



York Civic Trust

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

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Environment Committee

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# The scope of the draft Strategy

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

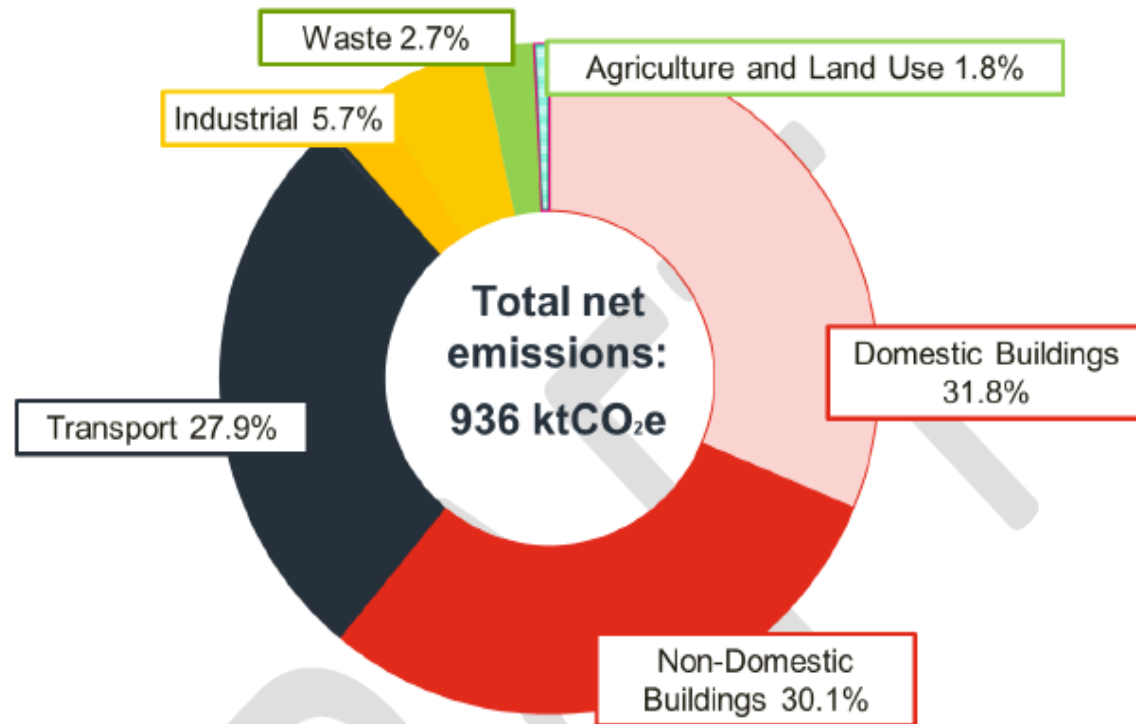


Figure 2: York's emissions inventory (2018)

# The scope of the draft Strategy

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

For example....

