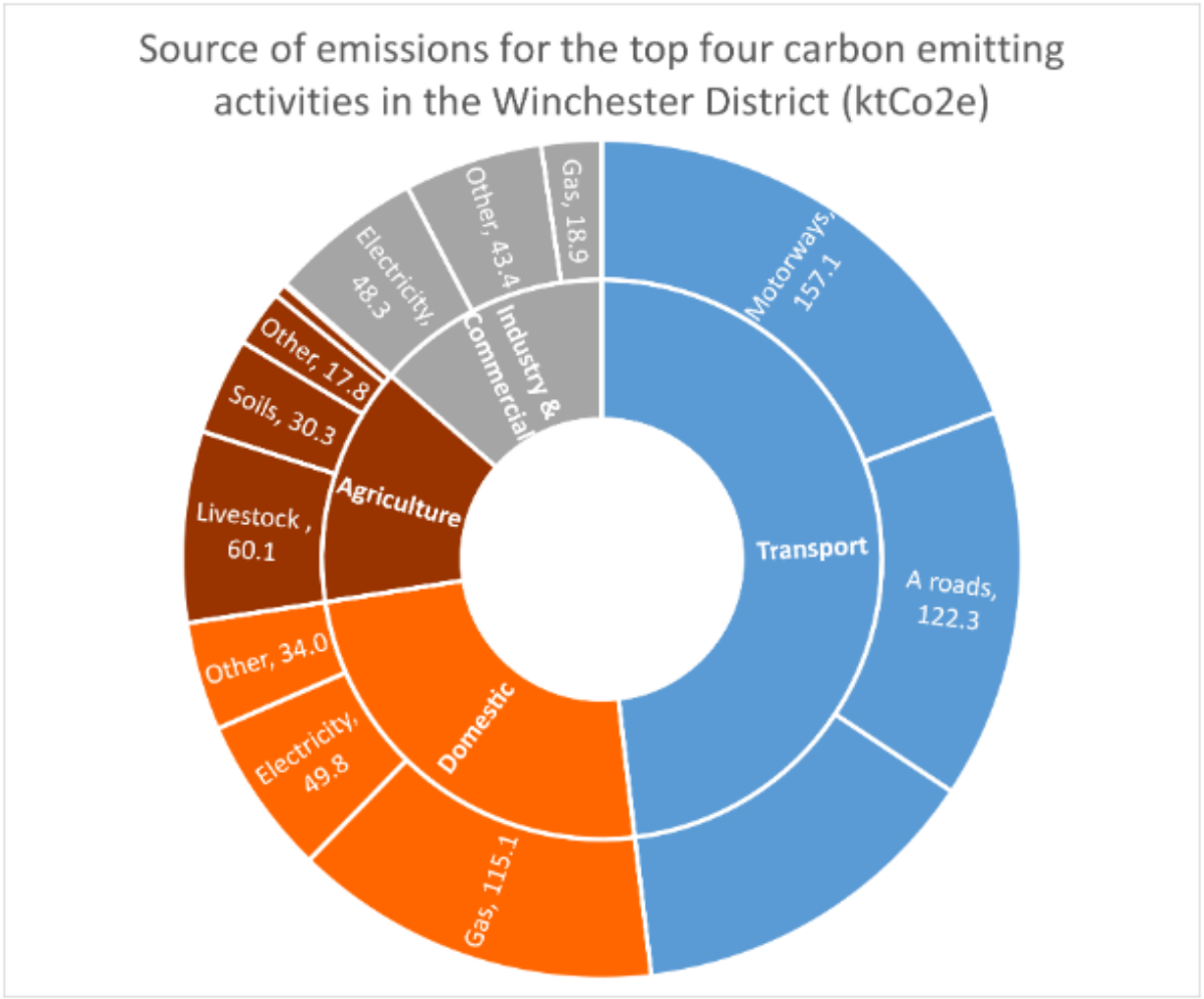
Active travel and thriving without owning a car

