Question on objective / "outcome" A

Why don't you feel confident that a **reduction in transport-related carbon emissions to net zero (neutrality) by 2050** could be achieved through the proposed policies?

WinACC draft response:

A 10% reduction in the distance travelled by cars proposed on p 36 will not reduce emissions to 70% of 2020 emissions by 2030, the target set on the graph on p 27.

HCC need to be more precise about the scale of the problem. The chart on p 14 understates the role played by transport in emissions in Hampshire (according to BEIS transport causes 51% of net emissions, not the 37% suggested in the chart). Similarly, the emissions reduction pathway set out on p 26 is too relaxed. Even the government carbon-reduction pathway for transport (Oct 2021) aims for 10 percentage points more reduction in the 2030s

The plans seem to assume that electric cars will have zero emissions, but the electricity supply will not be zero carbon until we reduce all energy consumption to a level that can be powered by green electricity: this will require even more modal transfer to walking, cycling, and public transport than you are implying; and a major transfer of freight to rail.

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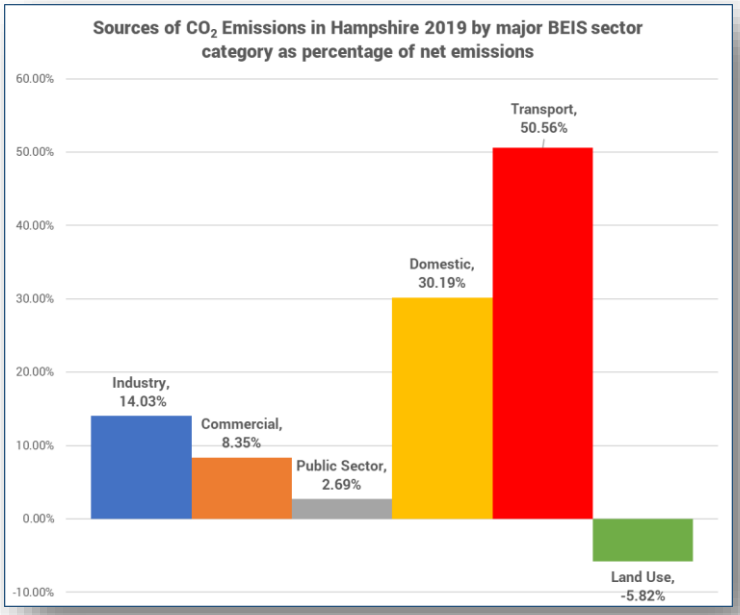
Relevant extracts from the WinACC Rough Guide

The pie chart on p 14 gives transport as the source of 37% emissions in Hampshire. A note points out that government data from the Department for Business Energy & Industrial Strategy (BEIS) shows transport as the source of 51% of Hampshire emissions. This is an accurate reflection of BEIS 2019 estimates, but the reasons given for the disparity with the data used in the pie chart are not supported by the BEIS Technical Notes.