CO<sub>2</sub> embedded in dualling the outer ring road NOT COVERED



CO<sub>2</sub> embedded in a significant switch to electric vehicles NOT COVERED



CO<sub>2</sub> embedded in Construction of new developments – NOT COVERED



# The net zero gap

The proposed pathway does not fully meet Paris commitments

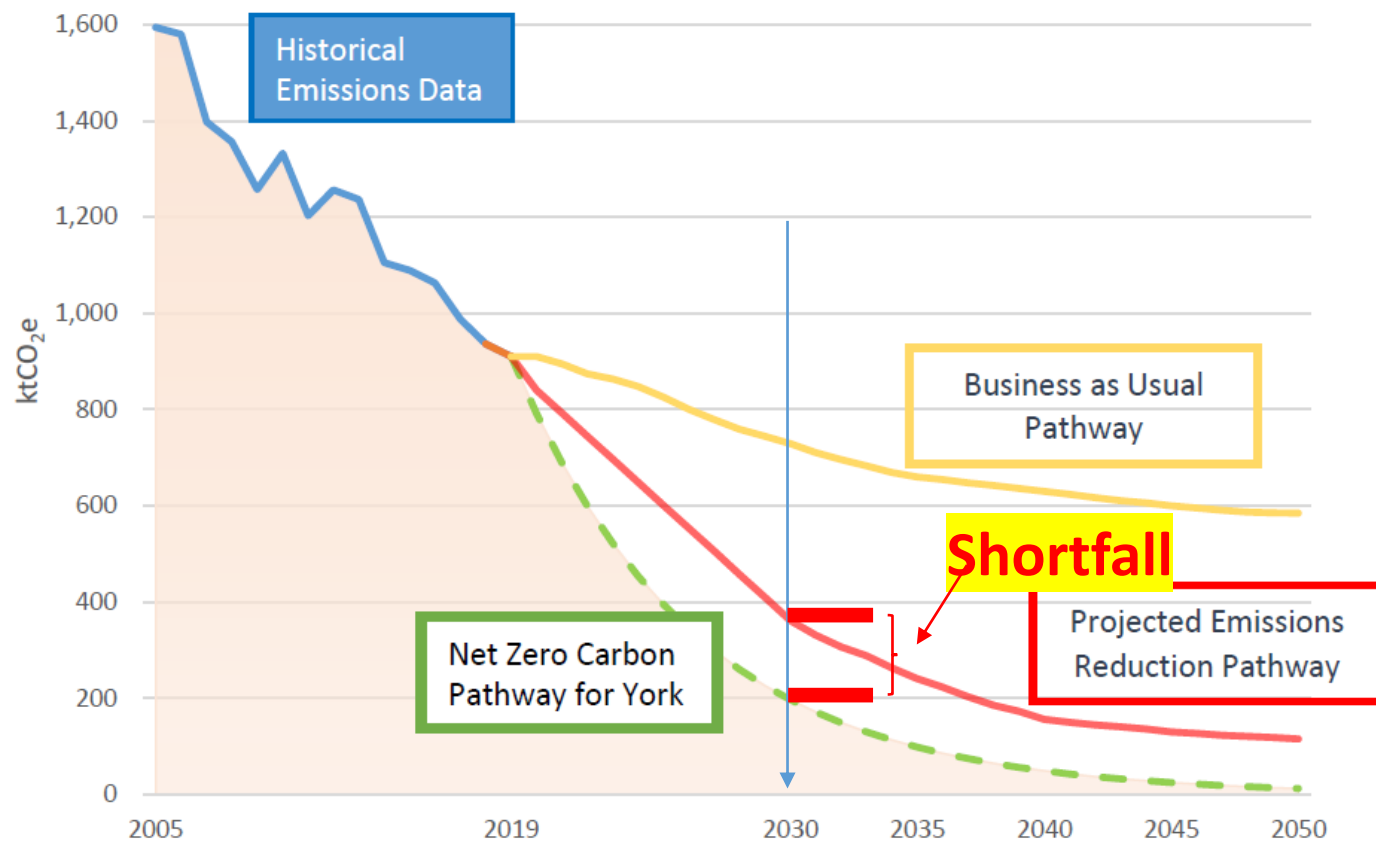


Figure 4: Projected Emissions Reduction Pathway and Business as Usual Pathway for York

# 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 has decided not to offer on-street charging

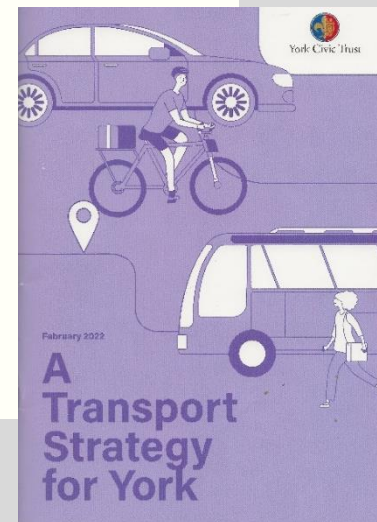


# The need for behavioural change (ADM)

- 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	<b>-3%</b>	<b>-25%</b>
Bus-km	+25%	+30%
Active-km	+33%	+40%

- But how can Transport Strategy 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 <sub>2</sub> emissions	2019	-25%	-50%
	PM <sub>2.5</sub> 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*

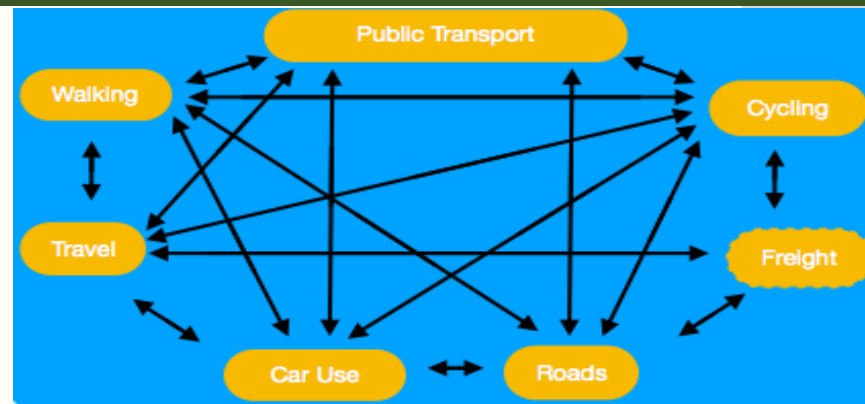
Objective	Indicator	Base	2027	2037
Vehicle type	% ULEV* cars	2020 = 2%	25%	90%
	% ULEV* freight	2020 < 1%	15%	50%
Travel	Person-km	2019	-10%	-20%
	Car-km	2019	-20%	-35%
	Car mode share	2011 = 57%	49%	45%
	Bus ridership	2019	+30%	+50%
	Walking	2019	+25%	+40%
	Cycling	2019	+80%	+110%



