

# North Yorkshire and York Climate Change Leadership Programme

Achieving real change across local authority areas

27<sup>th</sup> January 2010

National Indicator 185:

**CO2 reduction from local authority operations –  
Reducing Emissions from Transport**

ARUP

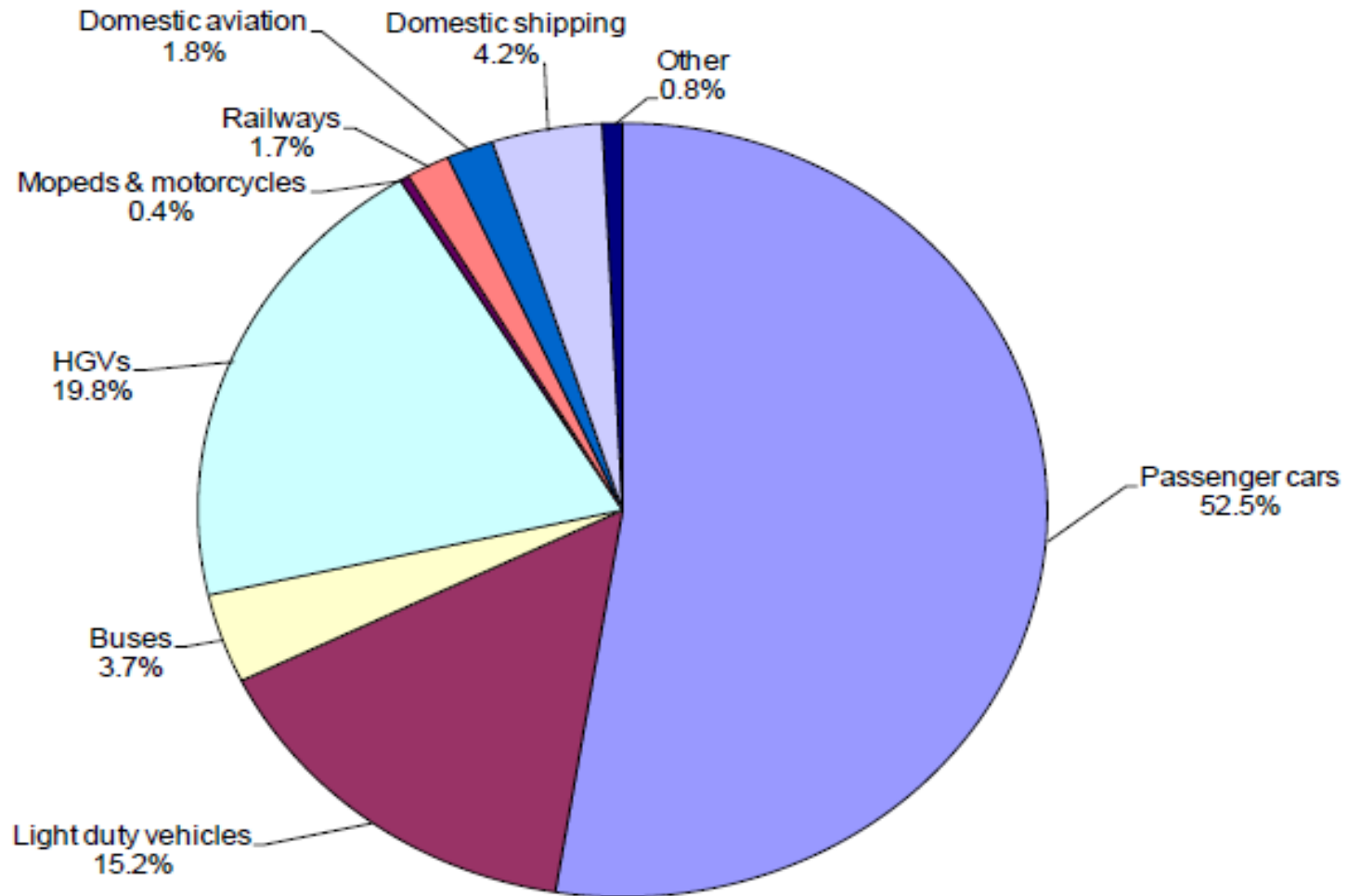
# National Indicator NI 185: CO2 reduction from local authority operations

