

Climate change, transport and a place called Lancashire

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Outline

About Lancashire

Our climate change strategy

Transport measures to reduce emissions

Other initiatives and community leadership

Challenges

Where is Lancashire?

- Located in North West England
- 2,903 sq.km
- Population: 1.2 million
- On major north-south and east-west corridors of communication in British Isles



About Lancashire

- Lancashire County Council is local transport authority (1.2 million people)
- Administrative centre Preston
- Responsible for
 - Adult Social Services
 - Libraries & Cultural Services
 - Children's & Youth Services
 - Education
 - Highways & Transport
 - Waste
- Works with 12 local district councils to deliver services that are responsive at a local level



Why is climate change a priority?



Lancashire Coast 2107

Transport Disruption

“High winds cause transport chaos”

“County at a standstill!”



Climate Change has two strands

- ***Mitigation*** through reducing carbon emissions
- ***Adaptation*** by coping with the inevitable effects and reducing disruption

Lancashire Climate Change Strategy

- Reduced CO² emissions by at least 30% by 2020, compared with 1990
- Annual Action Plans
- Community engagement
- Adaptation and emergency planning
- Measuring performance
- Strong Political leadership
- Cabinet Committee on Climate Change

Changing Attitudes

- Half of carbon emissions come from individuals (household energy and transport)
- Emissions reductions will need behaviour change
- Communication campaign to stimulate climate-friendly behaviours



Why transport is important?

- transport is now the largest single source of emissions in the UK,
- road transport is the main component and of which in turn cars are the most significant element.
- transport has been the only sector whose emissions grew significantly between 1990 and 2005

Some barriers & difficulties

- Raising the profile
- Changing perceptions & attitudes
- Budgetary issues & conflicting priorities
- Political issues
- Understanding the myths and impacts
- Fiscal regimes
- UK public transport framework

More responsible transport

- Encouraging cleaner vehicles
- Modal choice
- Reduce non-essential demands
- More efficient use of resources
- Need to break link between traffic growth and economic development
- Better planning for new developments
- Improved local accessibility
- Changing attitudes
- Smarter choices
- Requires both public and private investment

Cleaner Vehicles

- Voluntary Agreements in UK to reduce new car fuel emissions
- Vehicle excise duty (VED), company car tax, and labelling on car CO2 emissions
- Renewable Transport Fuels Obligation, requiring suppliers to ensure a share of their sales is from biofuels, rising in stages to 5% by 2010-11.
- County Council and major bus operators now using bio-diesel.
- ***However, technological improvements have been offset by rising demand and choices made by transport users***

Better Public Transport

- Customer focussed, quality, attractive
- Overground networks
- Simplified network of high frequency services
- Colour coded network, information, routes, stops & 'buses'
- better infrastructure
- smartcard ticketing
- real time information
- punctuality improvement partnerships with operators to improve reliability



Good Accessibility

- considering accessibility to minimise unnecessary travel
- service providers can reduce the need to travel
- improving access to services, by providing them more locally or delivering them to homes by post or over the internet.

