



## CLIMATE EMERGENCY

# RESOURCES PACK FOR TOWN AND PARISH COUNCILS – TRANSPORT

UPDATED APRIL 2020

Author: Jules Stringer and Transport working group

Contact: [jules@actionclimateteignbridge.org](mailto:jules@actionclimateteignbridge.org)

Contents:

SECTION 1.	INTRODUCTION.....	2
SECTION 2.	EMISSIONS FROM TRANSPORT.....	2
SECTION 3.	WHAT YOU CAN DO? .....	3



## Section 1. Introduction

This document forms part of the ACT Town and Parish Resource Pack. Please refer to the Overview document of the resource pack.

The document aims to explain to councils what they can do address the themed area for Transport.

The following is a summary of what you can do in this themed area and how ACT can support you. It may be that you have declared a Climate Emergency, or you just want some guidance on what you can do to help reduce Carbon emissions in your 'patch'. For a more comprehensive analysis of transport emissions and potential policies/initiatives please refer to our overall [Response for Teignbridge](#).

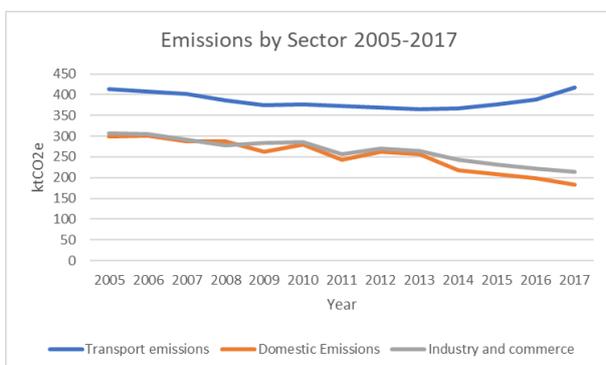
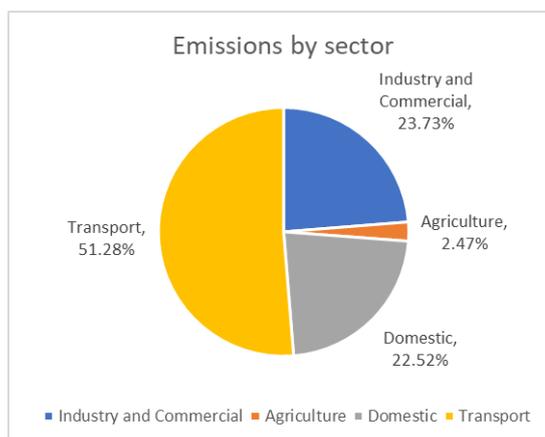
### What is included under Transport?

Transport covers public and private transport including walking, cycling, public transport - buses and trains, private cars and commercial transport. Clearly there is a strong interaction with infrastructure and the built environment.

## Section 2. Emissions from Transport

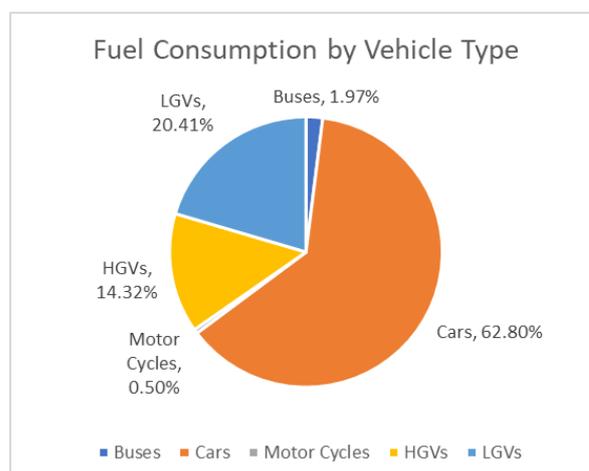
In 2017, all transport emissions in Teignbridge accounted for 51.3% of total emissions, this indicates that transport is by far the largest emitter of CO<sub>2</sub>e.