- Measuring the progress of Local Authorities in reducing CO2 from their operations
- Buildings
- Council operations including outsourced services
- Transport
- Fleet activities
- Business travel
- School bus services
- Employee commuting **NOT** included

# Transport and Climate Change

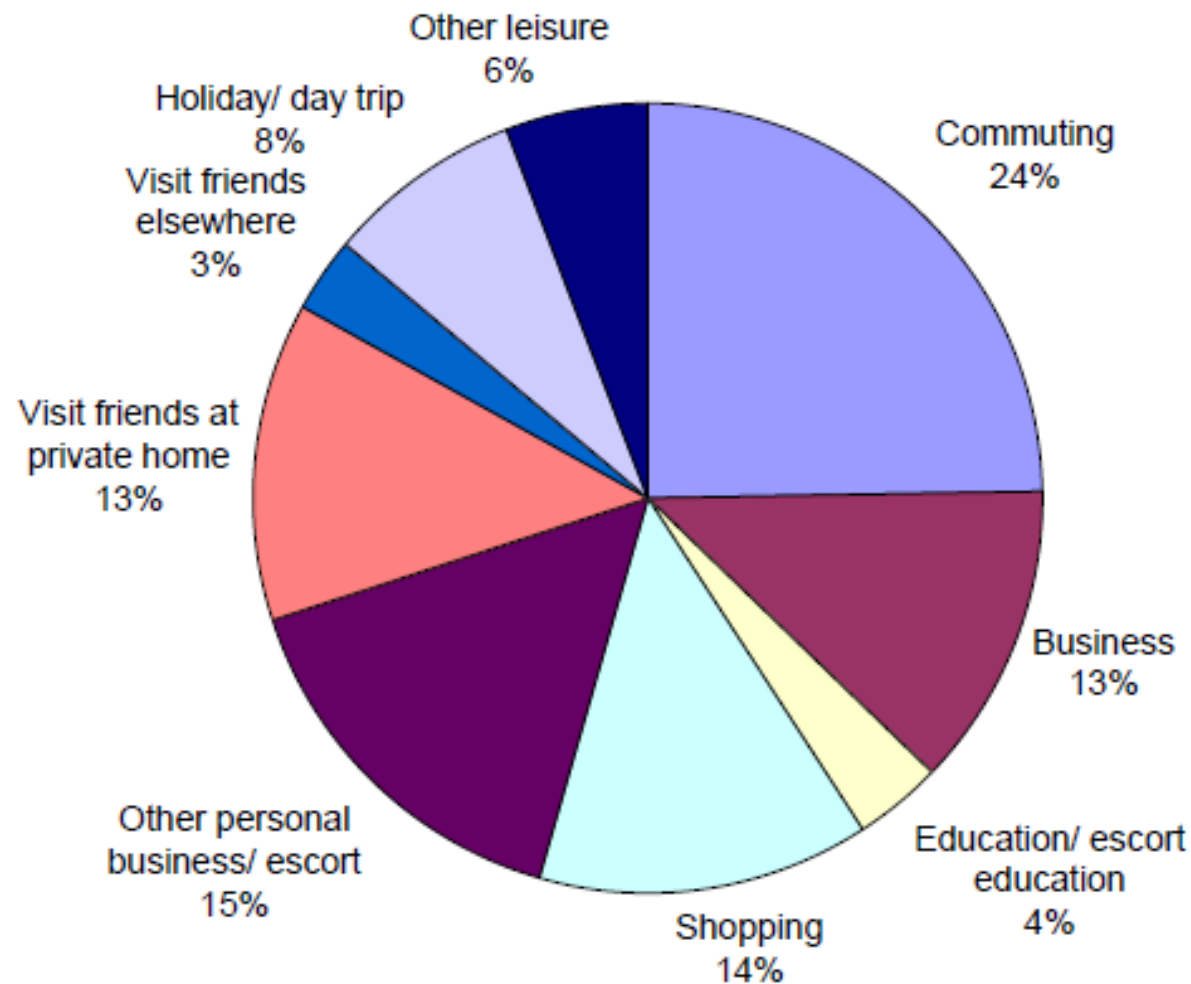
- 22% of UK greenhouse gas emissions from transport (2<sup>nd</sup> largest contributor behind housing)
- Caused by
  - Combustion of fossil fuels
  - Use of electricity from non-renewable resources to power electrified trains
- Policy focus on impacts of climate change
  - Stern
  - Climate Change Bill
  - Developing a Sustainable Transport System