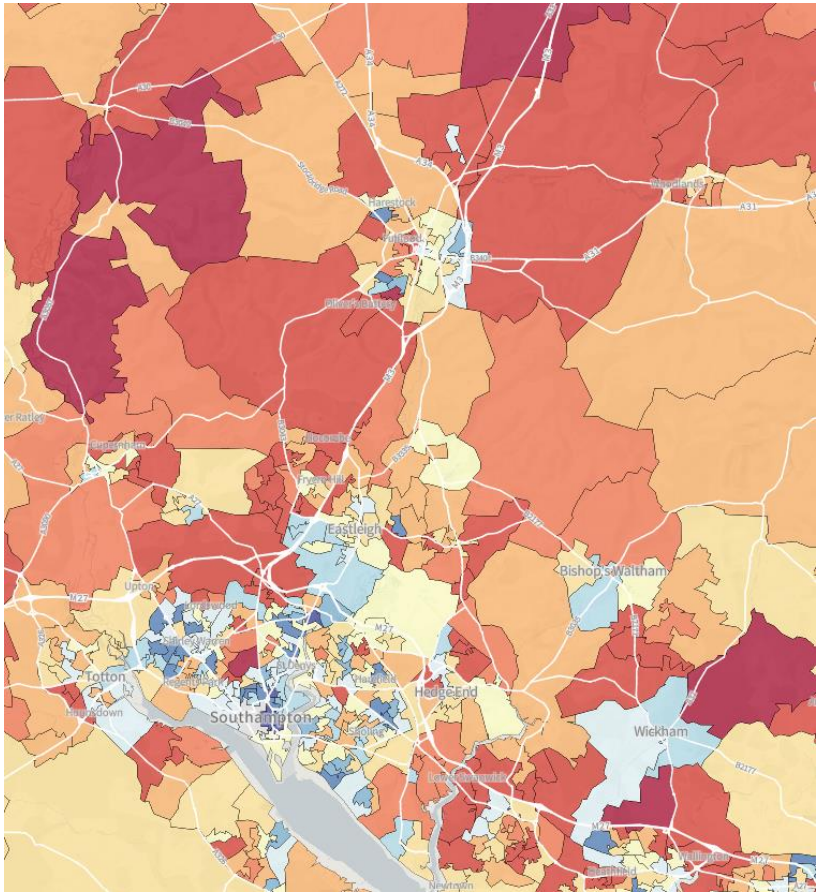
roddy.crockett@sustrans.org.uk

sustrans
JOIN THE MOVEMENT



Main sources of carbon emissions from within the Winchester district

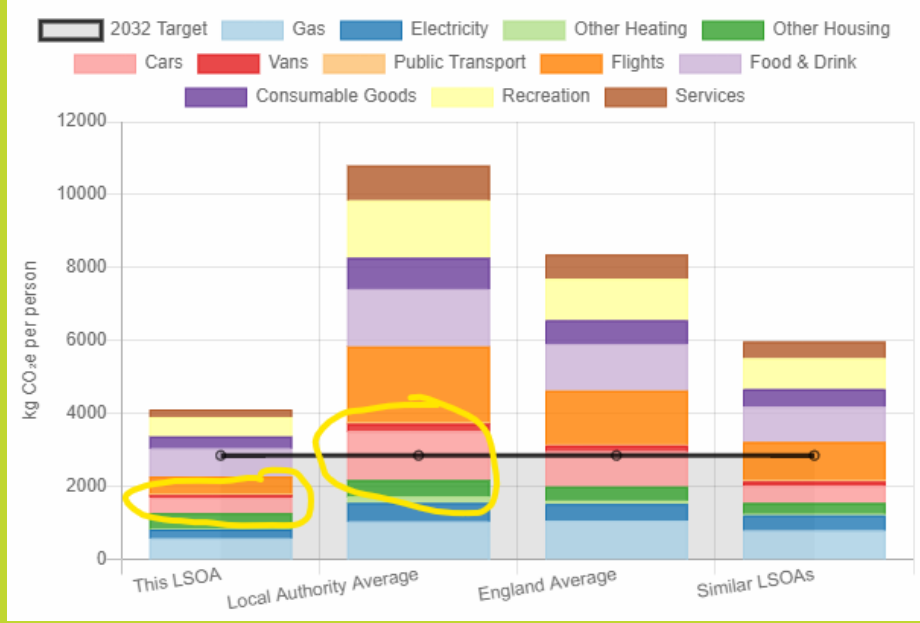
sustrans
JOIN THE MOVEMENT



