

Carbon emissions and local transport

A close-up, low-angle shot of a silver, cylindrical object, possibly a car air vent or a component of a vehicle's interior, set against a blurred background of a car's interior. The object is the primary focus, with its metallic surface reflecting light. The background shows the curved lines of a car's interior, including what appears to be a headrest or a part of the seat, in a soft, out-of-focus light.

Why we must cut emissions

- Overwhelming scientific evidence
- Danger of devastating impact on planet
- Already affecting vulnerable people and a billion could be homeless
- In the UK climate change would
 - Increase flooding and droughts
 - Rise food prices and lead to economic instability



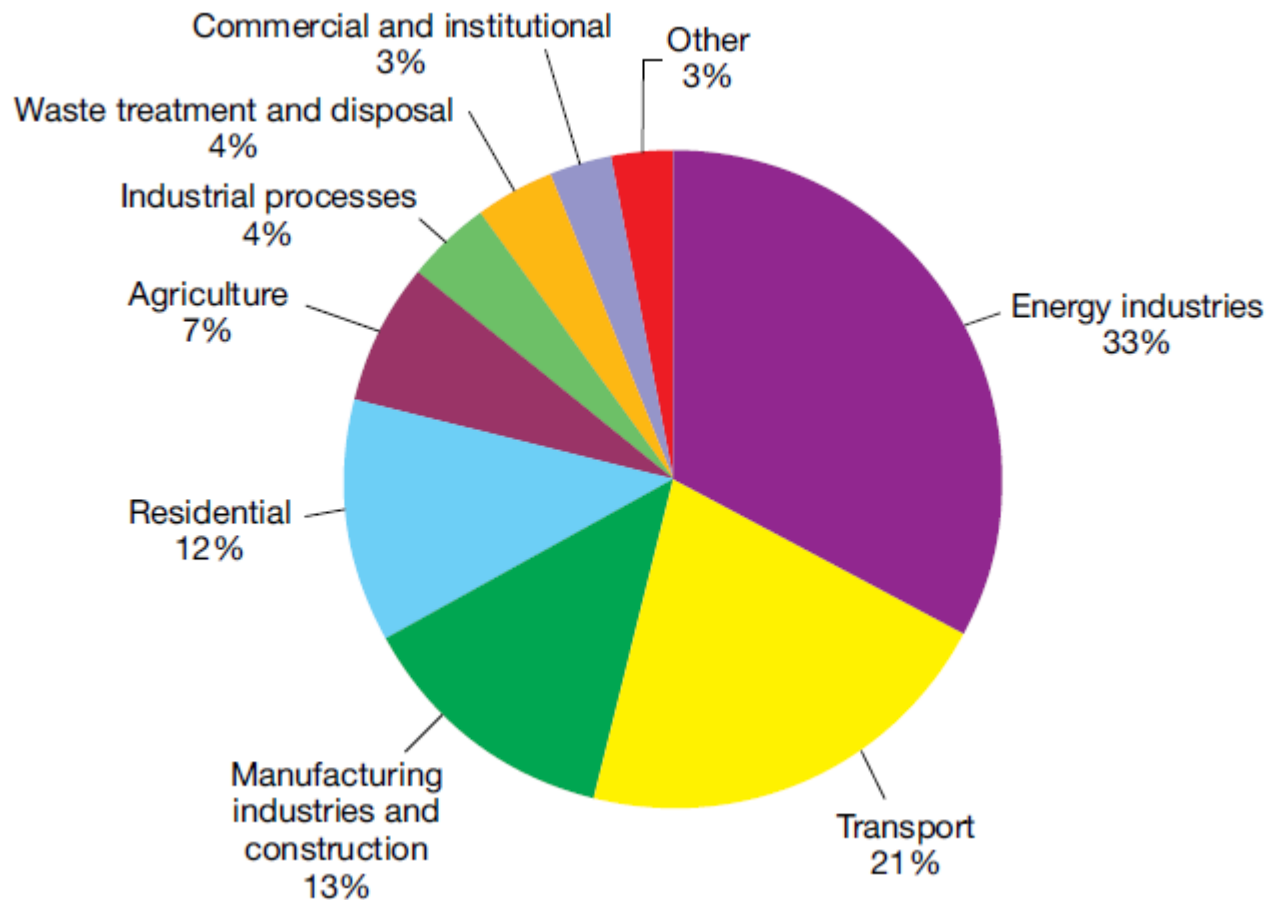
Scale of cuts needed

- UK Climate Change Act – must cut 80% by 2050
- Tyndall Centre (Manchester University) – 40+% cuts needed by 2020
- Climate Change Committee recommends 34-42%
- Government carbon budget only 34%
- Global deal needed (Copenhagen December)



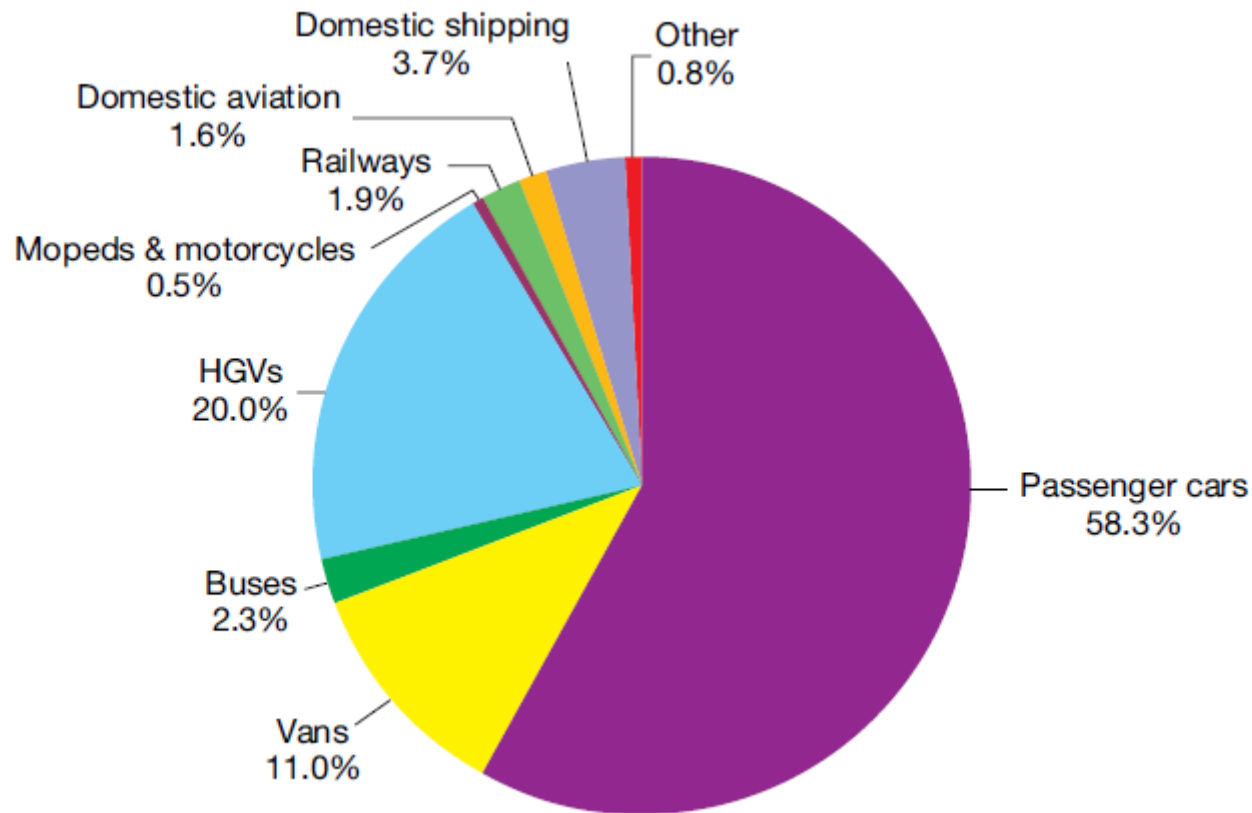
Transport & carbon

- Transport is one-fifth of UK emissions (DfT)