# CO2 emissions from domestic transport by Source, UK, 2006



Source: National Atmospheric Emissions Inventory 2006, cited in DfT (2008) Carbon Pathways Analysis

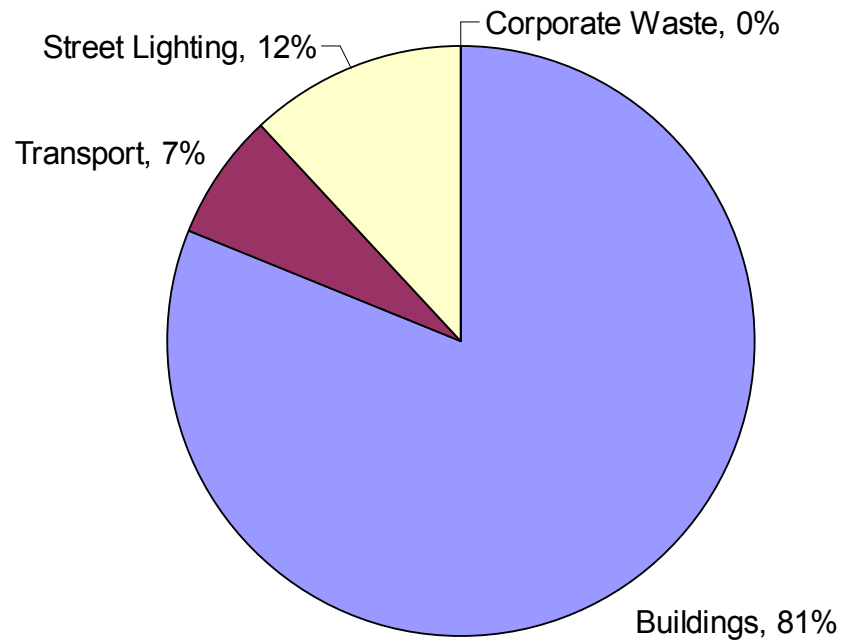
# Estimated CO2 emissions from all modes of passenger transport by journey purpose (UK, 2002-2006 average)



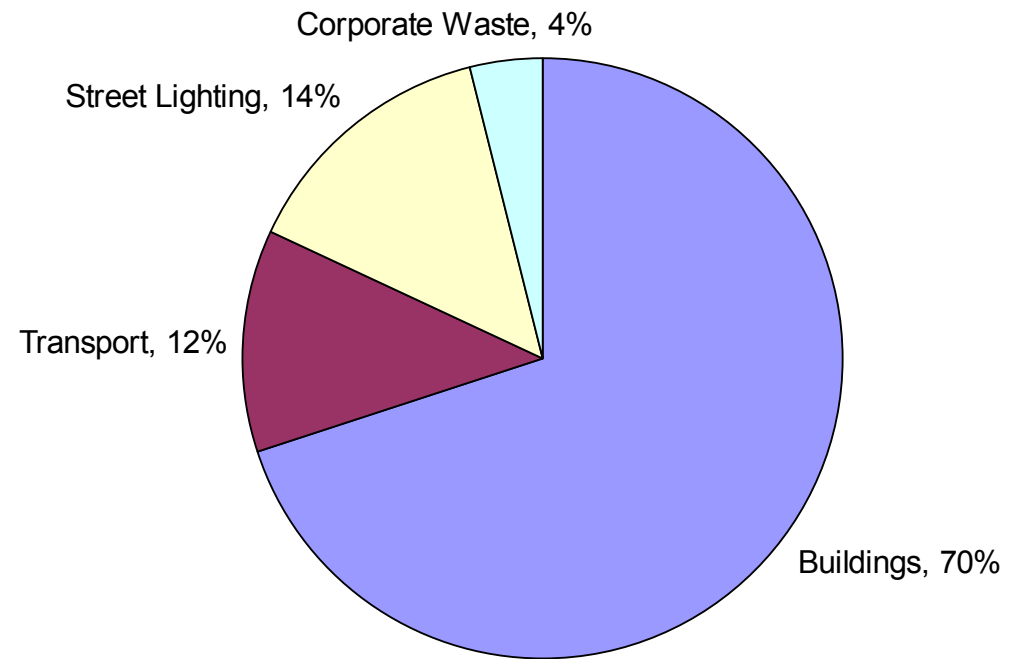
Source: DfT (July 2008) Carbon Pathways Analysis