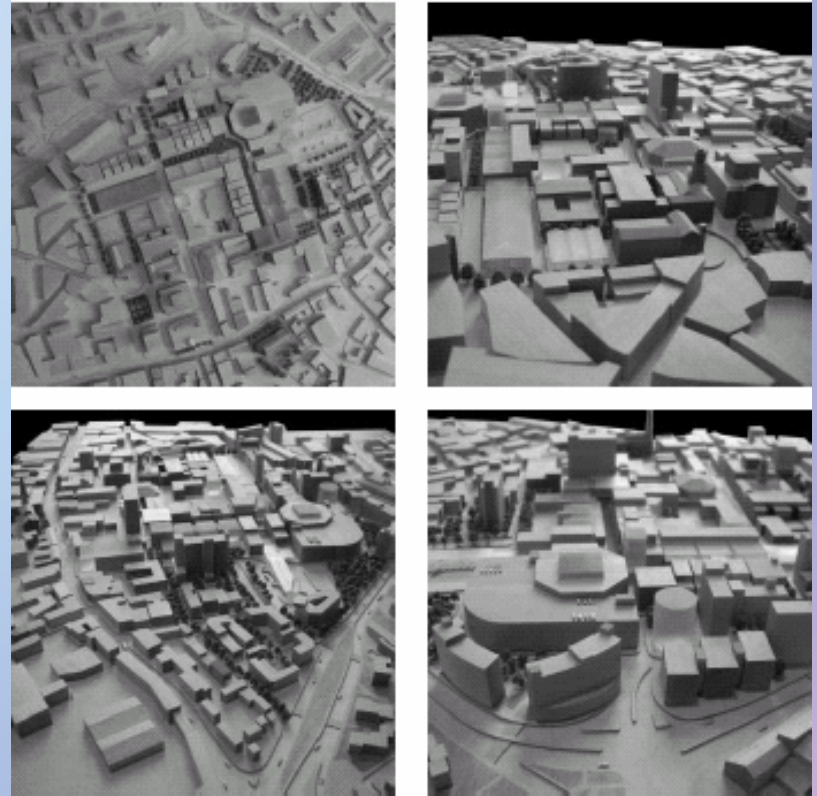


Efficient use of vehicles

- Better signing and guidance
- More responsible driving
- Target congestion improvements
- Better integration of transport services
- Developing solutions in pilot area to achieve maximum efficiencies
- Co Ordinated MoBility (COMB)

Better Planning

- Major developments linked to public transport
- Accessibility key to location planning
- Car parking standards
- Work with developers to build in sustainable travel patterns from the outset



Smarter Choices

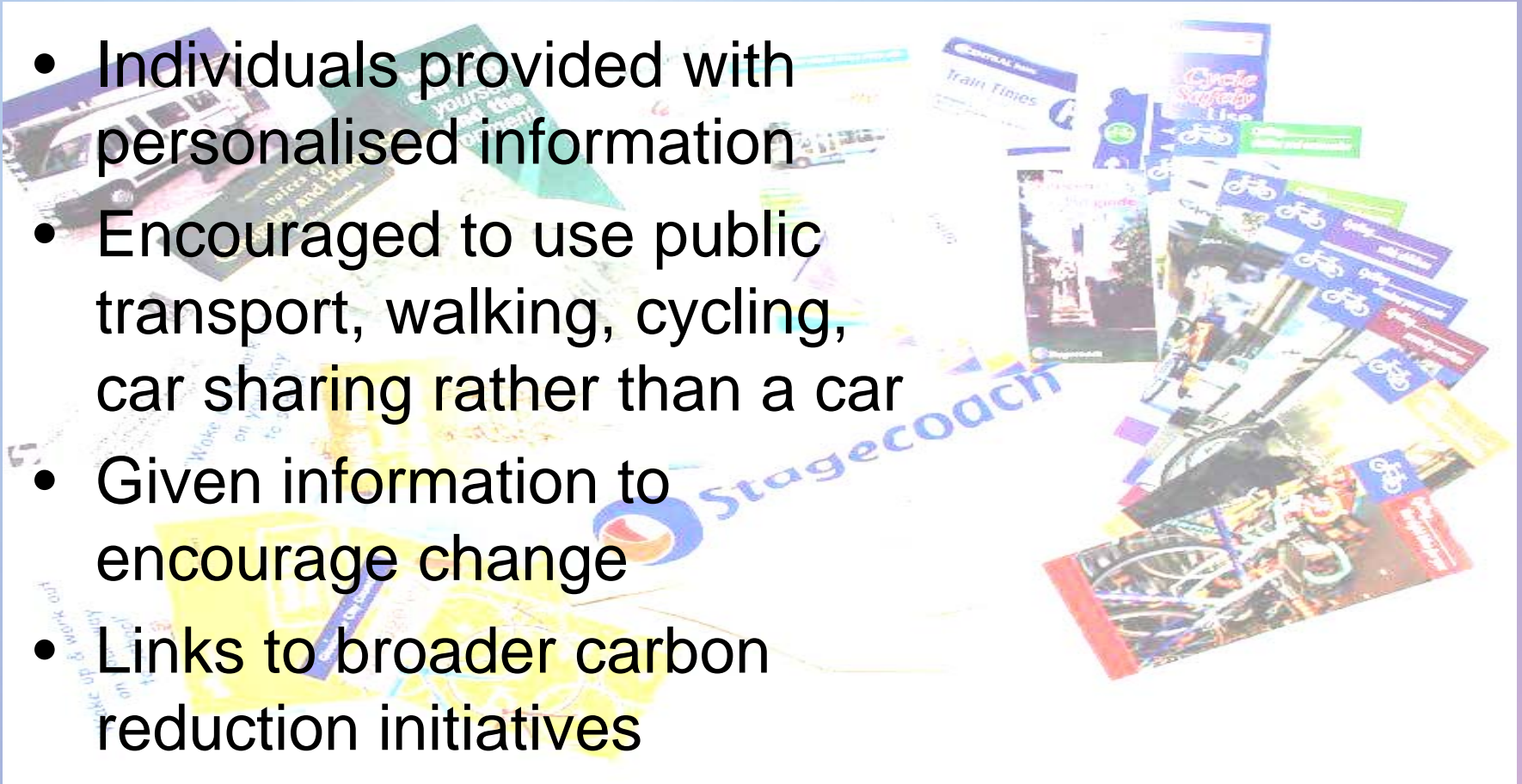
- Travel planning with communities, businesses, schools
- More walking & cycling
- Car sharing
- Links to health agenda

