



COP26 EAST HAMPSHIRE

Transport Action Group

October 2021 Report

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1. Background

The Climate Conference “COP East Hampshire” is due to be held on 8th October 2021 in advance of the UN Conference in Glasgow in November. It is an opportunity to look at what we can do in East Hampshire to help the decarbonisation process. The Transport Action Group is one of three groups of local experts and enthusiasts, the members of which have been exploring ways in which we can make the most of existing and future opportunities to decarbonise. The Transport sector is one of the key areas in urgent need of change, being the largest contributor to total UK greenhouse gas emissions, at 27% of the total, whilst Energy Supply is 22%, Businesses 17% and Residential 15%.

The Department for Transport document “*Decarbonising Transport – A Better, Greener Britain*” shows how seriously the government is taking the issue and gives hope that we can drastically reduce our carbon footprints as well as improving air quality and noise levels, especially in our towns and cities. The target dates for achieving zero emissions are a long way ahead (e.g. ending the sale of new petrol and diesel engine cars and vans by 2030) and it is hoped that this can be reduced to a trickle of sales well in advance of the date given, if the evidence for change is well advertised and the local infrastructure is ready.

This document is a summary of the issues found and the actions required to decarbonise. The sense of urgency varies with the different issues and these have been brought together in the “Summary” section and the Appendix at the end.

2. Relevance of East Hampshire District

East Hampshire (population 120,000) is mainly rural in nature with a number of small towns (each with approx. 16,000 inhabitants), villages and hamlets, part of which (57%) is within the South Downs National Park. Within the District there is just one major trunk road which runs north – south, and no airport or dock, but of course the inhabitants do make use of such facilities outside their area. The District is quite unlike many others in the country, although not unique.

When comparing East Hampshire with England as a whole it is interesting to note that: East Hampshire has higher road transport emissions per capita than England, i.e. 54% against 36% (no doubt partly due to the heavily trafficked A3 Trunk Road in a rural setting); 65% of the population drive a vehicle to work as against 60% for England as a whole; only 17% use public transport or Active Travel as against 26% for England; and 18% of EH residents live within 2km of their place of work but only 12% cycle or walk. Such activity is lower than the national average and well below the target set in the document “*Decarbonising Transport*”. Purely from these statistics it is clear that the area would benefit from many more people using public transport and opting for Active Travel as a way of life.

3. Reducing our carbon footprint

In order to achieve the reductions that are urgently needed nationally and globally, governments, organisations and individuals all need to work together. We need all levels of government to facilitate lifestyle changes and we need individuals to consider their own carbon footprint and the contribution that they can make. This could include less travel, changing to a zero emission vehicle, reducing car numbers and their use, more walking and cycling instead of using the car, working remotely from home, less wastage on all fronts and

a “mend” approach to maintenance instead of “purchasing new”. With many of the actions shown in section 6, individuals can have an effect.

4. What we can do to change things

The members of the Group asked themselves the question “What can we do to assist in the decarbonisation process?” As individuals in our own right or as residents influencing the different levels of Local and National Government, we can all have an impact on what happens. In section 6 below there are recommendations for action (shown in red) which we would expect to lead to changes in attitude and / or a contribution to the decarbonisation process.

5. Process of investigation

The Group considered transport in all of its many forms, although only some have relevance to East Hampshire directly. The Maritime and Aviation sectors offer the opportunity for big savings in emissions through changing the power source to electric, hydrogen or a synthetic fuel, but East Hampshire residents could travel less or consume less and still have an impact.

Rail travel in East Hants is already very much dominated by electric trains, but the changeover from diesel to electric or green hydrogen elsewhere is an urgent issue. None of the above directly affects the East Hampshire District, except perhaps for diesel freight trains passing through. The changeover from diesel to electric or green hydrogen is very important nationally and should take place at the earliest opportunity so as to gain maximum benefit.

The road scene is very different, however, and is the main area studied here. The basic fact is that the growth in use of personal transport in this country has resulted in the demise of public transport and has resulted in high carbon emissions, problems with air quality and domination of our town and city streets by vehicles. East Hampshire is very much rural in character and this has been part of the problem in trying to provide an efficient bus service to both the towns and the villages. It reinforces the wish to keep and use personal transport. This is not a good prospect for the future unless serious action is taken to avoid such a situation, as growth is expected in overall population levels, car ownership, and the movement of goods.

