



West of England Partnership

Bath & North East
Somerset Council



6th Joint Transport Forum

Carbon Reduction Workshop Presentation

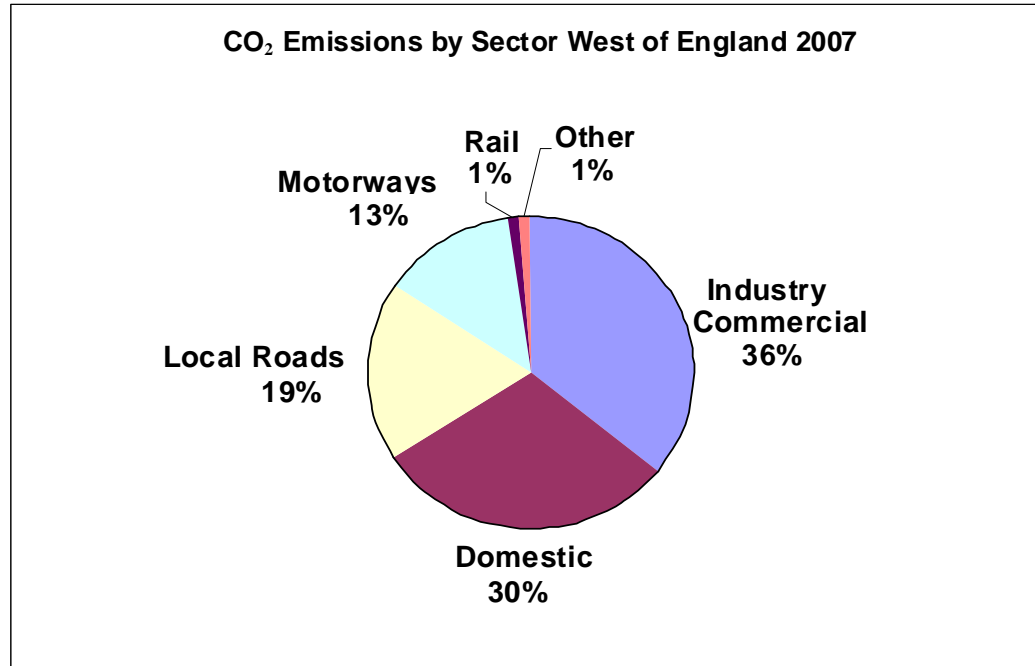
6 July 2010
James Willcock

The Challenge for JLTP3

- Deliver quantified reductions in CO2 emissions - legally binding national targets to reduce CO2 emissions by 2020 and 2050
- Adapting to climate change by increasing the transport network's resilience to extreme weather events and seasonal changes
- Sub-regional delivery within Government funding constraints:
 - Will mean difficult choices for the councils allocation of financial resources
 - Rate of delivery and progress of schemes and initiatives

1

Sub-Regional Context



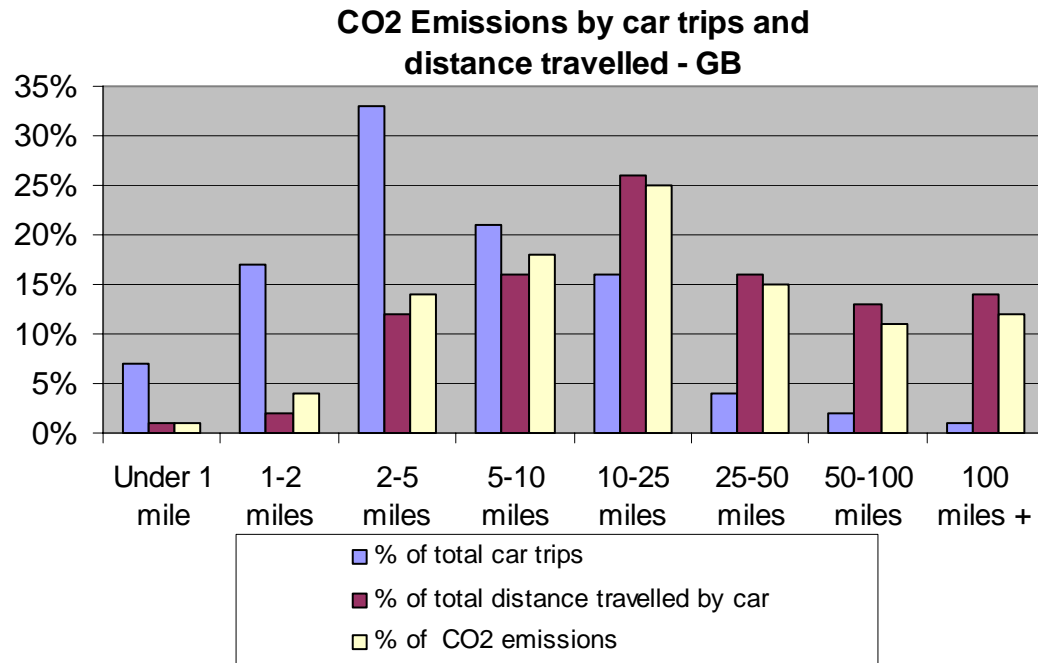
Source: Department of Energy and Climate Change; excludes domestic air and shipping