https://www.carbon.place

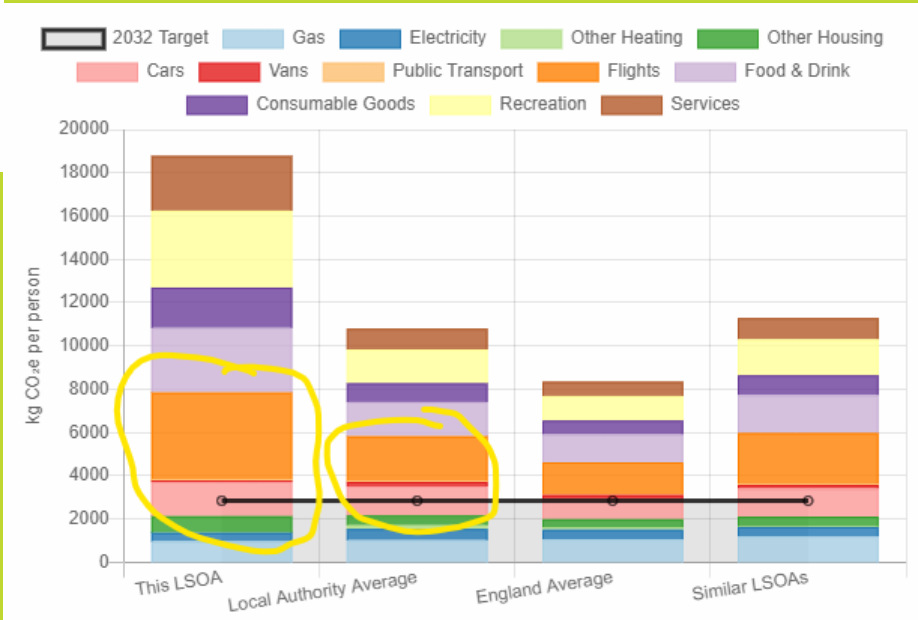
When considering transport – which areas have the highest emissions?

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



St Lukes (cosmopolitan student)