It is essential that vehicle emissions start to be reduced in the short term, not the long term. The sale of cars and vans that only use fossil fuel is due to end in 2030, but this is a long way ahead and measures need to be taken now in order to limit the damage done by unrestrained use of Internal Combustion Engines (ICE). This is the main game changer but there are others to be considered and the members of the Transport Group looked at the following areas:

- a) The de-carbonisation of all vehicles on the road
- b) Increasing active travel in order to reduce the use of personal transport
- c) Public and Community transport – increased use by the public
- d) General highway issues affecting transport
- e) General planning changes required

6. Comments from the discussion groups

It was noted that there is considerable overlap between the above areas and success in one could bring about a change elsewhere, e.g. improving bus transport between towns could encourage people to walk across town to catch the bus. Three subgroups were formed to consider each of the topics a, b and c. The points relating to d and e came from general discussion.

a) The de-carbonisation of vehicles

The sale of petrol and diesel engines for use in cars and vans will end in 2030, but that is still a long way away. In the meantime, the design of such engines should continue to be improved so as to minimise damage, whilst the sale of electric vehicles needs to grow fast and be combined with a diminishing market for second-hand ICE vehicles in order to start showing some benefits in a short while. Sufficient time has to be allowed for manufacturers to change over to the new technology with guaranteed availability of new parts and materials, but the process needs to start straight away. Evidence shows that the biggest contributors to the emissions problem are cars, vans and HGV's, and it is clear that any actions need to focus on these in particular, albeit that they are the most common as well.

Use of the old technologies (steam, petrol and diesel) will be wanted for many years to come, perhaps only a very minor amount of use, but still important, in the form of steam engines, antique and classic cars etc.

In the short term the amount of travel in ICE vehicles i.e. for holidays, commuting to work, and leisure needs to be reduced as much as possible and people need to be encouraged to walk, cycle and use public transport, instead of using their cars. The spread of Car Share Clubs would help people who still rely on a car occasionally and is an area that needs exploring in some depth.

There would be major benefit in enforcing the existing 70mph speed limit on motorways and dual carriageways due to the common abuse of the current limits and the resulting high emission levels. If this is not achievable then the re-Imposition of the reduced National Speed Limits (60mph and 50mph) on dual carriageways and single carriageways would result in less fuel wastage for ICE vehicles as they would be running more efficiently and with lower emission levels. This could be an early winner as the only signing required is in the form of "reminder signs" on a very occasional basis.

Whilst the Department for Transport (DfT) document "*Decarbonising Transport – A Better, Greener Britain*" outlines the methodology of achieving zero carbon targets, every effort should be made to improve on the dates and improve on the targets. Decisions need to be centred around the benefits of electric cars compared with fossil fuel powered cars and how people can be encouraged to make the change sooner rather than later.

Ever improving battery range and charging options have overcome many of the early comments against electric cars, which is very encouraging. Benefits to drivers of vehicles with green number plates (zero emission) could be brought in, giving them an improved status on the roads and in car parks, perhaps free parking in some well-defined parking areas as a bonus for green drivers. There is a delicate line though between promoting the uptake of electric cars and giving benefits to zero emission vehicles, when we should be

encouraging people not to use vehicles at all. However, it makes sense to give every encouragement possible now, so as to kick start the change.

The DfT document also outlines major changes for walking and cycling, as increases there would reduce car usage as well. The target is that “*half of all journeys in towns and cities will be cycled or walked by 2030*”. This is a major step change in the promotion of Active Travel on our streets and together with much improved bus provision would lead to a reduction in the number of car journeys and an improved quality of life on the streets. The installation of additional bike stands and secure shelters would be seen as an early indicator of intent, as would additional pedestrian crossings and widening of footways, especially at local key points. Further comments are made under “Active Travel” below.

There is a need to obtain the benefits of zero emission vehicles as soon as possible, and that means getting more people to consider purchasing them. Any benefits for EV owners should ideally be linked to vehicles actually charging, e.g. free parking whilst charging, or free charging whilst parking etc. That might disadvantage people who charge their cars at home, so needs careful consideration. **(Action 1: HCC, EHDC)**

There may be an opportunity for zero emission zones to be located where fully electric cars could receive a major boost. **(Action 2: HCC, EHDC)**

The conference in Alton on 8th October will bring electric vehicles and decarbonisation in general into the public eye. This could be continued into the future by advertising and information stands (perhaps with a green marquee and exhibition boards) at various outdoor events such as market days, town centre events etc. There would need to be human interaction hopefully with officers / volunteers who can talk with knowledge and enthusiasm about the benefits of electric cars. Advertising boards could also be erected at the site of existing charging points. **(Action 3: EHDC, HCC and local businesses)**