Transport & carbon

- Road transport by far the biggest culprit (82%)



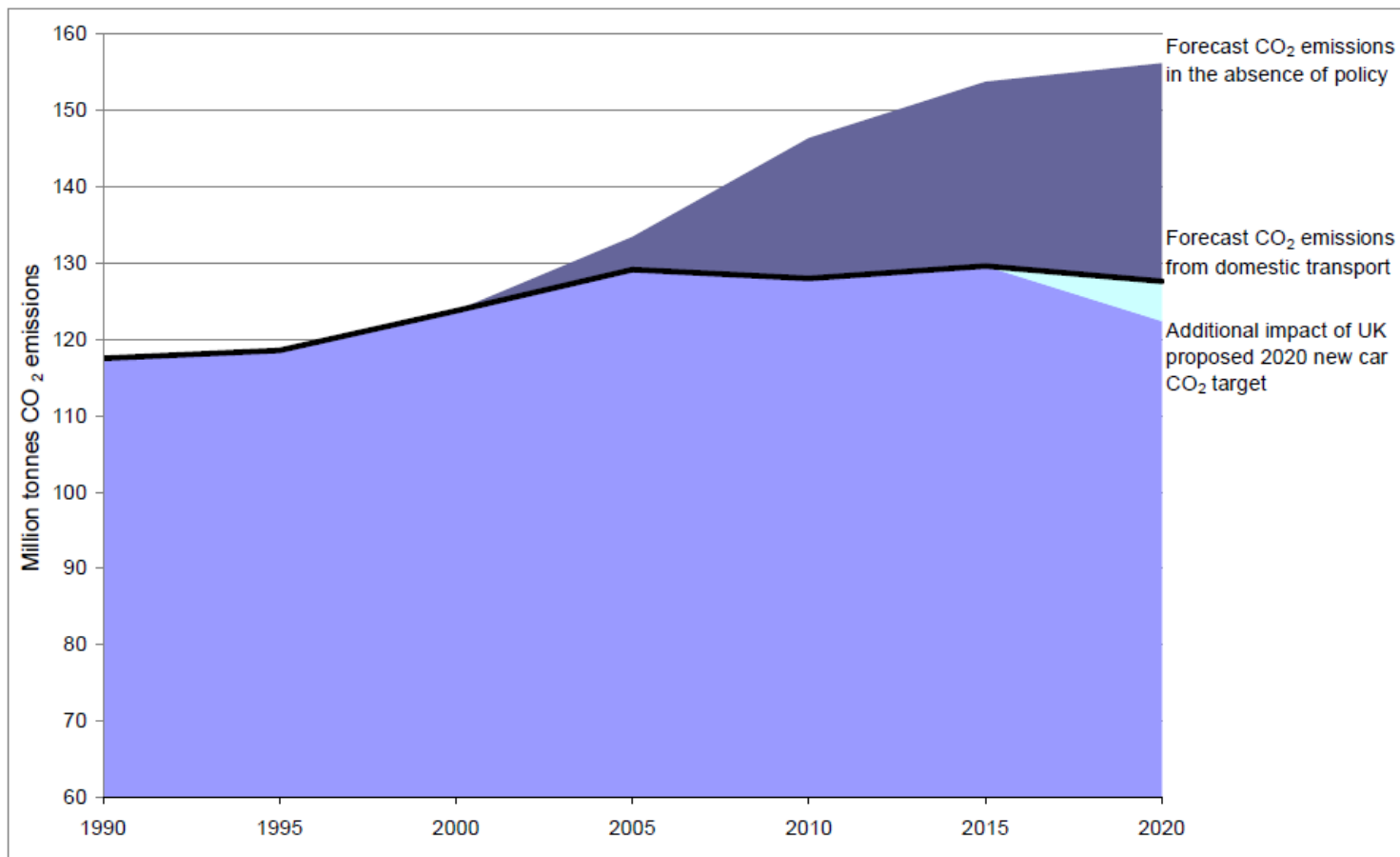
Transport & carbon - national

- Reducing carbon one of the five DaSTS goals
 - Economic competitiveness and growth
 - Carbon reduction
 - Safety, security and health
 - Equality of opportunity
 - Quality of life



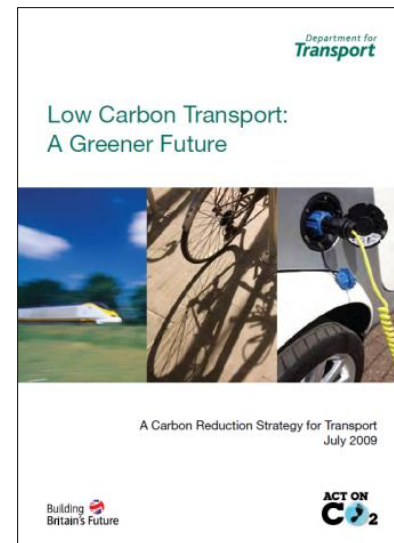
Transport & carbon - national

- National policy needed to change



Transport & carbon - national

- “Low Carbon Transport” summer 2009 – forecast cuts of 14% by 2020 on 2008 levels
- No Carbon Reduction Fund
- Behaviour change important but emphasis on technology
 - Low carbon vehicles (£400m)
 - EU new cars regulation
 - 130gCO₂ by 2015
 - 95gCO₂ by 2020 (aspiration)



Transport & carbon - regional

- Regional Funding Allocations – RFA2 bids favoured road building over public transport
- DfT provisionally accepted but warned
 - Money is very tight
 - Carbon appraisal will need to be done properly
- Regions generating options for the future of transport in their area – RFA3
 - “quantified reductions in emissions”



Transport & carbon - local

- Local transport plans produced by mid-2010
- DfT guidance to LAs
 - *“There is still much to be done if local authorities are to make the maximum contribution to the climate change agenda, and particularly so in transport. DfT **encourages** local authorities to develop strategies and implementation plans that take significant steps towards mitigating climate change, by encouraging the development of sustainable transport systems, facilitating behaviour change and reducing the need to travel through, for example, Smarter Choices measures.”*



Transport & carbon - local

- But a huge problem:
 - *“DfT will no longer formally assess Local Transport Plans, impose mandatory targets or require submission of formal monitoring reports separate from the LAA Framework... This places responsibility firmly on individual authorities to consider how to use the Local Transport Planning framework in the way which works best for them. Authorities are accountable to their communities rather than to the Department for both the quality of the transport strategies prepared and for ensuring effective delivery.”*



Transport & carbon - local

- Assessment through the LAA regime, overseen by regional Government Offices
- National Indicator on CO2 reduction
 - 2/3 of LAs signed up
- No specific transport CO2 indicator
 - Possibility to reform indicators
 - What will the Conservatives do?