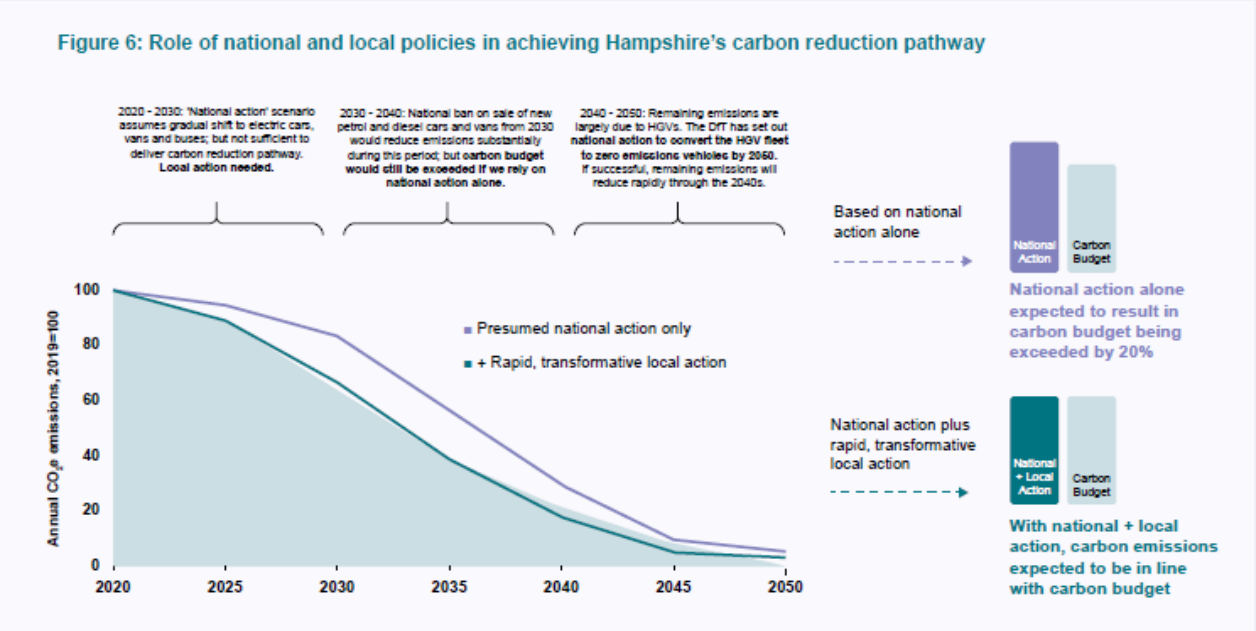
b) The note beneath the pie chart gives 'domestic aviation' as one of the primary reasons for the disparity, but BEIS data for Hampshire do not include 'domestic aviation.'

c) The note also suggests that electrified railways were also a substantial contributor to the higher BEIS transport emissions figure. Somewhat oddly, BEIS technical notes say quite clearly that emissions associated with electrically powered trains are not included in their data on transport emissions. If they were included the percentage of transport emissions would be even higher.

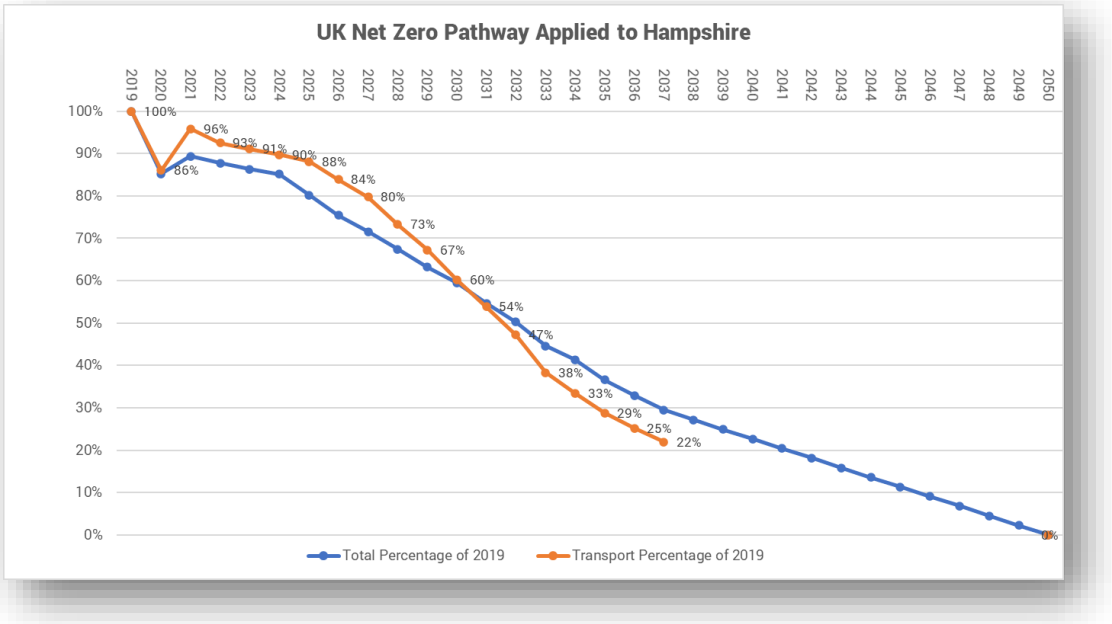
It is not possible from the report to know why the data given in the pie chart are so at odds with government data. It would probably have been better simply to concentrate on the BEIS data; the readers will not benefit from the presentation of alternative facts. For the record, the following chart is a more accurate representation of BEIS 2019 data for Hampshire. Because land use absorbs carbon and offsets the other carbon emissions categories, **it is best to avoid pie charts;** they do not handle mixed negative and positive values well. BEIS will issue data for 2020 emissions in Hampshire in June 2022, and hopefully HCC will keep abreast of future annual updates as a way of monitoring outcomes, in particular the climate changing transport emissions this plan is committed to reducing.