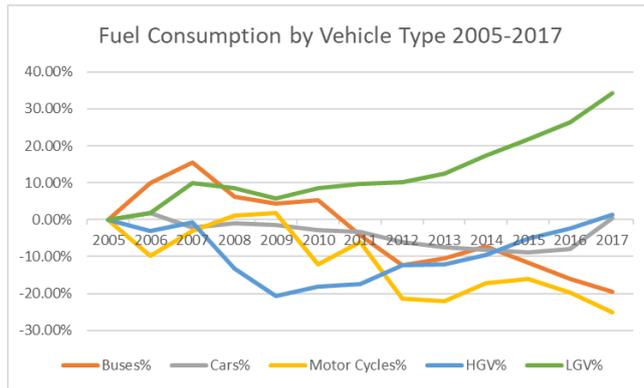
Road transport accounts for 98.5% of these transport emissions.



Since 2005, CO<sub>2</sub> emissions across all sectors in Teignbridge have dropped by 22%, mainly due to decarbonisation of electricity, however, road transport emissions are now about 5% higher than they were in 2005.

Road transport emissions relate to the fuel consumed by vehicles, which is broken down further by vehicle type. From the chart on the right, cars are the biggest contributor followed by Light Goods Vehicles (LGV).





The picture on the left shows the relative increase and decrease of fuel use by vehicle type, this shows a drop in motorcycle and bus use and a marked increase in LGV use. This increase is likely to be linked to the increase in home delivery services.

Road traffic (measured in total annual vehicle mileage) in Devon increased by 14% between 2005 and 2017.

ACT can provide more detailed statistics at [town/parish level for transport](#).

## Section 3. What you can do?

Though the statistics above highlight a growing problem, part of the solution lies with each one of us – individuals, organisations large and small, local and national government.

Rather than providing a list of generic actions, we've highlighted areas and types of actions that can be undertaken. It's sensible to start with something you feel able to tackle quickly, but one which also brings 'measurable' wins. This not only helps with embedding an effective process, but more importantly, motivates you and others to do more.

The ACT transport group can help you with information, guidance and signposting, once you've chosen your first initiative. Just contact us.

The range of solutions to the challenge of reducing transport emissions encompasses:

1. Reducing the need to travel, for example, by providing work opportunities near where people live, increasing home working opportunities, and providing shops and other facilities close to homes.
2. Modal shift, for example from car to bike, foot or public/shared transport.
3. A shift to low emission vehicles. These should, ideally, be low emission in manufacture and use. Most low emissions vehicles are likely to be electric cars, though it may be challenging to provide enough low emission electricity in the district to meet demand. How we drive our vehicles, especially the speed we drive at, can significantly reduce emissions whether conventional or electric vehicle.

As a Town or Parish council some of your statutory obligations will include transport related elements. Your main impact, however, will be in areas which involve your community. We have provided suggestions on policies/initiatives under your statutory obligations in [What Local Councils Can Do](#). The following is a further list of steps you can take which come under your community involvement role:

1. Identifying someone or a group to be a focal point on all matters related to transport. Acting as a single point of contact to signpost and share information within your community. Liaise with other parishes and local groups to share information and coordinate projects.
2. Establish what CO2e emissions from transport can be attributed to local use within the Town/Parish and how these break down by type of vehicle & use. You are likely to need help with this, so contact ACT or other organisation to establish and maintain a register. Make this information publicly available.

# Action on Climate in Teignbridge



3. Using the general range of solutions above, identify specific projects which are within your capability, ideally ones with the greatest impact for least effort/cost. For example, investigate opportunities for low emission transport to and from existing regional/national transport hubs (i.e. train/bus), schools, shopping areas, etc. This should provide alternatives to private car use by offering convenient shared transport (e.g. community minibus or car-share) and be as low carbon as possible.
4. Demonstrate commitment by ensuring that the council itself has set and is meeting objectives for its own transport emissions. That's both council/community owned vehicles, but also councillor's own private transport.
5. A collection of these projects/initiatives can form the basis for a Carbon Reduction Plan on how transport emissions can be reduced. Setting ambitious targets of at least 50% reduction from current emissions should be encouraged.