Transport & carbon - local

- Coalition groups continuing to call for
 - DFT to carbon check all LTPs
 - Reform of carbon funding and appraisal
- DFT says it will develop:
 - good practice guide
 - analytical tool on assessing CO2
 - database of sustainable transport intervention



Transport & carbon - local

Councils taking action
has **never been** more important



**Friends of
the Earth**

Get Serious About CO2

- Campaign calling for all local authorities to cut emissions in their area by 40% by 2020
 - LAs do need more power and more money
 - They could do much more with existing powers
 - National Government must play its part
 - Voluntary action but ultimately a duty to reduce



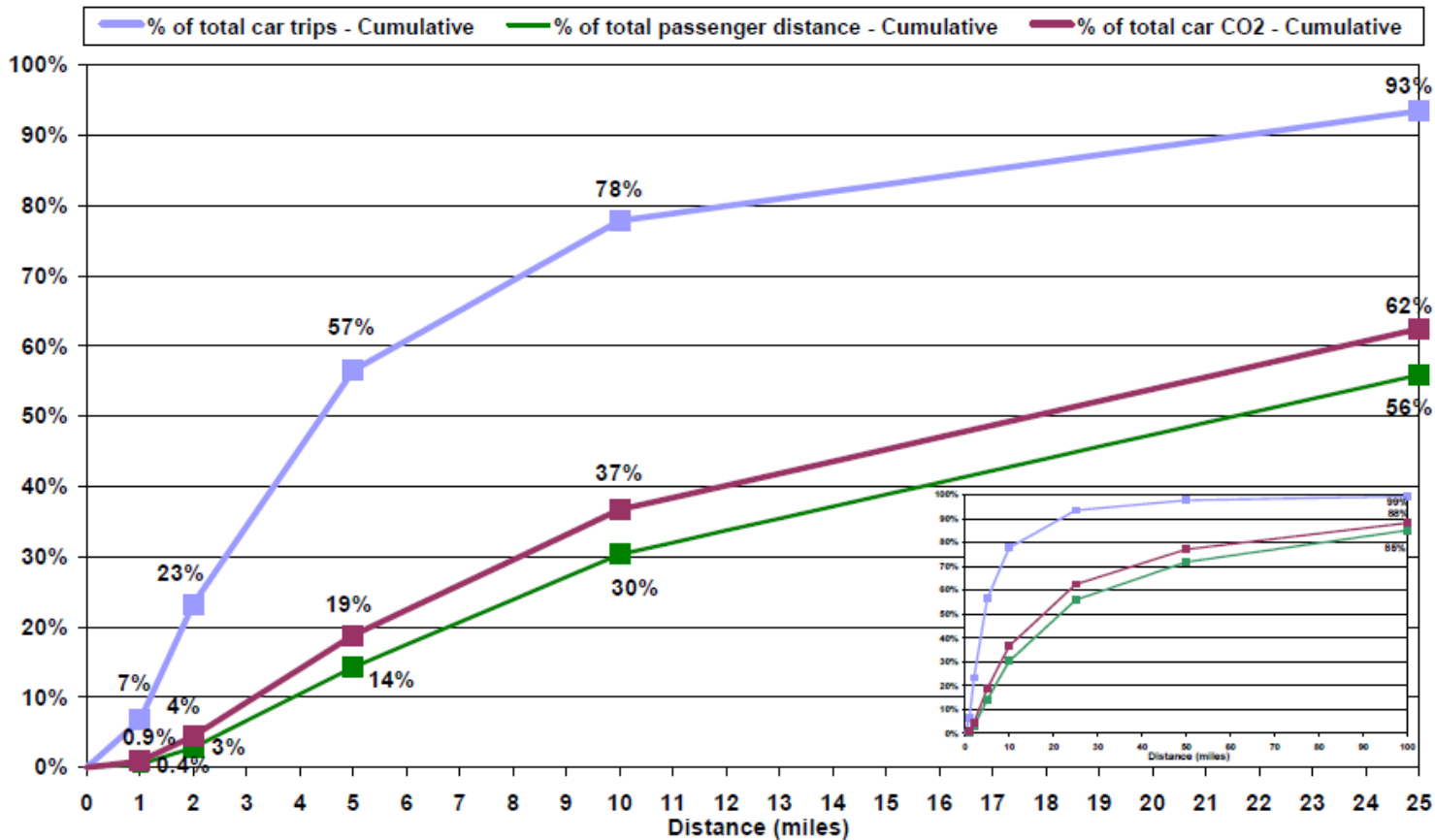
Get Serious About CO2

- Transport a key component of local emissions
- Cars used for $\frac{3}{4}$ of journeys between two and three miles
- Over half of all car journeys are shorter than five miles
- Councils have huge say in how, and how often, people travel around