An example to the electorate. All the Local Councils in East Hants to commit to changing their vehicles to zero emission electric vehicles (ZEV's) by a certain date, perhaps October 2024, as an example to the public. **(Action 4: all Local Authorities)**

All the Local Councils in East Hants to encourage and support their staff to change their vehicles to ZEV's by say October 2024. **(Action 5: all Local Authorities)**

Obtain “Pledges to take action” re decarbonisation by families, groups, clubs, individuals, businesses and others, by setting up a stall / marquee at events and in offices – could be done by volunteers as well as local authority staff. **(Action 6: Volunteers and LA staff)**

There is a need for official oversight of the roll-out and spread of the locations for EV charging points, as well as synthetic fuels and green hydrogen, especially in rural areas, to ensure that there is fairness and practicability in their distribution. An important aspect would be the choice of sites in areas where there is no off-street parking. **(Action 7: HCC, EHDC)**

Encouraging businesses to have charging points for customers and staff. Can business tax be reduced if they do? **(Action 8: Central Government, HCC, EHDC, Town/Parish Councils and local businesses)**

Reducing the number of vehicles delivering goods to town centres, perhaps with a Common Logistics Hub, with final delivery of goods by cargo bike or ZEV. This is probably not suitable for same day delivery, but we must ask ourselves whether that is necessary. In a similar vein, the promotion of eco-friendly green supermarket delivery slots could be explored. In addition, pending a large scale move from oil heating to heat pumps, the promotion of oil clubs / the creation of local village clubs could minimise delivery tanker trips. **(Action 9: EHDC)**

Encourage car clubs with ZEV's or Lift Share Clubs to be set up on estates, developments with flats and in villages, wherever they will be viable in order to offer a choice to personal transport. **(Action 10: EHDC)**

"Whatever it Takes!" All levels of local government to be seen working together by stating similar pledges of action to reach zero carbon emissions with their vehicles and appearing at events and in writing together. Perhaps each authority should name an individual as their Champion to work with whoever necessary to further the cause of decarbonisation. **(Action 11: all Local Authorities)**

In order to encourage the uptake of zero emission vehicles as soon as possible, it is important that the following issues are resolved by Central Government:

- a) The overall position re tax benefits should be reviewed, simplified, benefits stated clearly, and comment made on the longer-term programme for reductions in benefits, then advertised widely. Taxing non-zero emission vehicles progressively more heavily. The Fuel Duty Escalator to be brought back into use.
- b) Scrappage schemes should be advertised for ICE vehicles and later the hybrid EV's to stop them being re-sold.
- c) Financial help should be available for those on lower incomes to enable quicker spread of ZEV's.
- d) Advertising Campaign by central government encouraging people and businesses to ask, "is this journey really necessary?", and encouraging home working.
- e) A standard specification for new houses, offices and industrial premises to have vehicle charging points, storage for cycles and developments to have direct routes for pedestrians and cyclists to the local facilities and transport networks. Changes to Planning Guidance.
- f) The issue of standard charging costs and capabilities is in need of resolution. Currently some outlets charge a lot more than others and do not get used, which is a poor advert for the whole of the EV concept.
- g) In order to advertise the benefits of going "zero emission" there should be a central advertising campaign by Central Government stating the benefits and countering false rumours about the drawbacks. This should include: massively reduced running and maintenance costs, extra space in the vehicle, smoother driving, battery range and efficiency, clean, convenient and efficient defrost, the national policy on charging points and cost, latest technology available, grants available, zero emissions, clear air. Perhaps all advertising for car sales to emphasise these issues.

(Action 12: Central Government)

It is important that HGV's and fleets of company cars and vans are decarbonised in a suitable timescale. The supply and storage of green hydrogen for the heavier vehicles may be a problem but resolution is very important. **(Action 13: Central Government and businesses).**

b) Increasing Active Travel

As stated above and in the DfT document "*Decarbonising Transport*", the new emphasis on walking and cycling will lead to fewer vehicles being on the roads and a healthier population. It will require the re-allocation of highway space so as to encourage walking and cycling with wider footways, new pedestrian friendly crossings, new cycle lanes and other facilities and will transform the way that our towns and cities work. Due to the way our towns have evolved it has been quite normal for vehicles to be allocated the maximum space to keep them safely distanced, with pedestrians restricted to often narrow footways at the side and cyclists not thought of as a separate identity, sharing the road space with vehicles.