# Local Authority Emissions

NYCC



York



Source: York and NYCC Carbon Management Programme

# Reducing CO2 impacts from transport?

- Nationally - tax breaks for low emission vehicles
- Regionally- new public transport infrastructure
- Locally- spatial planning and other infrastructure that reduces the need to travel
- Local Authorities have a clear role:
  - To act as low carbon ‘champions’
  - To lead the way in carbon emission reduction
  - To influence local businesses and people



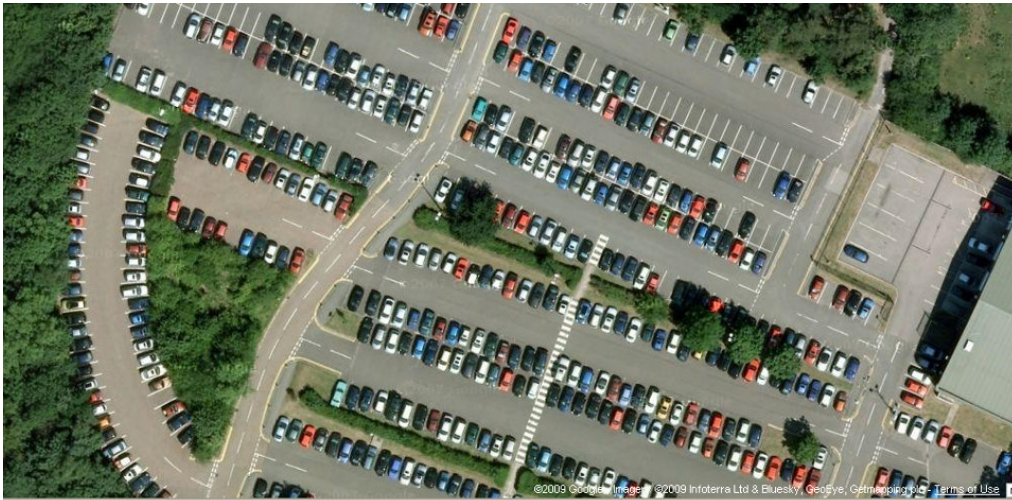
# Challenges

- Large rural areas
- Car dependent
- Difficult to serve by public transport
- Other goals to consider: accessibility, economy, waste management etc
- Existing working practices and vehicle fleets
- Market forces / economies of scale



## Setting good examples is important

- Leicestershire County Hall - 1,000 space car park despite site adjacent to high-frequency bus corridor
- Staff travel survey
  - 90% car mode share
  - 6% bus
  - 4% walk or cycle
  - BUT have set up a workplace travel plan aiming to double bus mode share



## Good Practice

- Energy Saving Trust Fleet Reviews
- Aberdeen City Council
  - 6% of council emissions transport related
  - Used cooking oil to create bio-fuel for 2 vehicles in the fleet (tests showed 76% reduction in emissions from these vehicles)
  - Free bus tickets to staff
  - Car and bike pool in operation
  - “Get About” promotion of healthy travel, public transport use and car sharing
  - Overall achieved a 31% cut in GHG emissions in 3 years between 2002 and 2005, exceeding targets
- Lincolnshire County Council
  - Electric vehicle for courier services
- Gateshead Council
  - Replacing 14 diesel vans with 10 full electric vehicles and 4 hybrids



## Case Study: Leeds City Council and LCVPP

- Lower Carbon Vehicle Public Procurement Programme LCVPP set up in 2007
- Initial £20m funding available
- Further £30m made available
- Placed order in November 2009 for 20 alternatively powered vehicles through LCVPP
- 16 hybrid vans and 4 full electric vehicles ordered
- Grant support towards the purchases and savings to the council equate to £367,912, with additional savings anticipated through reduced fuel consumption



