



York's draft Climate Change Strategy – Overall Observations and Implications for Transport

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Environment Committee

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Version 2.3

The scope of the draft Strategy

Only Scope 1 (direct emission in York) and Scope 2 emissions (electricity emissions related to consumption in York)

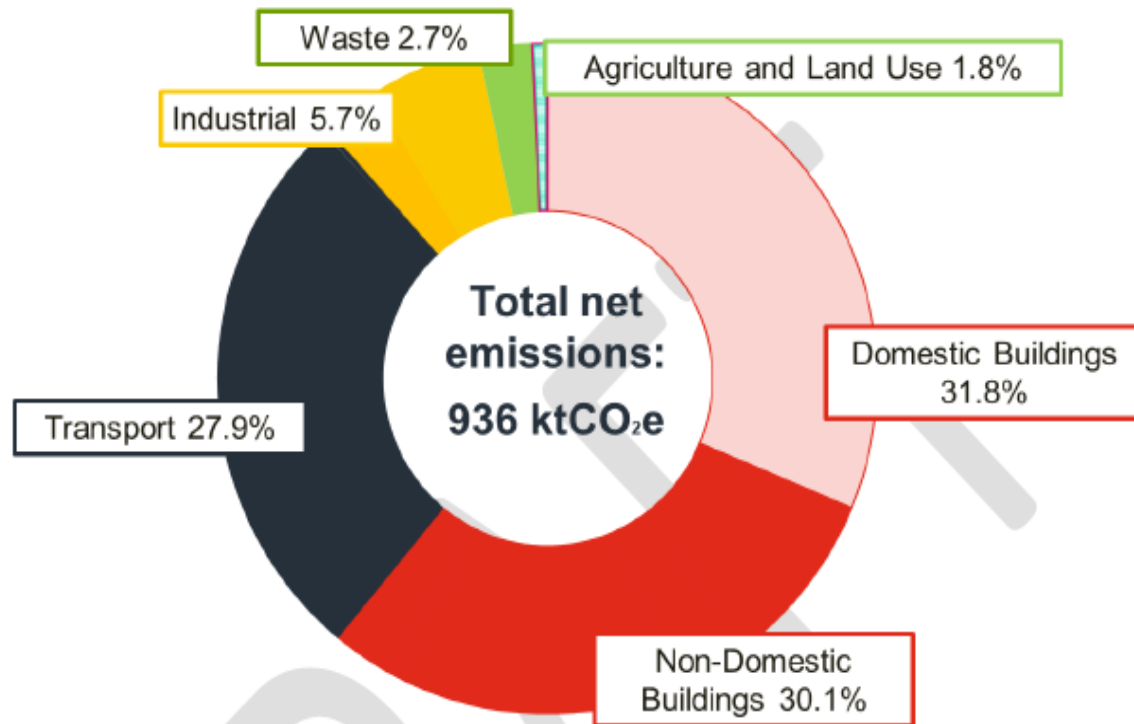


Figure 2: York's emissions inventory (2018)

The scope of the draft Strategy

Which means that embedded carbon (Scope 3) as a result of Council strategies is not covered

For example....