# 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

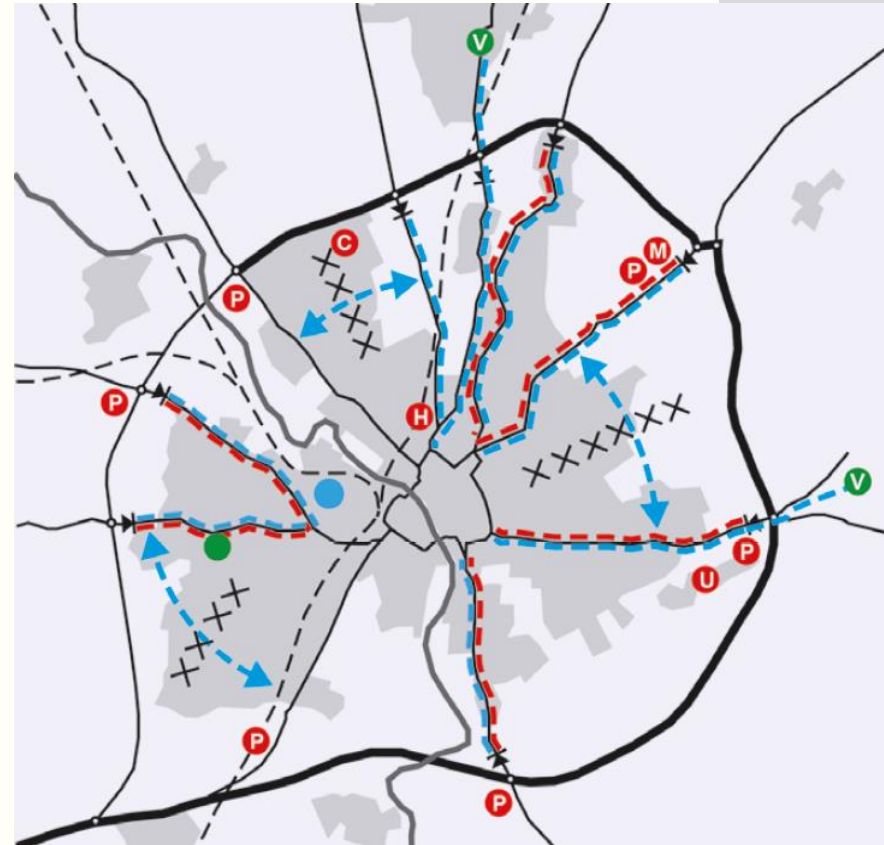
Hospital, Station and P&R sites

- 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

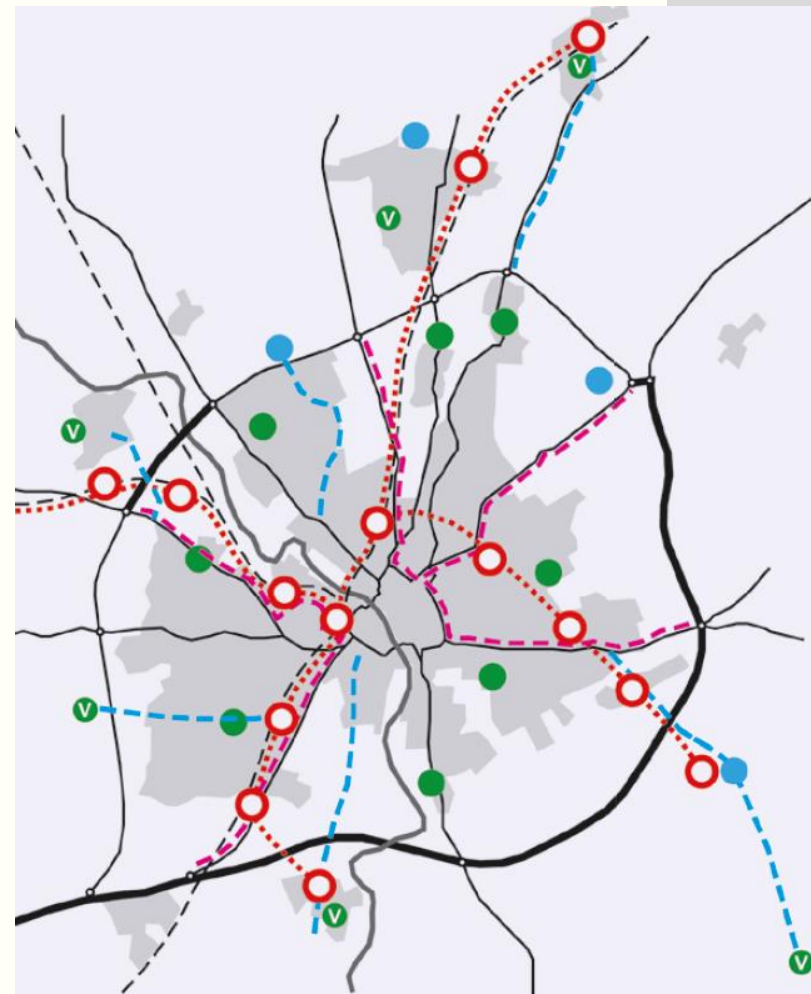
- With the first lines in operation

A limited, upgraded network

- For freight over 7.5T

New sources of funding

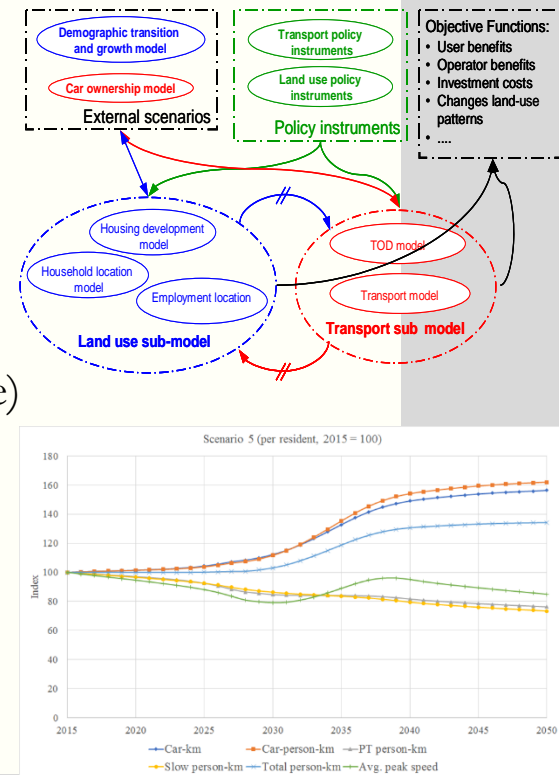
- To finance investment





# What impact would these proposals have?

- We have not had access to a computer model to predict changes in CO<sub>2</sub>