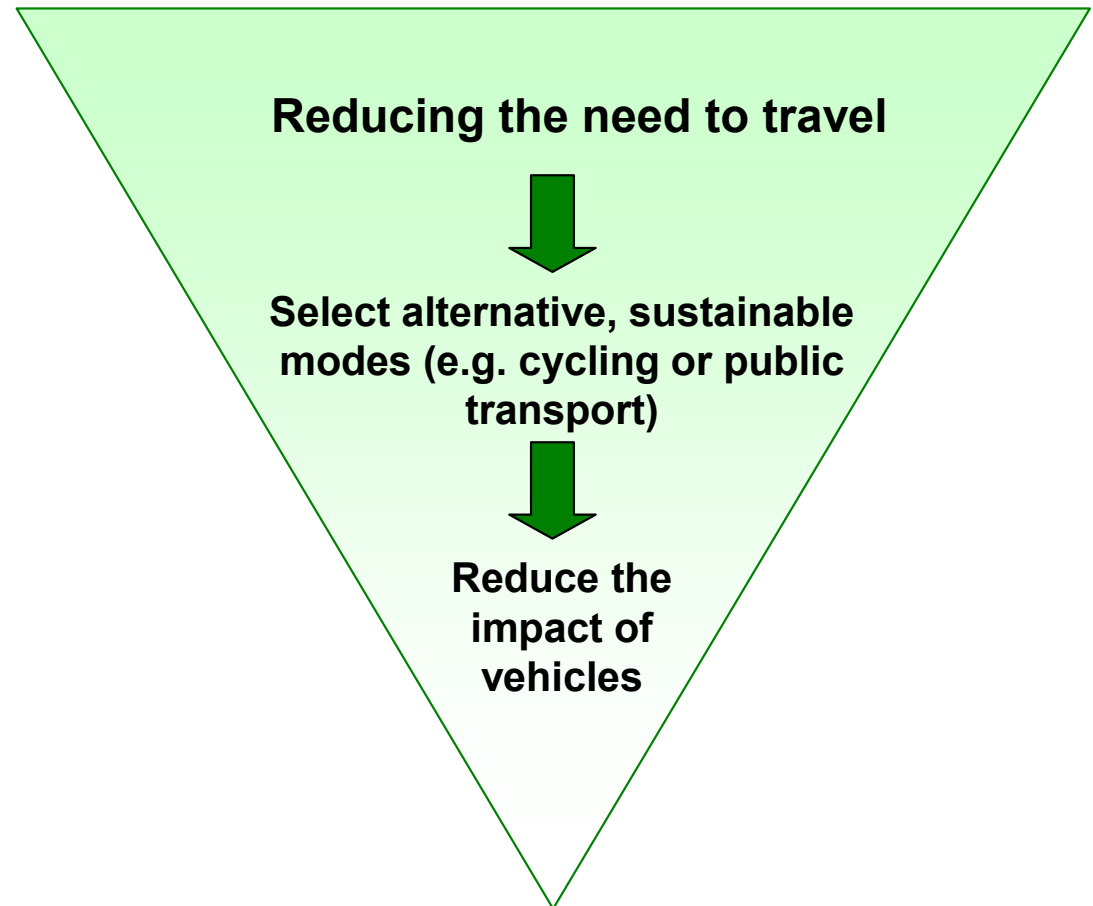
## Examples of initiatives in North Yorkshire and York

- Greener driver training
  - Promotion of car sharing
  - Improve EURO standard of fleet vehicles
  - Use of RouteSmart technology to improve efficiency
  - 5% bio-diesel mix in all fleet vehicles
  - LPG vehicles in operation
  - Studies into teleworking, hot desking and video-conferencing
  - Zero emissions kerbside recycling service
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- Most importantly, monitoring of current emissions



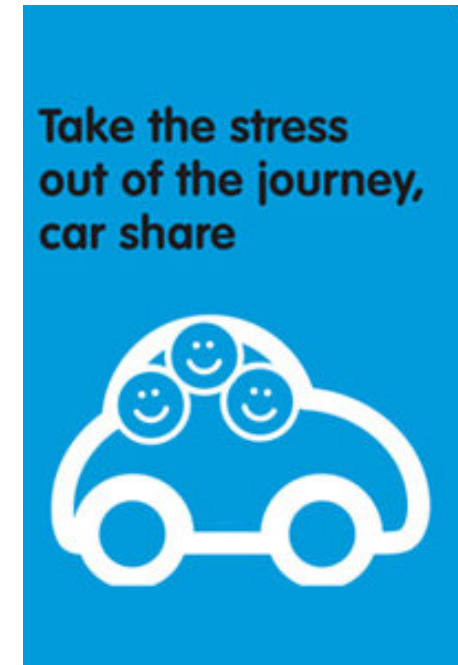
## Possible interventions

- Reducing the need for travel
- Creating choice
- Encouraging behavioural change
- Shift to low-emission vehicles
- Collaboration approaches
- Thinking differently:
  - Litter pickers or vehicular street sweepers?
  - Broadband and teleworking?
- Learning from elsewhere
- Long-term, incremental improvements