CO₂ embedded in dualling the outer ring road NOT COVERED



CO₂ embedded in a significant switch to electric vehicles NOT COVERED



CO₂ embedded in Construction of new developments – NOT COVERED



The net zero gap

The proposed pathway does not fully meet Paris commitments

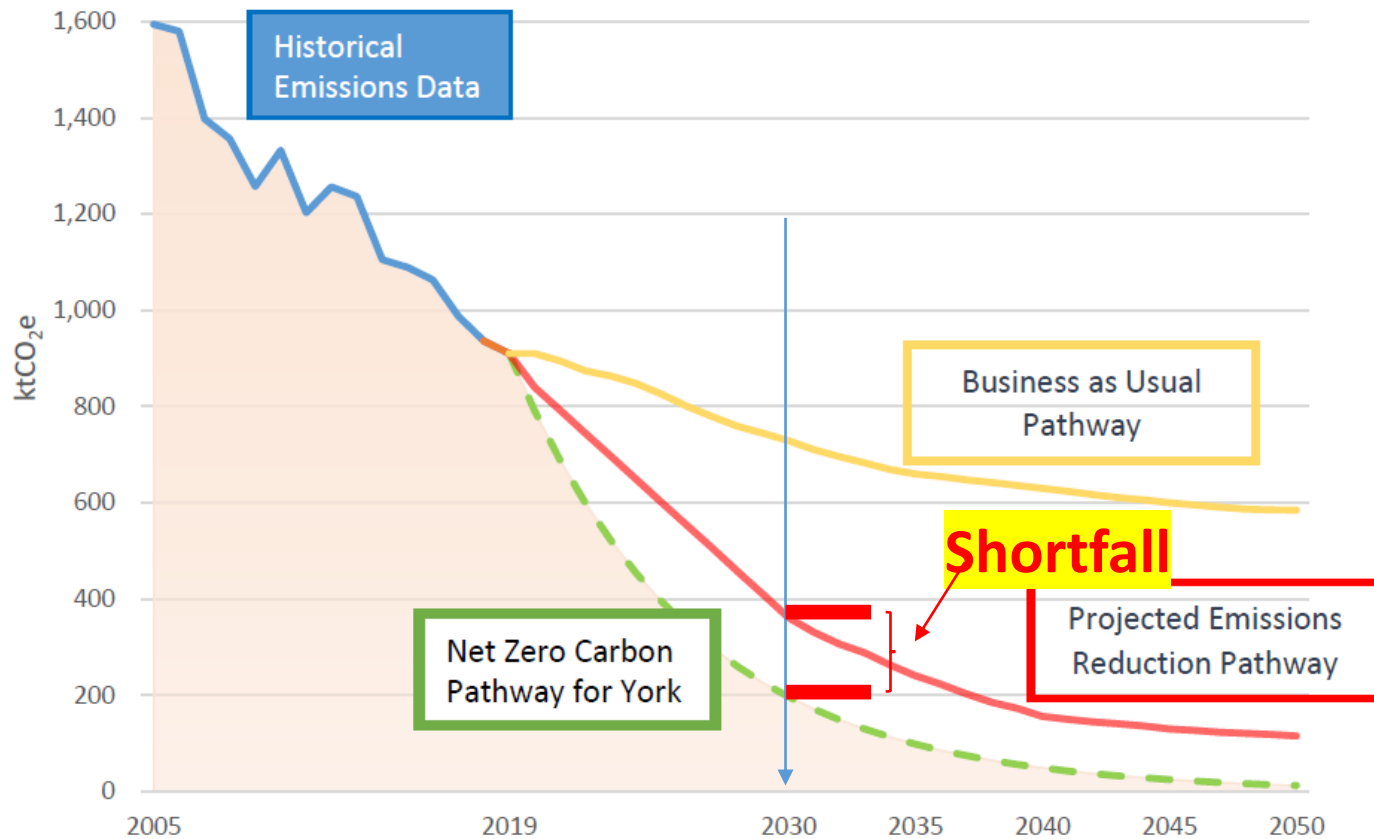


Figure 4: Projected Emissions Reduction Pathway and Business as Usual Pathway for York



The net zero gap

The shortfall in 2030 requires sequestration:

- Only tree planting is mentioned



- What about regenerating peat lands and grass lands, natural wetlands?



The case for different targets for each sector

- Reduction targets by sector developed from top-down analysis using SCATTER tool



- Are such different targets for transport and buildings justified for York?
- Is the balance the most cost-effective solution?

(Note that, in practice, the transport target is consistent with the recommendation submitted by YCT in March 2021)



The switch to EVs

- The target is for 89% of cars to be EV or HEV by 2030
- But is this for the overall fleet?
 - Unachievable, because even government predictions suggest only 55%
- Or is it for new sales?
 - In which case it implies that only 45% of the fleet is EV
- And how will it be achieved?
 - Council EV charging strategy of 2021
 - 400 public charging points
 - But are these sufficient for 45,000 (or 89,000) EVs?
 - And what about the 25% without off-street charging?
 - The Council makes no attempt to offer on-street charging

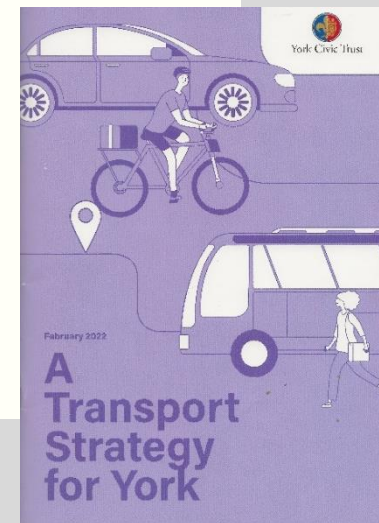


The need for behavioural change (ADM)

- Most cities now accept that half the target needs to come from behavioural change
- The CC Strategy targets are generally similar to those which we proposed, but the **target reduction in traffic** is far too low

Target	Change by 2030	
	CYC	YCT
Person-km	-25%	-15%
Car-km	-3%	-25%
Bus-km	+25%	+30%
Active-km	+33%	+40%