A ¼ of LA av. for flights
>1/3 of LA av. for cars

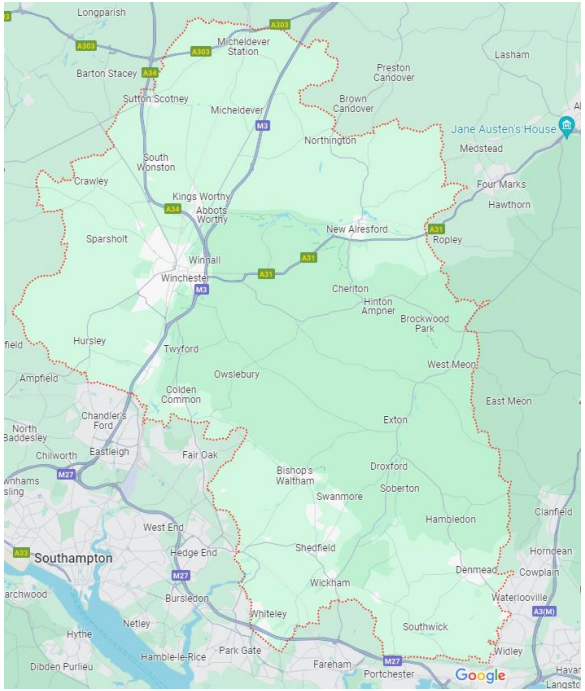


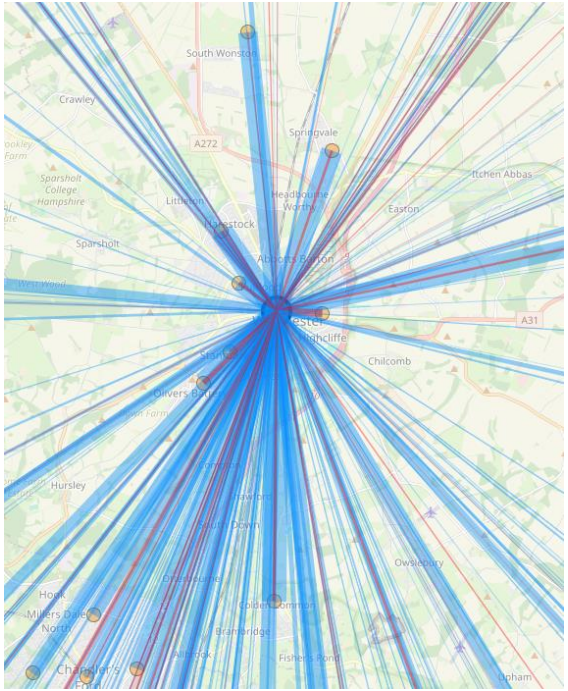
Badger Farm and Oliver's Battery (comfortable suburbia)

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

https://www.carbon.place/#13.67/51.06015/-1.31802

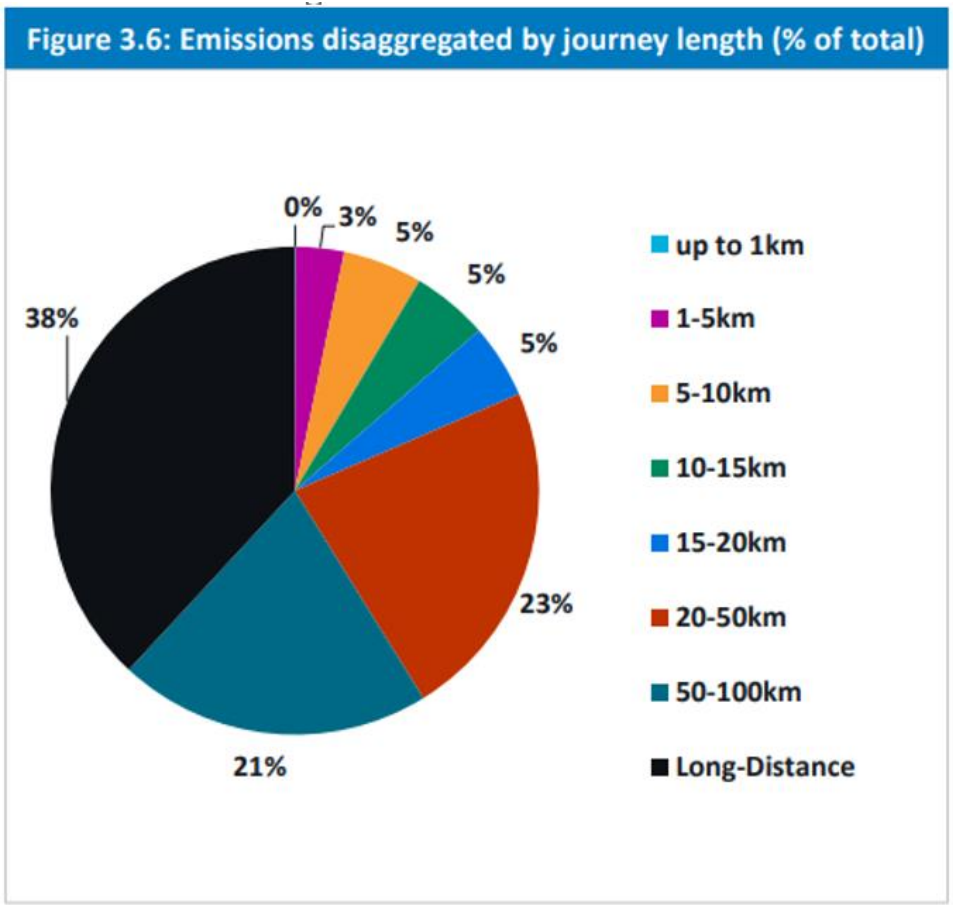
Whose job to reduce these emissions?





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

Lots of short journeys versus a few longer ones?



Which journey lengths are responsible for greatest proportion of emissions?

