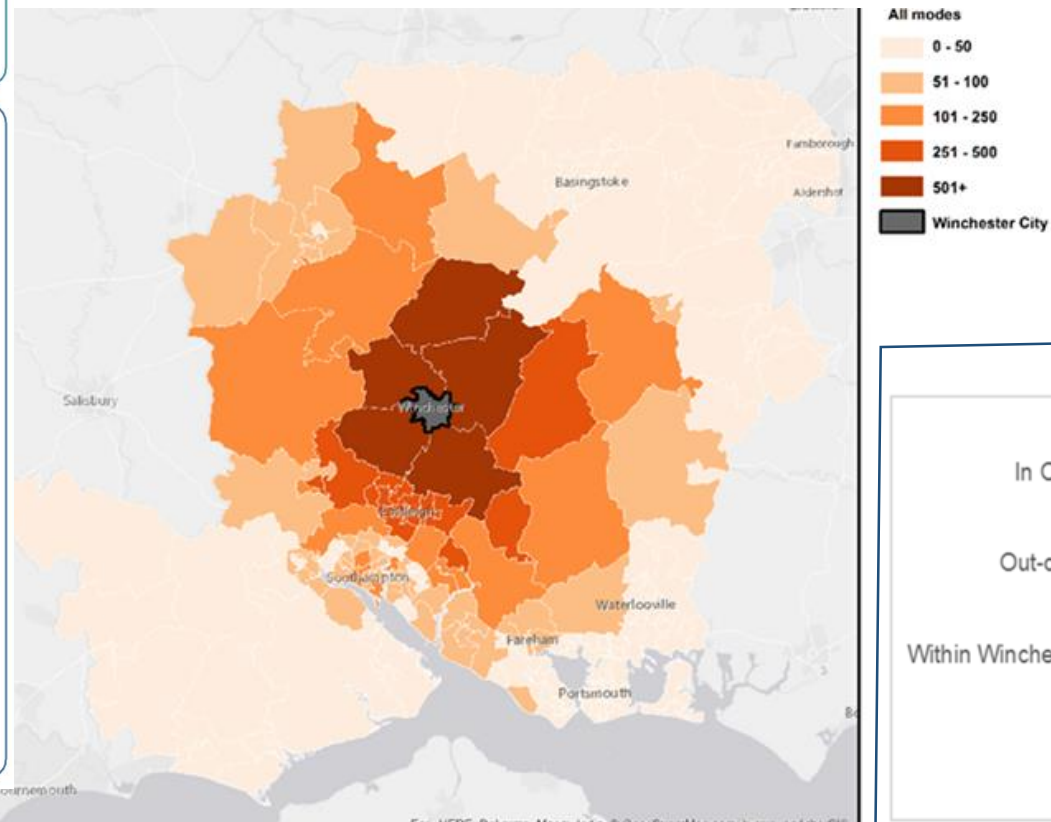
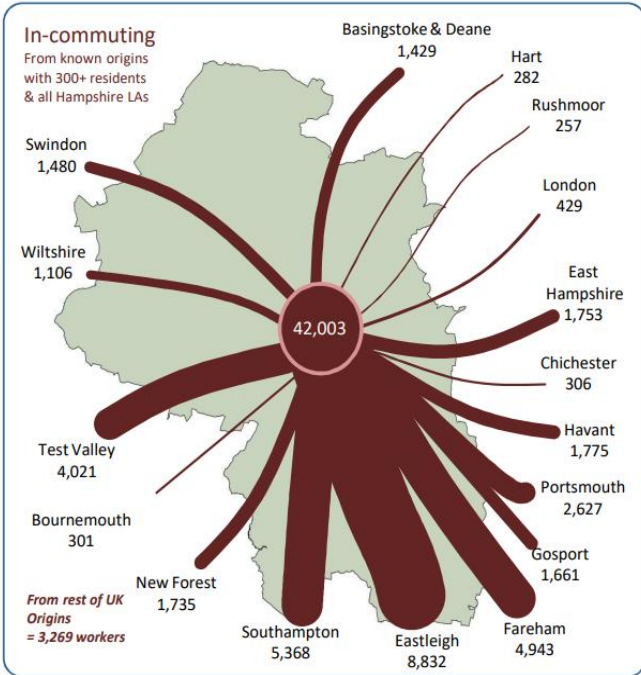


Hampshire
County Council

How journeys into Winchester are made (2011 Census)

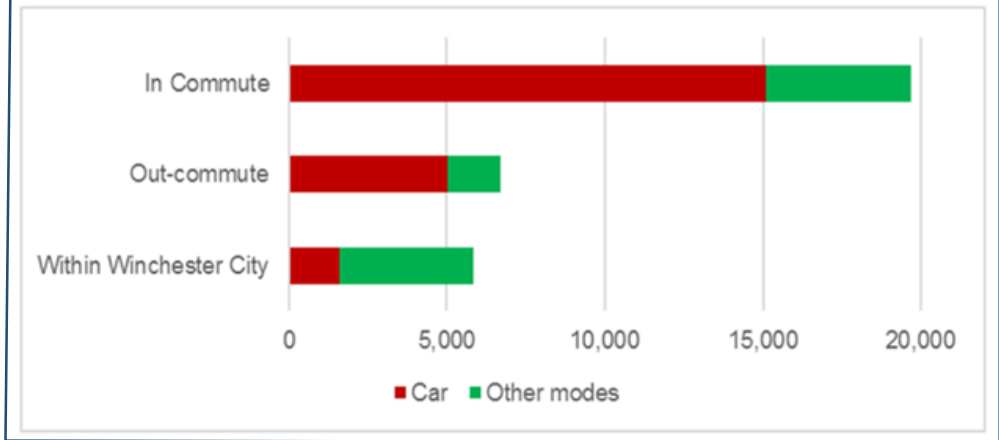


Largest commuting flows from the parishes/ villages nearest to city & from the north half of Eastleigh Borough