- But what Transport Strategy is able to achieve these targets?
- In January 2021 officers planned to draft LTP4 by January 2021
 - And invited us to offer advice
- In the absence of a draft we published our Transport Strategy for York in February 2022



Outcome targets (to achieve our objectives)

* as measured for similar cities to York

Objective	Indicator	Base	2027	2037
Carbon	Emissions	2019	-60%	-90%
Congestion	Bus services on time	2017 = 87%	95%	98%
Pollution	NO ₂ emissions	2019	-25%	-50%
	PM _{2.5} emissions	2019	-10%	-20%
Safety	Casualties	2019	-20%	-40%
	Active travel casualties	2019	-30%	-60%
	% thinking York safe to cycle	2020 = 38%*	50%	75%
Access	% within twenty minutes of key activities	(to specify)	80%	95%
	% with under-provision of public transport	2014 = 17%	10%	5%
	% dissatisfied with pavement quality	2019 = 64%	20%	10%



Targets for Travel

* zero or ultra-low vehicles in the fleet in York

Objective	Indicator	Base	2027	2037
Vehicle type	% ULEV* cars	2020 = 2%	25%	90%
	% ULEV* freight	2020 < 1%	15%	50%
Travel	Person-km	2019	-10%	-20%
	Car-km	2019	-20%	-35%
	Car mode share	2011 = 57%	49%	45%
	Bus ridership	2019	+30%	+50%
	Walking	2019	+25%	+40%
	Cycling	2019	+80%	+110%



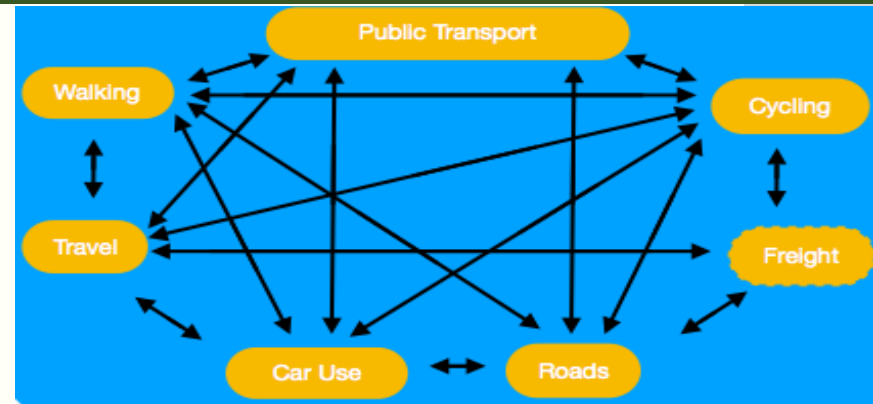
Our Suggested Strategy

Reducing car dependency by:

- Improving the alternatives
- Encouraging modal change
- More direct action if needed

Six inter-connected elements

- 1) Reducing the need to travel, and the distance travelled
- 2) Improving and promoting active travel, both on foot and by cycle
- 3) Improving and promoting public transport
- 4) Changing the way in which the road network is provided and managed
- 5) Changing freight operation
- 6) Modifying car use



A Strategy contributing to all our objectives

Objective	Congestion	Pollution	Carbon	Health	Safety	Economy	Access	Liveability	Public Realm
Strategy									
Car Use	●	●	●	●	●			●	●
Freight	●	●	●	●	●	●		●	●
Road Network	●	●	●	●	●	●		●	●
Public Transport	●	●	●	●	●	●	●		
Walking/ Cycling	●	●	●	●	●	●	●	●	●
Reduce Travel	●	●	●	●	●		●	●	●
	● ● ●	Contribution to objective (by size of impact)							