- 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**

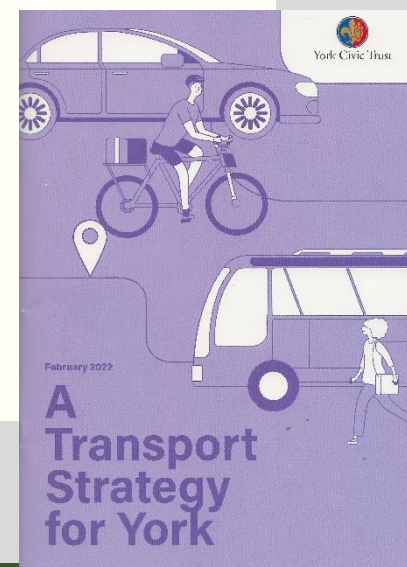
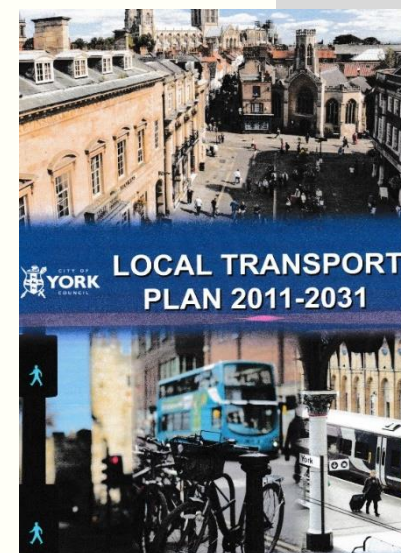
### **Government requires new Plans by March 2024**

- 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/](http://yorkcivictrust.co.uk/home/planning/a-transport-strategy-for-York-2022/)**

**For further questions do contact me at:**

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