Encouraging Active Travel will involve finding some dedicated space for cyclists and wider footways for the increasing number of pedestrians. During the Covid pandemic there were some key footways locally that were oversubscribed, and people regularly walked in the carriageway. Now that the vehicles have returned, people still walk in the carriageway, forcing drivers to avoid them, but it feels a dangerous situation requiring clarification, which hopefully the changes for Active Travel will indeed give. The additional space in the streets will encourage people to walk and cycle more but this can only come via the re-allocation of highway space. There will be reduced width for vehicles, wider footways, improved crossings, cycle lanes, 20mph zones and even new one-way streets or closed streets. This will all be to the benefit of people walking and cycling and will greatly improve these areas as social spaces. It will however, come at a cost in terms of vehicle capacity on the roads and it is very likely that congestion will increase in the short term, until people change modes.

Cycling has become more attractive recently in part due to the sale of electric bikes. They also come in varying forms as cargo bikes, family bikes and even dog carrying bikes. They will enable people to cycle longer and over more difficult terrain and will encourage more people to cycle. This increase in cycling may not happen until the roads are transformed to be pedestrian and cycle friendly, so the sooner that can be achieved the better.

Many schools have taken the lead and encouraged walking and cycling / scootering to school. Some have organised "walking buses" which are often to be seen walking young children to / from / between schools and in the future, there are likely to be "School Streets" which are closed to traffic at the key start / finish times, thereby emphasising the importance of pedestrian (parent and child) priority where it really matters. The possibility of providing additional facilities for pedestrians and cyclists at or outside schools should be considered, to further encourage walking / cycling.

Access to village schools is very different and there is a real problem with the concept of walking and cycling on the narrow country lanes, where there are often narrow carriageways, no verges and fast traffic (often 60mph national limit). These need special consideration.

It is vitally important that the Local Cycling and Walking Infrastructure Plan (LCWIP) is kept up to date, and indeed that schemes are delivered. The aim is to encourage walking and cycling and to discourage car use for short journeys and there are a lot of changes required locally to make people feel safe and want to change their habits. Public engagement with some of the local walking and cycling enthusiasts would introduce new ways of looking at the town / village problems and may find new solutions that will be in keeping with the aims of "Active Travel". **(Action 14: EHDC, HCC and Town/Parish Councils)**

Individual's pledges to change their approach to walking and cycling. Find ways to engage with the public and obtain their pledges to walk / cycle more and help make town / village streets pedestrian friendly by acting accordingly. Perhaps via a marquee at town or market events manned by volunteers. **(Action 15: All Local Authorities, local businesses, schools and individuals)**

There are problems in every town where vehicles are parked on the footway to save obstructing the traffic on the road. It can have a serious impact on disabled users of the footways and those with prams / young children end up with a very dangerous situation where they have to use the road instead. There are some impossible situations where vehicles are legally permitted to park partly on the road, and this is legalised with signing. Otherwise the parking of vehicles on footways should be banned overall and only permitted where signed. **(Action 16: Central Government, HCC and EHDC)**

Tree / shrub growth has often been allowed to take place by householders with no thought as to its impact on the footway beyond it. Sometimes the available width for pedestrians is only half its original and leads to problems for pedestrians having to walk in file rather than together and also serious visibility problems for cars leaving the property. These are avoidable situations and a concerted effort is required to inform householders of their duties and to cut back growth to the highway boundary. On occasions it will be the duty of the highway authority to remove the extra growth but the need for safety of pedestrians and cyclists is paramount. Using the verge for growing trees and/or wildflowers will be suitable in some circumstances and is to be welcomed but the visibility needs must be met. The Councils have websites that are available for reporting problems from residents, and these should be used: Promote HCC 'Report a Problem' <https://www.hants.gov.uk/transport/roadmaintenance/roadproblems> and 'Fix My Street Hampshire'. People should be encouraged to use them. **(Action 17: HCC, EHDC and householders)**.