- Road transport accounts for 32% of emissions in the sub-region
- Higher than national average but reflects the composition of our Industry and Commercial Sector – less heavy industry than elsewhere in UK

2

Car Trip Emissions

- Passenger car trips account for 52.5% of all road transport emissions nationally
- While car trips under 5 miles account for 57% of total car trips they produce just 19% of car CO2 emissions nationally



Source: DfT's Regional Data Book & Carbon Pathways Analysis - July 2008

JLTP2 Strategy Response

- CO2 assessment spreadsheet
- Traffic data, fleet data, emissions factors
- Do nothing = 18% increase in emissions by 2011
- JLTP implemented plus major schemes (GBBN) = 8% increase
- Plus vehicle fleet improvements

Carbon Reduction Targets

National Targets

34% reduction in CO2 by 2020 – Climate Change Act 2008, on 1990 baseline

National Indicators NI186, NI188, NI185

Local Targets

40% reduction in CO2 by 2020 – Bristol City Council (all sectors)

34% reduction in CO2 by 2020 – North Somerset, South Gloucestershire and Bath & North East Somerset (all sectors)

How are we doing currently ?

NI186 – Per Capita Reductions in CO2 in the Local Authority Area

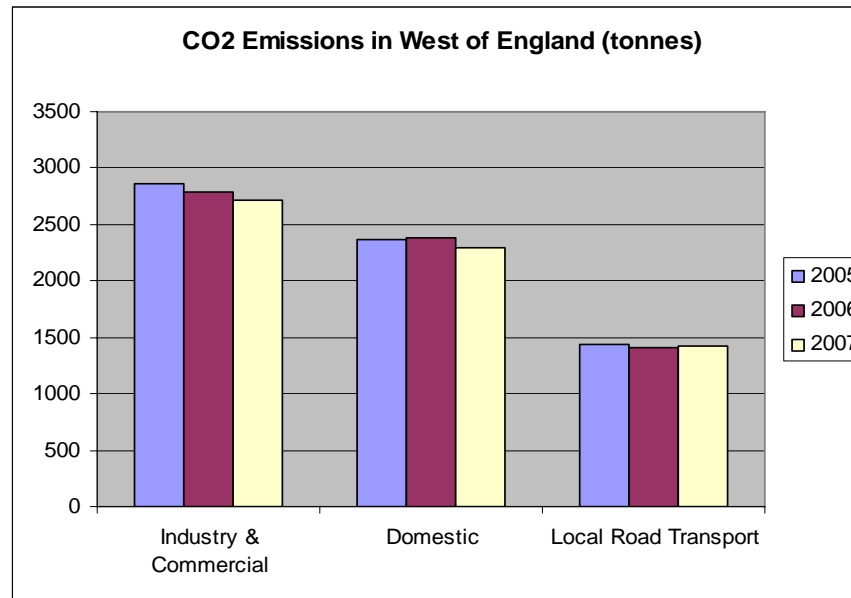
West of England	Per Capita Emissions (tonnes) – Industry & Commercial Domestic Local Road Transport	Per Capita Emissions (tonnes) – Road Transport
2005	6.5 (6,662)	1.4 (1,433)
2006	6.3 (6,574)	1.3 (1,404)
2007	6.1 (6,427)	1.3 (1,422)

Source: Department of Energy and Climate Change; excludes motorways, domestic air and shipping

6

How are we doing currently ?