- Good value results



Personal travel planning

- Individuals provided with personalised information
- Encouraged to use public transport, walking, cycling, car sharing rather than a car
- Given information to encourage change
- Links to broader carbon reduction initiatives



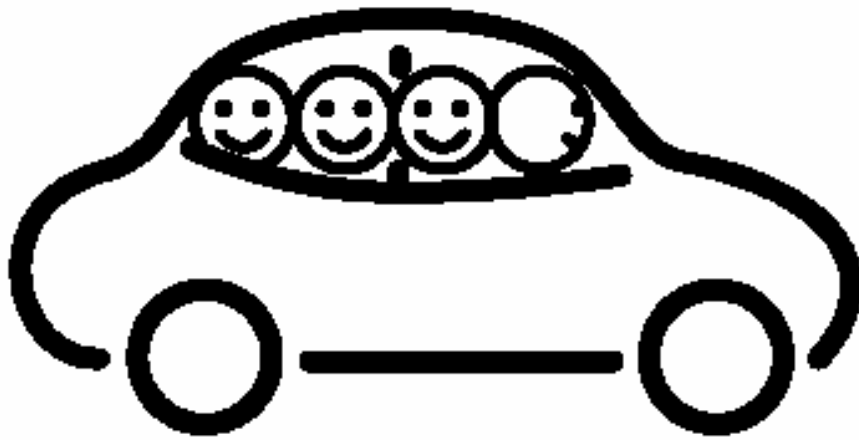
Impacts

- 25,000 households approached in South Ribble area
 - 10,700 targeted
 - 9,800 contacted
 - 4,300 participated
- Car trips down 13%
- Walking up 45%
- Cycling up 75%
- Public Transport up 10%



Car Sharing

CIVITAS



www.sharedwheels.co.uk

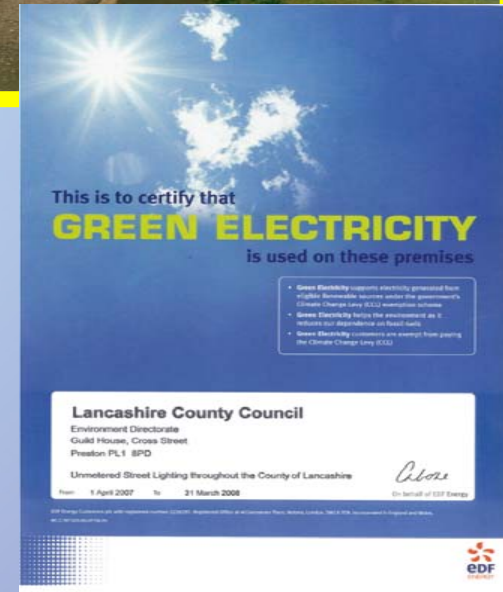
- support to individuals and organisations such as businesses
- online free car sharing service matching people who make similar journeys
- one match = 50% less CO2
- introduced in June 2006, over 190,000 people are now registered with the countywide initiative.
- build in Car Clubs into new development

CIVITAS SUCCESS

- CIVITAS is EU flagship programme
 - Our CIVITAS project is called SUCCESS (Smaller Urban Communities in CIVITAS for Environmentally Sustainable Solutions)
-
- 28 transport, environmental & sustainability projects in 1
 - Supports global, euro, national, local & corporate aims
 - Provided stimulus and encouraged co-ordination of effort

Better use of energy

- Electronic photocells
- Reduced consumption
- Reduced hours of lighting
- 8,115,000 kwh per annum
- 100% green electricity



Eco Stations

- Working with Northern Rail to develop very low carbon rail stations



Lancashire Locals Climate Change Fund

- £250,000 per year distributed between each district in Lancashire
- Voluntary and Community Sector bids for climate change projects



Schools Climate Change Education Programme

- 180 schools per year
- Using drama and video diaries, science, site visits
- Children take the message home – influencing families and communities



Carbon Compensation Scheme

- Promote reducing emissions before offsetting.
- Lancashire helping a Ugandan community cope with the impacts we have caused.



Challenges

- Managing the impacts of climate change
- Range of measures required
- Vehicle technology important but not enough
- Must achieve reductions in demand
- Broad range of complementary measures
- Less myth and more facts
- Need for political & community leadership
- Managing conflicting pressures of economic growth, social inclusion and reducing demand

Thank you for listening

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