Change public attitude to walking and cycling through carrying out works above and showing (on leaflets, maps) clear routes designed for pedestrians and cyclists, thereby emphasising the possibility of using such modes of travel. Promote digital cycle journey planners to help people find the easiest way round their local area on bike, such as Cycle Streets <https://www.cyclestreets.net/>, Myjourney Hampshire <https://myjourneyhampshire.com/> and Komoot <https://www.komoot.com/plan/> Ask schools to include a journey planner for walking and cycling on the travel section of their website; with focus on walking, cycling and bus information before car directions. **(Action 18: HCC and EHDC)**

Inform the public about the use of town centre streets and especially shared space areas. Pedestrians should have priority (as the most vulnerable party) and others are there under sufferance, including buses, taxis and cyclists. Raise awareness of the new Highway Code changes due to be published Nov 2021, which give greater priority to pedestrians and cyclists. **(Action 19: HCC, EHDC and Town/Parish Councils)**

Encourage people to cycle via suitable training, bike hire schemes, grants, provision of secure and weather-proof parking. Encourage walking by providing seats along the routes. **(Action 20: All Local Authorities)**

c) Public and Community Transport

The first priority for improving bus transport is to ensure that the carbon emissions of the bus fleet are reduced to near zero as soon as possible. This will involve the replacement of diesel buses with electric or green hydrogen powered models, including privately owned and school mini-buses. In the short term as buses are changed, they will be moved down to lower mileage routes or private contractors. HCC are already well into this with an application to join the National Bus Strategy, but encouragement needs to be given. **(Action 21: HCC)**

The bus and rail sectors appear to the public as totally separate entities with little or no co-ordination. Certainly, over the years the number of bus routes in rural areas such as East Hampshire has declined and in many cases are heavily subsidised by the local Transport Authority (HCC). Journeys undertaken are often long and tedious due to the routing through local villages, sometimes giving a low-quality experience to the passengers (i.e. the convenience, comfort and quality of ride). There is a need to encourage people to take bus journeys instead of driving and the whole experience is in need of uplifting, to include cost, directness of route, connections, the quality of waiting facility and the environment of bus stops, the quality of ride, the information given out en-route and at bus stops (real time). **(Action 22: HCC)**

There is some concern about the current consultations on rail timetables for December 2022, which are reducing some peak hour services into London to reflect the effects of COVID 19 and subsequent changes in journey patterns. While the proposals may indeed help improve some reliability of service provision, such reductions may be premature and do not offer a progressive approach to tackling Climate Change issues of encouraging modal shift from private cars.

It would seem sensible to:

- Return rail service levels to those of pre-pandemic to allow for any return of peak hour rail usage, as in some areas this is returning faster than expected or
- if a re-patterning of services is required to seek investment in further service and infrastructure improvements, which would provide additional interurban shuttle service frequencies and interchange opportunities outside of London and throughout Hampshire. The provision of a minimum half hourly service at all East Hampshire rail stations for example with greater interchange opportunities would replace many local journey demands currently made by car.

In the longer term the structure of rail and bus planning should be revised, including the co-ordination of rail and bus arrivals / departures to offer a more joined-up service.

Recently, the Government has proposed the creation of Great British Railways to plan and specify a co-ordinated approach to service timetables, routes, fares, vehicles and infrastructure under one branded umbrella organisation, thereby eliminating the fragmented approach of separate franchise arrangements.

This approach should be replicated for all bus services, similar to the Transport for London model, where full co-ordination of services across the country and indeed locally can be undertaken in the public interest to specific service and operational standards. It requires additional funding, but this should be seen as investment in our social fabric, rather than an outmoded perspective of subsidy. As we are in a Climate Emergency there needs to be acceptance that a fundamental change in our planning and provision of comprehensive bus and rail services and infrastructure is required to address the situation, alongside suitable funding.

In the meantime, we need to find ways of improving inter urban bus services, making them direct and fast, using smaller buses on intra urban travel say from the outskirts of town into the centre. Village communities should be served by separate services or in a completely different way, perhaps mini-buses, call and go, dial-a-ride or taxi share. HCC are already drafting the Bus Service Improvement Plan stating their ambitions.

(Action 23: Central Government and HCC)

HCC should also work with the District Councils and South Downs National Park Authority in their role as planning authorities, to focus new development on areas that can be well-served by bus/rail and ensure that development is designed to make it easy for residents to use public transport services. The regeneration of the former Prince Philip Barracks in Whitehill & Bordon is a good example of this. The Whitehill & Bordon Regeneration Company has developed a community transport service called VOCA which will be launched in Spring 2022 providing demand responsive Electric Vehicles (small buses and cars) for journeys within a 5-mile radius of the town. This service is essential in order for people to be able to get to key destinations such as local train stations and the new town centre at an affordable price.

The Regeneration Company has also worked with East Hampshire District Council to set up a local charity to provide support for local residents in the town to meet local needs. In due course, this might include support for families to meet the challenges of the cost of climate change on our daily lives.

As part of the development there are also new routes for pedestrians and cyclists, as well as way finding markers and trails to encourage active travel and healthy living.