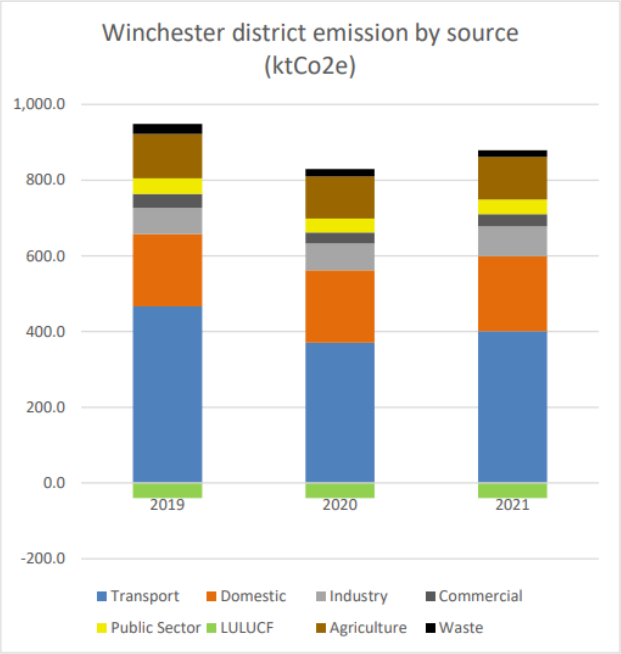
TfSE chart for South East

Somebody else's emissions?

Carbon Neutral Report

Review of Delivery - January 2020 to March 2021

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.

2. Reduce transport carbon emissions	• 717ktCo2e	Carbon saving ktCo2e
Reduce *vehicle use*	9: Promote hybrid working to reduce carbon emissions from commuting	10
	10. Improve active travel infrastructure and public transit options	17
Carbon saving sub total		27
Decarbonise *vehicles / low carbon fuels*	11: Decarbonise passenger service fleets through Hampshire County Council procurement (bus and taxis)	56
	12: Work with local business and procurement teams to decarbonise freight fleets	34
	13: Invest in EV charging to decarbonise private cars	600
	Total ktCO2e saving by 2030	717

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

Avoid and Reduce

- Replace our petrol and diesel vehicles (which emit CO_2) with **zero emission vehicles**

Replace

- Offset any remaining emissions that cannot be eliminated by the above

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

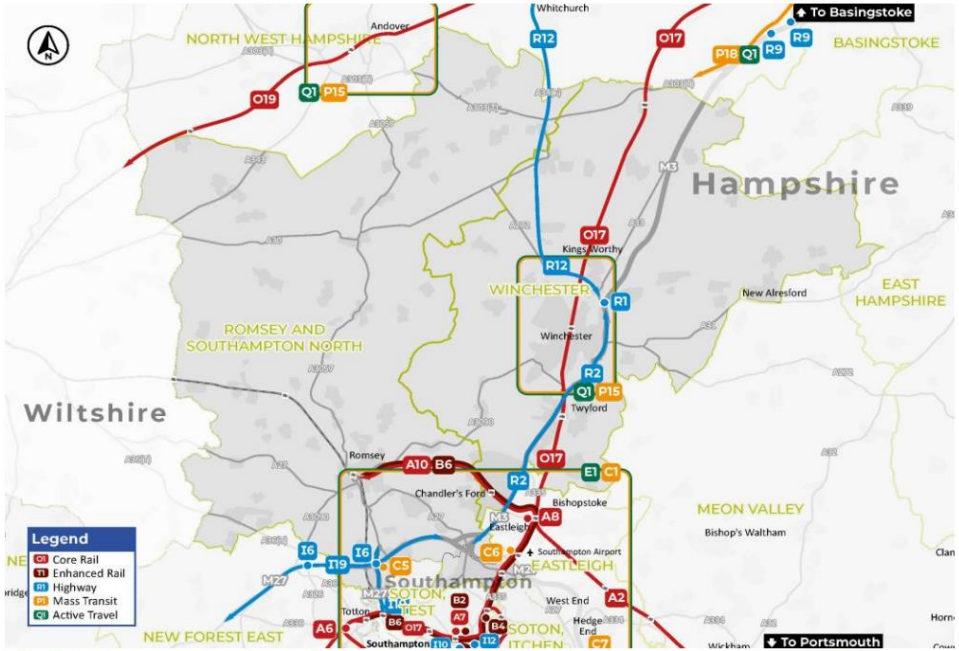


Figure 1: Romsey and Southampton North; Winchester schemes from TfSE's Strategic Investment Plan

How do these TfSE transport plans integrate ……..with central Winchester mobility?