NI186 – Per Capita Reductions in CO2 in the Local Authority Area



Source: Department of Energy and Climate Change; excludes domestic air and shipping

- Between 2005 and 2007 emissions from local industry and commerce decreased by about 5%
- In the same period road transport emissions (excluding motorways which are not covered by NI 186) dropped by less than 1%.

7

Carbon Reduction Trajectories

Current Position

1990 baseline - DECC estimates national road transport emission levels in 2007 were 11% over baseline

- road transport currently in wrong direction of travel, nationally

Department of Energy and Climate Change

Low Carbon Transition Plan

14% reduction in CO₂ (2008 to 2022) - road transport

WoE DaSTS Study Results

Carbon Impact Assessment

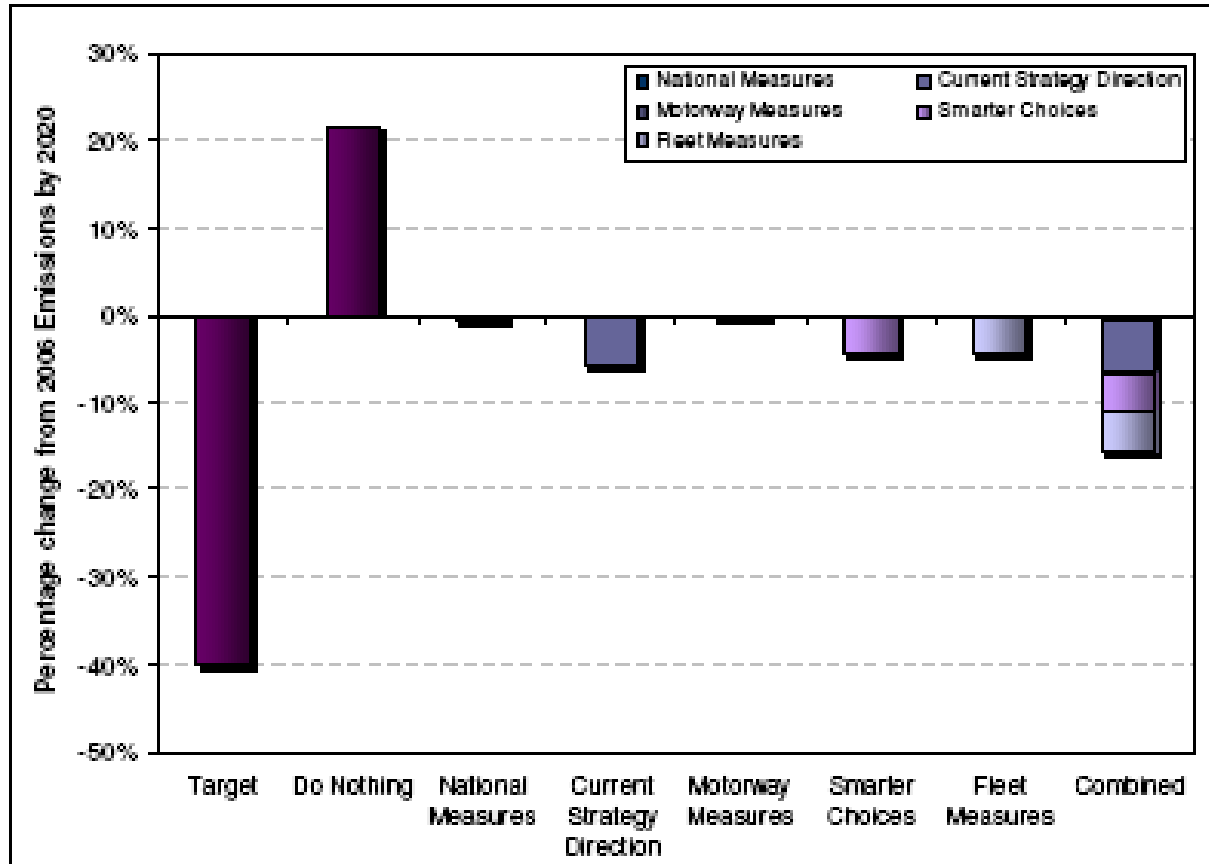
16% reduction (max) in CO₂ (2006 to 2020) - road transport