(Action 24: HCC, EHDC)

Train stations should be transport hubs, as is the case with Petersfield and Alton, and the hub should be well signed, a source of information and feel safe. Walking to the stations or hubs during darkness should feel safe and be well lit and signed. Within the station there

should be facilities for pedestrians and cyclists with the emphasis on accessibility to all parts, including taxi ranks and bus stops. There should be publicity for flexible ticketing, rail cards and other incentives, and use of schemes such as “Train to travel” and “Travel with confidence” to help pupils and those with disabilities get the most out of the railways.

(Action 25: HCC and Community Rail Partnership)

Change public attitudes to buses by finding out what people really want and research what would make people want to use the bus more often. Research should not just consider the needs of those living in towns, but also the needs of villagers, how they use buses currently, and how would they like to use buses.

Emphasise bus stops so that they stand out rather than being hidden, giving some status to bus travellers. Change the perception of bus travel. Revise the road network so that more emphasis is given to buses, their presence and their routes. Ensure that intra town buses genuinely fulfil their purpose, particularly for those living on the edges of towns.

At the same time, make driving appear to be a poor option compared to a bus journey, so increasing demand. Restrictions on vehicles and parking.

(Action 26: HCC, EHDC and Town/Parish Councils)

Mini-bus pooling for use by charities, local groups or residents. Community buses with wheelchair access are very important, but how can they be financed? **(Action 27: HCC, EHDC, Town/Parish Councils, local organisations)**

Community bus to follow the tourist routes and be sponsored by those businesses on the route who would benefit from passing trade. Create a Community Bus Partnership along the same lines as the Community Rail Partnership. EHDC Place Making to include transport planning. **(Action 28: HCC, EHDC and local businesses)**

d) General highway issues

Even if all the above measures are carried out there will still be a lot of traffic on our roads moving at speed on the inter urban network. It is tempting for some to say that any planned improvements should be scrapped and the funding used elsewhere. This may be true in some instances but every scheme should be considered on its own merits, as many projects have a high element of maintenance included which can be seriously in need.

However, issues that could be considered are:

There could be immediate reductions in vehicle emissions through reducing the speed of traffic on the whole road network. This would be simple to achieve through legislation to modify the national speed limit, as happened during the oil crisis. No signs would be in need of altering but the de-restriction signs (as people know them) would refer to say 50mph on a single carriageway and 60mph on a dual carriageway. Certain sites might require a back-up sign to emphasise the change. **(Action 29: Central Government)**

To improve air quality, consider practical steps that would deter and prevent drivers from keeping the engine running when their vehicle is stationary. This would be difficult to enforce

but there are already some powers that exist. **(Action 30: Central Government, all Local Authorities, local businesses, schools and individuals)**

Reduce vehicle numbers in town centres and make the environment much more friendly to pedestrians and cyclists. Make it socially unacceptable for drivers to not give way to pedestrians in town centre / village situations through signing, e.g. “Pedestrian Friendly Town Centre” and a road with a narrow slow looking appearance. **(Action 31: HCC, EHDC and Town/Parish Councils)**

Mark bus cages clearly, coloured area of road surface, real time information at the stops, no parking at the stop, good clean shelters with seating. **(Action 32: HCC, EHDC and Town/Parish Councils)**

Raise parking charges including on-street, so as to discourage driving into town and encourage those who can walk / cycle to do so. **(Action 33: HCC and EHDC)**

Reduce the need for personal transport: more buses etc, faster broadband for home working, encourage growing own food and supporting local amenities to avoid trips into town **(Action 34: HCC, EHDC and individuals)**

Free and very local car parking should be reserved for people with limited mobility / disability. Others to be further away and charged. This should improve the local environment and encourage active travel choices. **(Action 35: HCC and EHDC)**

What else can volunteers help with? We’ve all seen what they can do for the NHS and Covid, so what else next – decarbonisation surely, perhaps joining in at publicity events with some officers. **(Action 36: LA officers and Public Volunteers)**

e) General planning issues

Many of the issues and actions detailed above need to be supported by changes in the current planning processes and therefore require changes to legal / technical advice. These range from the manner in which new developments are planned and implemented to the ways that local authorities approach highway and town planning.