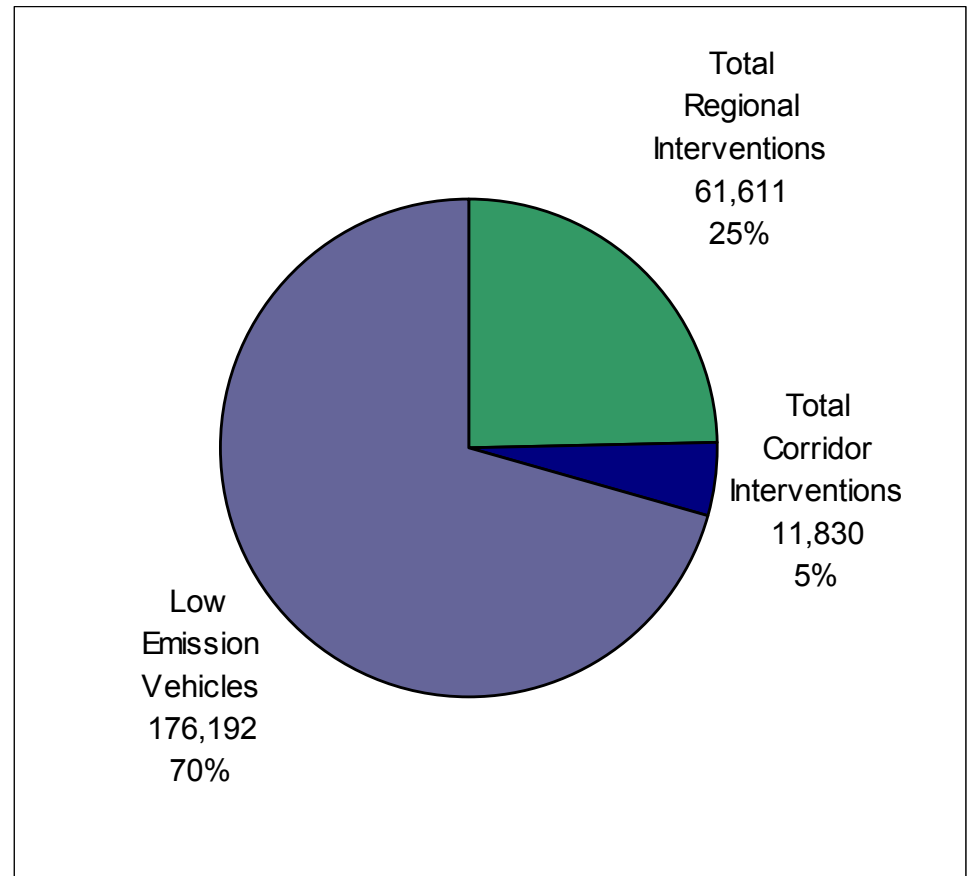
## Why Make the Change?

- Cost savings
- Setting standards
- Health benefits
- Future proofing
- Setting positive examples
- Positive PR