Specific Proposals for 2027

Transferring traffic to the outer ring road

Local centres as community hubs

- With better access from villages

Priority for walking and cycling

- On main radial roads
- And moving around the city

Queue management

- To give priority to buses

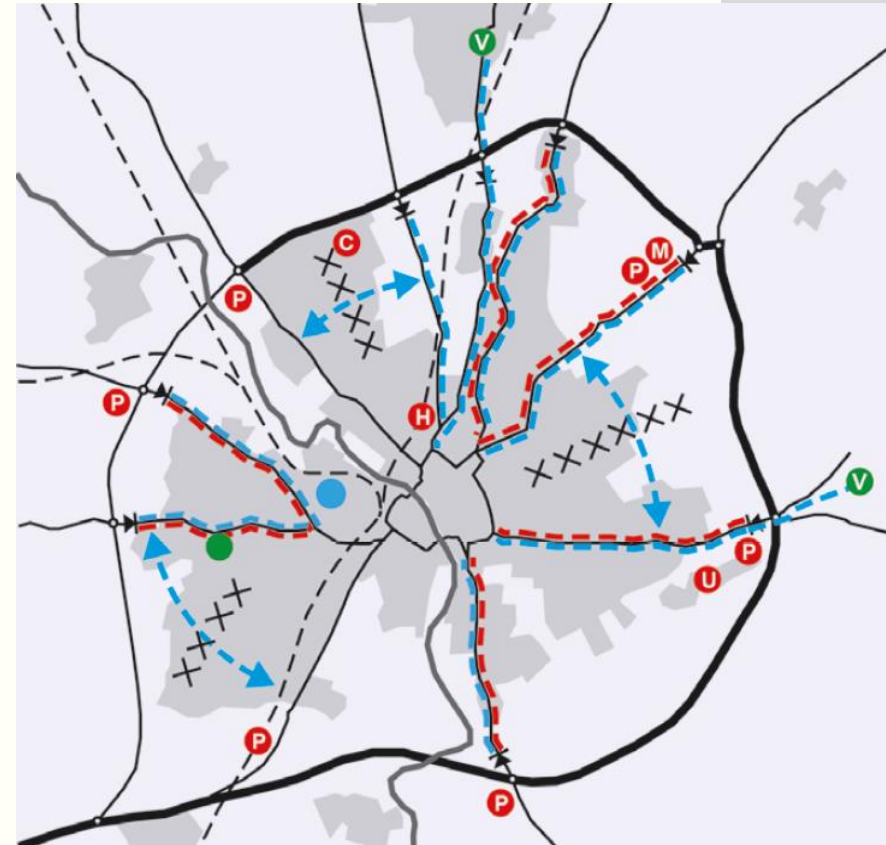
Hospital, Station and P&R sites

- As bus hubs

Discouragement of through traffic

Micro-consolidation centres

York Central as a sustainable community



Some possible options for 2037

All local centres to

- Have communication, delivery hubs
- Be designed to 20-minute city principles

All villages and new developments

- To have sustainable access
- To key activities within 20 minutes

A potential rapid transit network

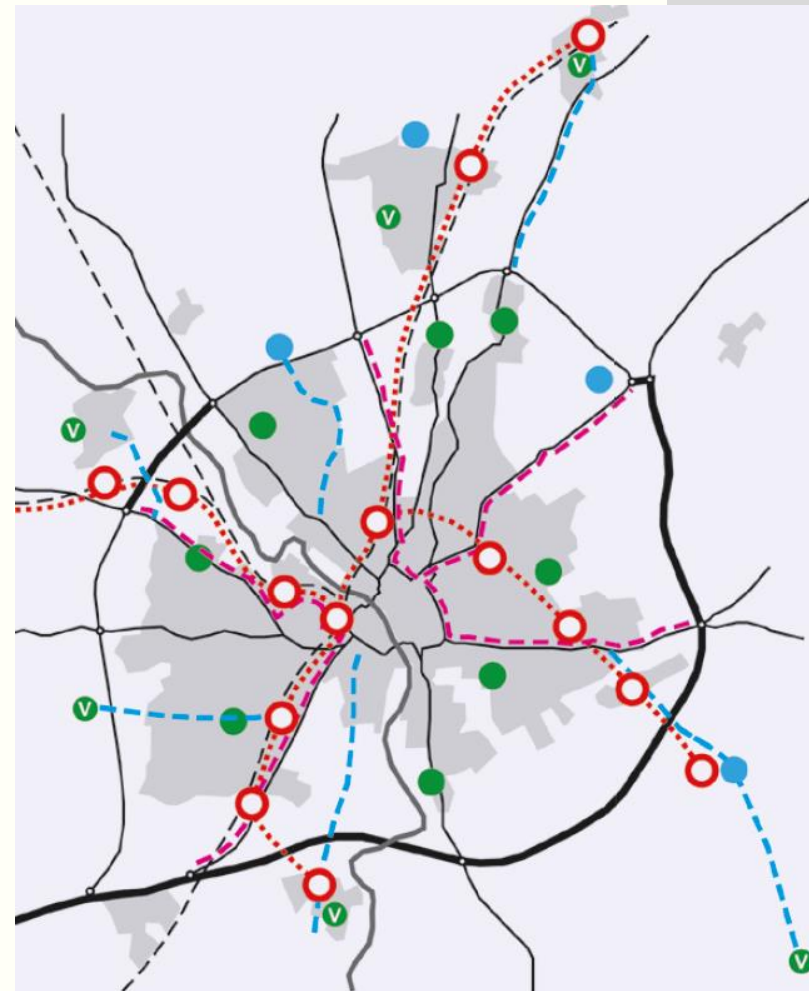
- With the first lines in operation

A limited, upgraded network

- For freight over 7.5T

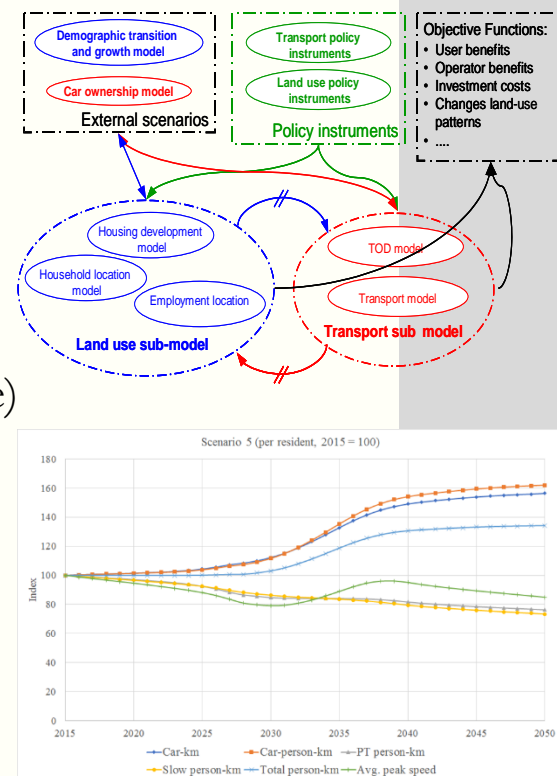
New sources of funding

- To finance investment



What impact would these proposals have?

- We have not had access to a computer model to predict changes in CO₂
- The Council's new strategic model, VISUM, could be used
 - But it does not represent active travel, freight or reduction in travel
 - And takes several hours for a single test
- Our preference is to use a high-level model for initial assessment
 - Systems dynamics models can represent all strategy elements