If all the proposed major schemes, smarter choices, fleet measures, as well as national measures are implemented

Other sectors will need to make a larger contribution to meeting Government carbon reduction targets

8

WoE DaSTS – Carbon Impact Assessment

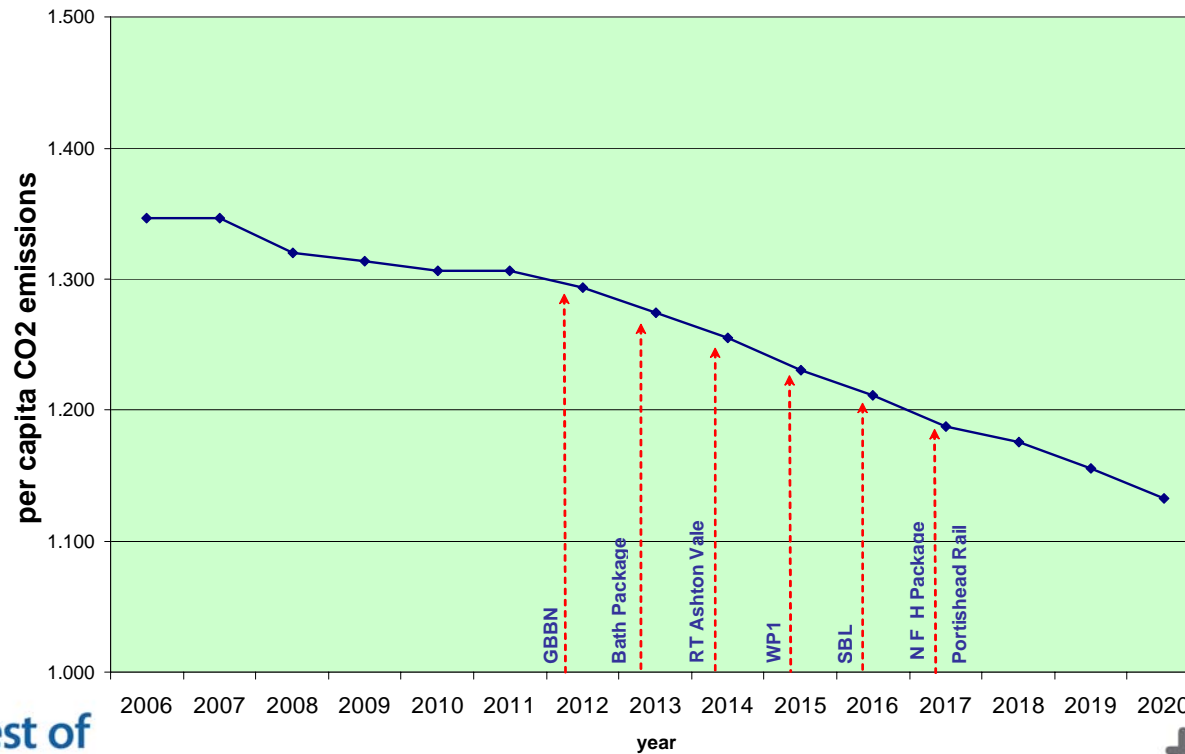


9

JLTP3 Carbon Reduction Target

Based on the evidence from the DfT and DaSTS studies the proposed joint target for JLTP3 is a 16% reduction in per capita CO2 emissions from road transport by 2020 from a 2006 baseline of 1.35 tonnes

Per capita CO2 emissions for Road Transport



JLTP3 Strategy Response

Proposed Intervention Responses

- Focus on lower carbon travel choices
- Provide alternatives to the car
- Reducing the need to travel – integration with land use planning
- Influencing travel behaviour – smarter choices
- Working with the freight industry
- Managing demand
- Support new and emerging low carbon technologies – fuels, street lighting, ITS