We hope the final draft of LTP4 will reflect government data and data conventions more accurately. There are signs that increasingly, errors in documents attached to funding applications to government result in reductions of funding. The draft accepts that transport, like most sectors, will need to reduce CO_2 emissions to almost zero (without offsetting) by 2050. There is a chart of the pathway (p 26):



WinACC has applied **the government's pathway to net zero** for transport emissions to Hampshire.



It gives a chart with an even greater level of emissions reduction , with fifteen percentage points greater reduction needed in the 2030s, to 33% of 2019 levels in 2034 rather than the 48% HCC estimate. To reflect the urgency of the latest IPCC report even more adjustments will have to be made to the HCC pathway, and progress accelerated.

The LTP4 draft sets a target for **car reduction of 10%** by 2030 (p 28). This is a welcome improvement on previous assumptions of a rapid increase (about 33%), but is a smaller reduction than proposed elsewhere, and the draft does not address how the green electricity supply will meet the **sixfold increase in electricity demand** if current traffic levels minus 10% become battery-electric powered.

Measuring Success

The draft is to be commended for its proposals for measuring success (p 129). The indicators given are at an early stage and hopefully more detail will be added soon. The draft is right to make a clear distinction between indicators and targets. Currently the list of indicators is illustrative only:

- mode share, public transport patronage, walking and cycling activity
- vehicle-kilometres by vehicle type
- percentage of zero emissions vehicles in the fleet
- biodiversity net gain for new schemes
- number of Air Quality Management Areas in place
- Transport for New Homes checklist, to assess transport performance of new developments
- road collisions resulting in fatal, serious, and slight injuries (number and rate; adults, children, and vulnerable users)
- public satisfaction.

The thinking here will benefit from additional rigour. Much thought may be needed to identify

- timetabled targets for each of these potential indicators
- the outcomes that really matter to the public for publication,
- the policies each indicator relates to,
- the policies still in need of indicators, and
- further indicators of inputs and processes to help internal measurement of efficiency.

Relevant extracts from Draft LTP4

(P 66) Policy C4: Place climate change at the heart of decision-making

We will:

a) take **local action** to achieve the reductions in carbon emissions required to be carbon neutral and resilient to the impacts of climate change by 2050, by changing travel behaviour and accelerating the shift to zero emission vehicles;

b) adopt a **'designing for climate change'** approach for new transport schemes and existing infrastructure, which will involve: - **assessing schemes** to understand their carbon impact and resilience to the effects of climate change;
   - seeking to identify **mitigation measures** to offset any net increase in carbon;
   - using materials and assets with a **lower carbon footprint** and **resilient** to the effects of climate change (see Section 7.6, Asset Management, Policy AM1b);
   - retrofitting existing infrastructure to make it more resilient where there is a good case for doing so;

c) favour transport investment that also **deliver benefits for our other LTP4 outcomes** covering environment, economy, and people.