With regard to new developments, planning changes need to include:

- The full integration of land use policies with sustainable transport plans.
- A change to the approval of planning permissions to include assessments based on grades of sustainability each site offers, including standards for economic sustainability, public transport, energy, social and environmental benefits.
- A tightening of car parking standards to reduce properties being built with over-provision of car parking spaces in the first place.
- The provision of site specific residential and business travel plans to ensure access, understanding and commitment to sustainable transport facilities
- A creation of a more robust Development Control monitoring process, whereby developers are monitored on a more consistent and long-term basis to ensure they meet the above revised planning standards.

With regard to town centre, general road and urban planning issues:

- A requirement to reallocate road space in favour of a different road user hierarchy, with priority given to pedestrians, cyclists and public transport access before private cars.
- A review of how our public taxation system can move emphasis to investing in this hierarchy and towards point of use charging for all modes away from the outmoded road fund taxation of vehicles. This includes introducing road user charging, congestion charging and workplace parking levies.
- A long-term revision to town centre planning whereby car parking is progressively moved towards the edge of towns, allowing reallocation of road space and access in favour of more sustainable forms of transport. While acknowledging Electric Vehicles will reduce air pollution locally, the problem of town centre access and congestion will not be resolved by a change in fuel.

(Action 37: Central Government, HCC and EHDC)

Summary

It is vitally important that immediate and drastic action is taken to reduce the burning of fossil fuels if we are to avoid the excesses of Climate Change. This applies to all levels of use, i.e. industry, business, public transport and our own personal consumption. In this paper we have considered the Transport sector, which is a major contributor to the total UK greenhouse gas emissions (27% of the total). Change is well overdue and is needed urgently. Whilst historically it may have taken many months if not years to consider and implement change, it is essential that our knowledge and understanding of the global emergency will now enable decisions to be taken on a much shorter timescale.

The actions proposed in this paper (summarised in the Appendix below) have been deliberately limited to those that directly affect the District of East Hampshire, although brief discussion did take place regarding problems that are more relevant on the wider world stage e.g. aviation and maritime activities.

In considering “what we can do in East Hampshire to help the decarbonisation process”, it is clear that everyone has to take some ownership of the problems and the need to take action now. This applies to residents, workers and people visiting the district. We hope that this paper will draw attention to the problem that we all face and encourage people to make the necessary changes in their lives.

At a personal individual level, we all need to change so that we:

1. Become aware of our own carbon footprint and the possibilities of reducing it, make changes accordingly and encourage others to be equally responsible.
2. Adapt our lifestyles so that our actions are sustainable and in support of decarbonisation principles. We should:
 - Walk, cycle and use public transport whenever possible and practicable (national and local government could help by making this cheaper, easier and more convenient).

- Travel less, especially by reducing flying and long-distance travel by car. Work from home, use internet communications when feasible and practicable (government could help by improving the quality and range of broadband service).
- Adopt a less travel intensive lifestyle - e.g. shop locally, avoid food that travels the globe, re-use and re-cycle.

3. Use our vehicles in a more sustainable way

- Drive in a manner that limits the amount of fuel used e.g. steady driving, at a speed within the legal limit, turning off the engine when stationary for any time.
- Drive with due care at all times, looking out for pedestrians and cyclists especially, acknowledging that they are equal users of the street space, yet they are far more vulnerable.
- Drive more slowly on major roads - we could save about 15% of fuel consumption by doing this.

4. When changing our car choose electric, preferably zero emission (but bear in mind that between a quarter and a half of lifetime carbon is used in manufacture).

At Local Level there is a clear role for our local authorities in overseeing the roll-out of charging facilities and in engaging with the public to educate and encourage them to make the necessary changes to their habits. **Urgent action by EHDC and other LA's:**

- Item 1 – Public engagement, encourage early change to ZEV's, parking charges – HCC, EHDC
- Item 3 – Public engagement re principles and progress – HCC, EHDC
- Item 4 – Pledge re changing LA vehicles to electric – All LA's
- Item 7 – Overseeing rollout of charging points – HCC, EHDC
- Item 8 – Encouraging businesses to install charging points – Central Government, HCC, EHDC, Town/Parish Councils and local businesses
- Item 11 – All LA's seen to be working together - All LA's
- Item 14 - Keep LCWIP up to date and deliver schemes – HCC, EHDC, and Town/Parish Councils
- Item 16 – Ban parking of vehicles on the footway / cycleway – Central Government, HCC and EHDC
- Item 17 – Cut back over-growth in hedges etc – HCC, EHDC and householders
- Item 18 – Change public attitudes to walking and cycling – HCC, EHDC
- Item 21 – Working towards zero bus emissions – HCC
- Items 22 / 23 – Improving the usability of buses and service experience more broadly – Central Government and HCC
- Item 35 – Parking in town centres for blue badge holders – EHDC, HCC
- Item 36 – Use of volunteers to assist with advertising etc – LA's and volunteers