West of England Partnership

Bath & North East
Somerset Council



6th Joint Transport Forum

Carbon Reduction Workshop Bristol City Perspective

6 July 2010

Bristol 20:20 Plan



one city together

Text Size A A A

Search Here

Home

The 20:20 plan

- Inequalities
- Aspirations
- Sustainability
- Communities
- Challenges
- Launch Week

The Partnership

The 5 Boards

What we are doing

LAA & CAA

Neighbourhood partnerships

What's on

News

Links

Connecting Communities

Intelligence

Contact us

The 20:20 Plan - Our Vision for Bristol

Our vision reflects the ambitions and aspirations for Bristol and all those who live and work here over the next 10 years.

It is set out fully in the Sustainable City Strategy aka the 20:20 plan, and aims to improve 4 primary objectives, that will put us into the top 20 cities in Europe in the next 10 years:

Please click on the buttons to read more:

Reduce health and wealth inequality

Raise aspiration and achievement of young people and families

Make our prosperity sustainable

Build stronger and safe communities



Downloads

[Bristol's 20:20 plan \(low res version\) 2.1 meg.](#)

Please contact us if you need a high res copy

"the sooner we act on climate change, the less it costs"

The LTP and the Bristol 20:20 Plan

- Sustainable prosperity
- Climate change
- Sense of place
- Reducing energy usage
- Behaviour change
- Carbon reduction
- Health improvement
- Inward investment
- Employment and skills
- Health improvement
- Connectivity
- Travel to work
- Neighbourhoods
- Built environment
- Prioritise cycling & walking
- Safe environments
- Integrated public transport
- Healthy children
- Community development

The LTP and the 20:20 Plan

3 core principles

- Sustainable prosperity – promote economic growth in a way that is not damaging to our society
- Healthy living – live our lives in ways that promote personal and collective health
- Climate change – reduce carbon emissions

Carbon reduction

What it means for transport

- Reducing carbon intensity alone is not enough
- DaSTS study shows continued carbon effects of the increased travel demand from planned growth
- Fewer motor vehicle miles travelled
- So we need to tackle head-on the overall mileage travelled, mainly in single occupancy car trips
- The key is to present positive **low carbon travel choices** alongside **robust demand management**

Low carbon travel choices

Hierarchy?

- Walking
- Cycling
- Bus
- P&R
- BRT
- Rail
- Quality urban environment, legible routes, infrastructure, promotion
- Interchange, fares, smartcards, quality vehicles, instant information
- Access & parking, seats, services

Robust demand management

- Parking controls – CPZ, RPZ
- Parking price – on and off street
- Parking supply – standards in new development
- and/or Workplace Parking Levy (hypothecation)
- Speed limits – 20 limits/zones, urban/inter urban
- Roadspace reallocation – to bus, bike, pedestrian

Emphasis on Place

City Centre



Before: The Centre space is detrimentally affected by large volumes of through traffic



After: Concept illustration - the proposed BRT system provides the springboard to progress integrated public transport and public realm improvements of major significance

Emphasis on Place

Neighbourhoods



Before: Hengrove Way - visually and physically divisive infrastructure that detrimentally affects the image and identity of the wider area



After: Hengrove Way - concept illustration, frontage development, structural tree planting, enhanced pedestrian and cycle crossings

Differentiating Ourselves

Differentiating ourselves from the rest

- Delivering our major schemes
- Building our public transport capability
- Walking and cycling at the core – Legible City
- Tackling inter urban commuting
- Robust demand management
- Giving streets back to communities



West of England Partnership

Bath & North East
Somerset Council



6th Joint Transport Forum

Carbon Reduction Workshop

6 July 2010

Carbon Reduction Workshop

- Which policy tools would you use ? eg demand management, land use planning, travel behaviour etc
- To which measures and schemes would you commit investment ? eg public transport, smarter choices, cycling and walking, network management etc
- Would this change depending on the location and context ? eg urban v rural, focus on high carbon trips
- How much can (and should) transport contribute ?
- Seeking 4 key messages/ideas/priorities ?