Figure 7.2: Scenario Policy Interventions and Ambition

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

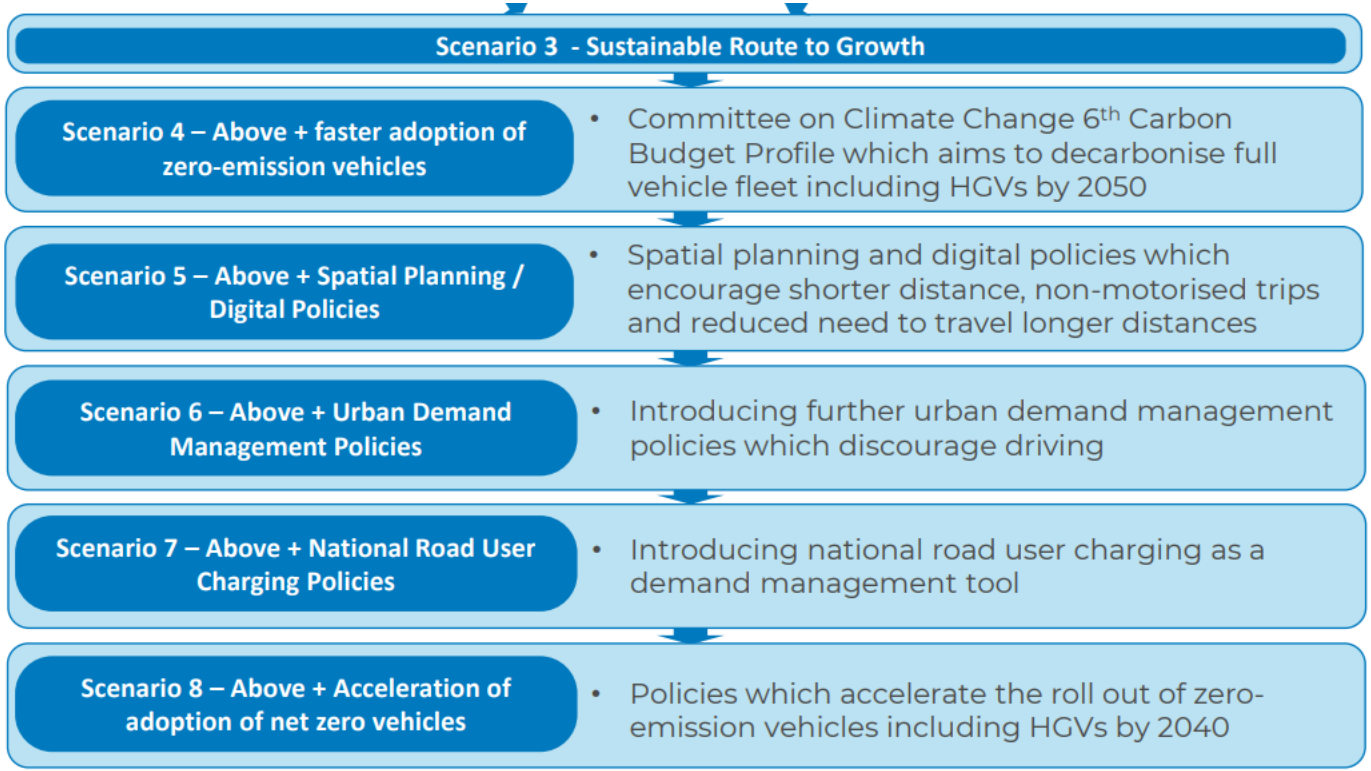
Figure 7.5: Further scenario characteristics

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

sustrans

TfSE – analysis of how to reduce emissions

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.

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

sustrans
JOIN THE MOVEMENT

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
JOIN THE MOVEMENT

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.

sustrans
JOIN THE MOVEMENT