At National Level

- Item 12 – National action on advertising, pledging etc
- Item 29 – Reducing traffic speeds to reduce emissions
- Item 30 – Turning off engine when stationary (legal issue)

- d) Item 37 – Resolution of planning issues on new developments

At Business Level

- a) Item 8 – Charging points for staff and workforce
- b) Item 13 – Decarbonisation of company vehicles

There are many other actions not listed above which require long periods of consideration and discussion before eventual resolution and they may need commencement shortly. These are shown in the Appendix below as having an “Urgency Rating” of 2 or above.

COP East Hampshire – Transport

Appendix – Summary of Actions and Urgency

Urgency level 1 – Immediate action, up to level 10 (by 10 years time)

The Importance is reflected in the urgency rating i.e. 1 is requiring urgent and immediate action

Heading	Ref.	Action	Action by	Urgency
Decarbonisation	1	Encouraging early changeover to ZEV's	HCC, EHDC	1
	2	Consider implementing zero emission zones	HCC, EHDC	2
	3	Regular advertising and public engagement on progress	HCC, EHDC and local businesses	1
	4	LA's to pledge to change vehicles to ZEV by 2024	All LA's	1
	5	LA's to pledge to help staff change vehicles to ZEV by 2024	All LA's	2
	6	Pledges by members of the public to take appropriate action	Volunteers and LA staff	2
	7	Overseeing roll-out of charging points geographically and supply points for green hydrogen and synthetic fuels	HCC & EHDC	1
	8	Encouraging businesses to install charging points	Central Government, HCC, EHDC, Town/Parish Councils and local businesses	1
	9	Reducing number of delivery vehicles in town – research possibility of cargo bikes etc	EHDC	2
	10	Encourage setting up of car clubs with ZEV	EHDC	3
	11	"Whatever it takes". All Local Authorities to be seen to be working together	All LA's	1
	12	National action on advertising, pledging etc	Central Government	2
	13	Company cars, vans and HGV's to be decarbonised – EHDC to liaise	Central Government, and businesses	2
Active Travel	14	Keep the LCWIP up to date and deliver schemes outlined.	EHDC, HCC, Town/Parish Councils	1
	15	Public pledges to take-up "Active Travel" and help make streets pedestrian friendly.	All LA's, local businesses, schools and individuals.	2

	16	Ban parking of vehicles on the footway / cycleway	Central Government, HCC and EHDC	1
	17	Cut back overgrowth of trees / hedges where creating safety issues	HCC, EHDC and householders	1
	18	Change public attitudes to walking and cycling	HCC, EHDC	1
	19	Change public attitudes to shared space areas where pedestrians have priority as most vulnerable users.	HCC, EHDC and Town/Parish Councils	3
	20	Encouraging walkers and cyclists through meaningful incentives.	All LA's	2
Public & Comm Transport	21	Heading for zero bus emissions	HCC	1-10 ongoing
	22	Improving co-ordination of travel, improving quality of ride etc	HCC	2
	23	Improving directness of bus services and enabling edge of town services	Central Government and HCC	2
	24	Consideration of transport connections in process of new development	HCC & EHDC	2
	25	The train station as transport hub	HCC and Community Rail Partnership	2
	26	Change public attitude to bus services	HCC, EHDC and Town/Parish Councils	2
	27	Mini-bus pooling	HCC, EHDC and Town/Parish Councils, local organisations	5
	28	Community Bus for tourist routes	HCC, EHDC and local businesses	5
Highways	29	Reducing speed of traffic on road network	Central Government	1
	30	Preventing drivers from keeping the engine running when stationary	Central Government, all LA's, schools, local businesses and individuals.	1
	31	Reduce traffic levels in town and village centres and make the environment more pedestrian friendly	HCC, EHDC and Town/Parish Councils	7
	32	Boost public transport by raising status on the highway	HCC, EHDC and	2

			Town/Parish Councils	
	33	Raise parking charges to discourage driving into town	HCC, EHDC	2
	34	Reduce need for personal transport – more buses, broadband and working at home	HCC, EHDC and individuals	2
	35	Parking close to and in the town centre to be for those who need it / blue badge holders, others to be further away	HCC and EHDC	1
	36	How volunteers can assist with advertising, etc	LA's and volunteers.	1
Planning issues	37	Planning issues to be resolved	Central Government, HCC and EHDC.	3