 - And the interactions between them (e.g. transport and land use)
 - And produce trends in impacts over time
- They operate quickly (a 30 year trend forecast in a few minutes)
 - So can be used interactively in policy-making
 - But of course don't provide detailed scheme designs



Towards Implementation

Finance is critical

- A clear set of cost-effective priorities
- To ensure success in bids for funding
- New sources of funding

Consensus building

- What we want to achieve
- What are the best options
- How to win hearts and minds

Clear leadership

- Politically and professionally
- As seen in our case study cities
- And in Manchester, Nottingham ...



The next steps

York needs to replace its 2011 Local Transport Plan

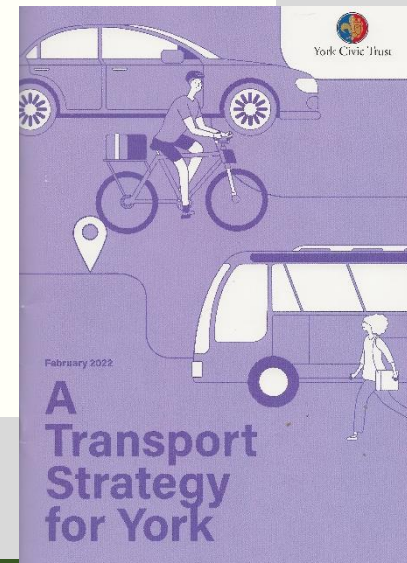
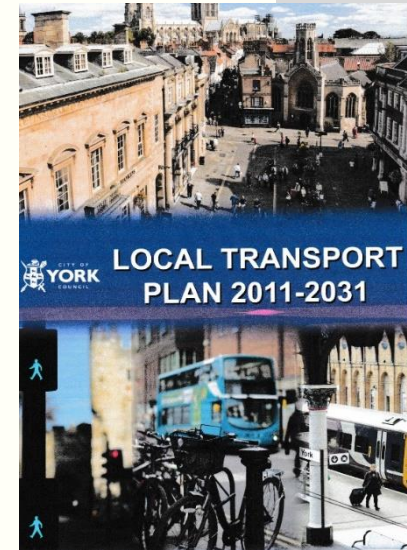
Government requires new Plans by March 2024

- With a clear focus on carbon reduction

The 2022 Devolution Deal

- Requires a Provisional LTP for York + N Yorks
- By March 2024
- So York needs to know what it wants before then

We offer our proposals to initiate the debate, encourage public and political consensus, and support the Council in developing its new Plan



Questions?

Thank you!

To read more about the Trust's Transport Strategy:

yorkcivictrust.co.uk/home/planning/a-transport-strategy-for-York-2022/

For further questions do contact me at:

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