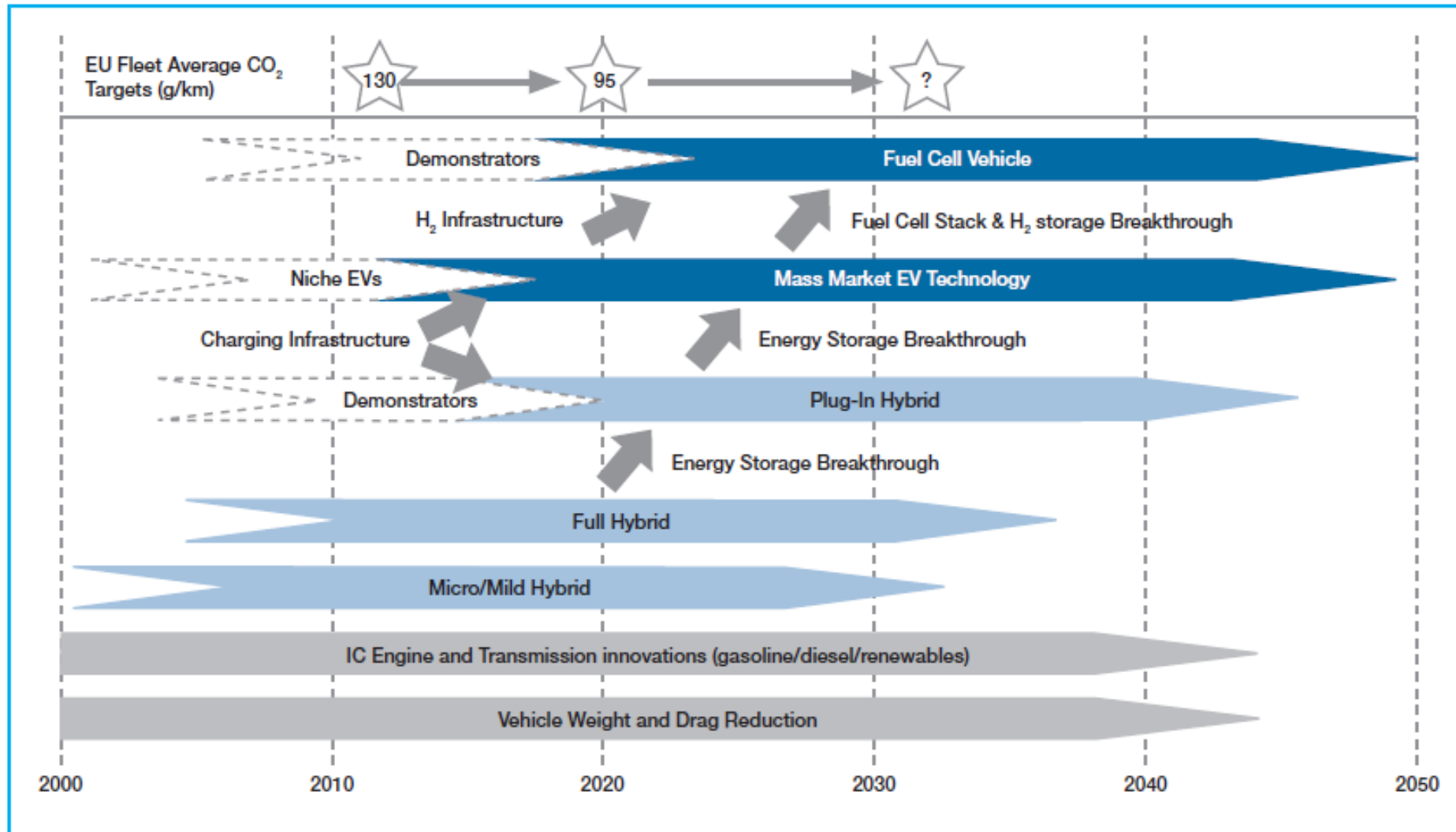


# Leeds City Region Transport Strategy

- Range of solutions
  - Rail electrification
  - Park and ride
  - Car sharing schemes
  - Parking pricing control
- Greatest reduction achieved through:
  - Low Emission Vehicles
  - Demand management
  - Smarter Choices
- Measures could reduce CO2 emissions by 7.5%



# Strategy for the Development of Low Emission Vehicles



Source :BERR (2009) *Ultra-Low Carbon Vehicles in the UK*

## Case Study: London Congestion Charge

- Developed as congestion charge
- In 2008, 70,000 fewer vehicles entered the zone each day compared to pre-charging levels
- BUT, reallocation of roadspace means that levels of congestion are now similar
- TfL originally planned to create CO2 charge which would charge vehicles entering the zone a fee based on tail-pipe CO2 emissions. This was later scrapped by Boris Johnson.
- 1,700 electric vehicles and 15,000 hybrids registered for the Congestion Charge discount
- Exemptions for hybrids to end in 2010
- Planned as congestion zone
- Developed into low-emission zone
- Returning to role as congestion zone?