Majority of commuters travelling within Winchester City that use non-car modes are travelling by walking or local bus

Majority of in-commuters that use non-car modes are travelling by P&R, rail and local bus



Hampshire LTP4 work on transport decarbonisation

LTP4 will have strong policy focus on interventions that would be needed to make surface transport carbon neutral by 2050 (in line with the Hampshire Climate Change Strategy)

- 37% of CO₂ emissions in Hampshire are transport-related, and 65% are caused by cars.
- DfT data shows that traffic on Hampshire roads grew by +18% between 2000 and 2019
- Traffic emissions are higher than they were in 1990, and are still rising.
- 45% of households have 2 or more cars.
- National policies for transition to EVs will not reduce emissions far enough or fast enough, especially over the next 10 years.
- Rapid local action is needed

Unchecked growth in CO₂ emissions will have severe consequences for the maintenance and resilience of our network, our quality of life, and our species and habitats; and impose significant costs on the Council

Various policy changes may be required in order to achieve net Zero carbon by 2050:

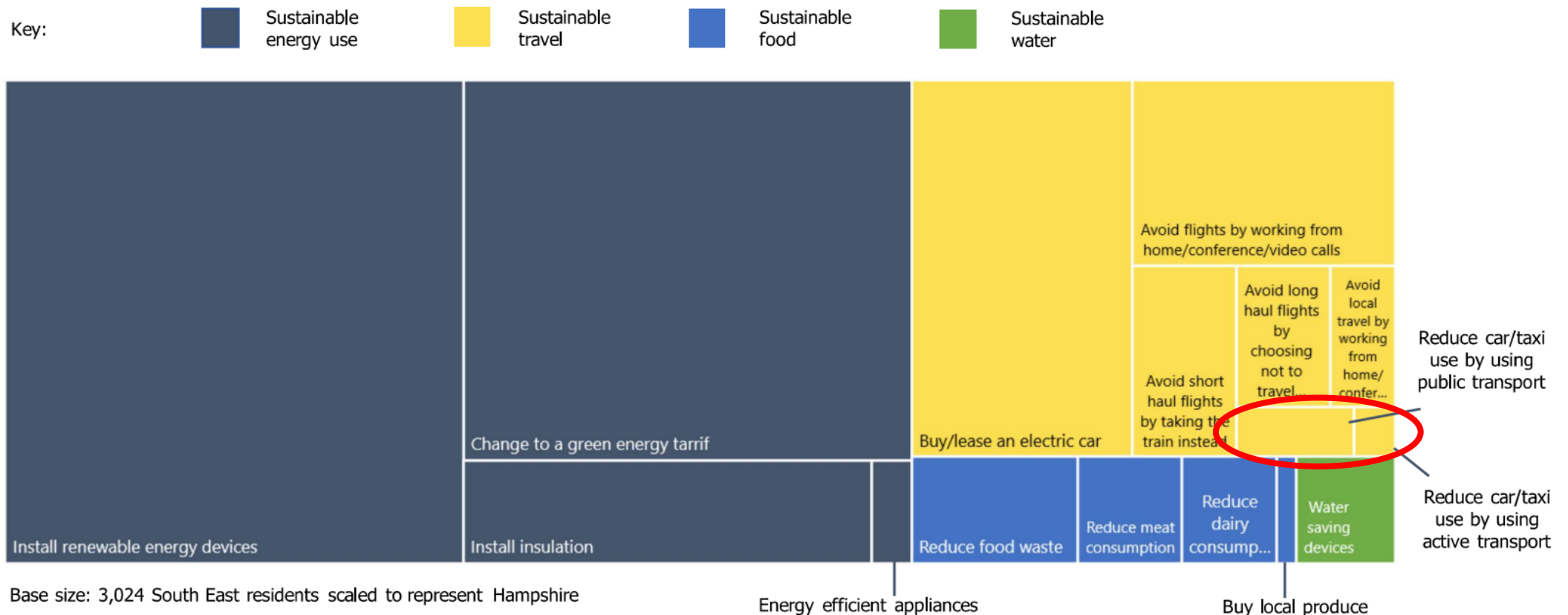
- Acceleration of EV uptake (faster than national average e.g. promote EV car club use)
- Improved digital connectivity (working from home)
- Active/personal mode provision
- Planning for living locally (20 minute neighbourhoods)
- Public/shared transport provision
- Demand management

Behaviour change needed to achieve 2050 net zero

- Compared to other interventions, achieving increased use of active travel and local bus services would make a modest contribution towards decarbonising Hampshire by 2050.

Increasing levels of active travel is vital for achieving other policy objectives - air quality, public health (physical activity, wellbeing and quality of life).

To decarbonise transport, persuading people to cut air travel, work from home and switch to EVs will be important.



Decarbonising transport in short & medium term

We are progressing a range of other measures that will help support less car use and dependency for journeys into Winchester:

- a. **Design work on WMS high priority measures** – progressing design work on active travel improvements and changes to city centre traffic circulation
- b. **A Bus Recovery and Growth Plan** – including C-19 recovery, service improvements, zero emission buses. Work will consider enhancing intermediate distance routes.
- c. **Development of a District LCWIP** – so can connect the ring of villages beyond Winchester to the city via safe, high-quality walking and cycling routes.
- d. **Study to assess if a Mobility Hub in vicinity of Winchester rail station is feasible** (potential funding available from National Highways)