Get Serious About CO2

- Car journeys are local



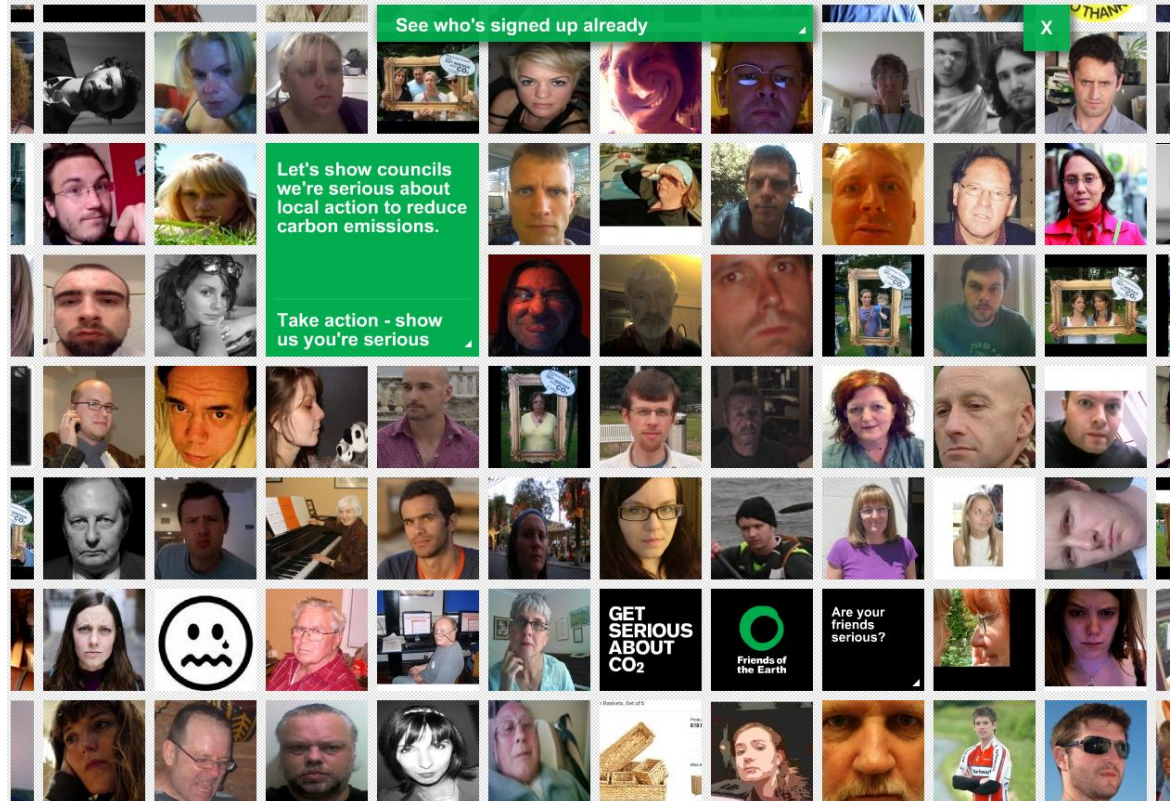
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Get Serious About CO2

- Two suggested policies:
 - Priority: ambitious traffic reduction target in LTP
 - Reduce need to travel – link to planning and Local Development Framework
 - Provide better alternatives to car use
 - Encourage people to switch to alternatives
 - Make driving less appealing
 - Promote and use greener vehicles
 - Council procurement
 - Parking policies etc to reward lower-carbon cars



Get Serious About CO2



www.getseriousaboutco2.com



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