

Welcome



Please go to www.menti.com to:

- Submit your answers
- Make a pledge
- Tell us your challenges and opportunities

Send questions to our Q&A panel: ltf@gloucestershire.gov.uk

Gloucestershire Decarbonising Transport Forum 2022

Welcome

Cllr David Gray

Cabinet Member for
Environment and Planning
Gloucestershire County Council



Agenda

09:30 Welcome (Cllr David Gray, GCC Cabinet Member for Environment & Planning)

09:35 Decarbonising Transport – Local Power in Action (Jason Torrance, UK 100)

09:55 Pathways to Net Zero (Claire Haigh, Greener Transport Solutions)

10:15 Break

10:35 Local Transport & Connectivity Plan (Melissa Goodacre, Oxfordshire County Council)

10:55 Our Journey to Net Zero (Pete Wiggins, Julian Atkins &, Luisa Senft-Hayward, Gloucestershire)

11:25 Workshop: How do we reduce transport carbon emissions

12:40 Lunch

13:40 Gloucestershire Youth Climate Group (Cate James-Hodges & Megan Land)

13:55 Business Role in Decarbonising Transport (Phil Smith, Business West)

14:15 Workshop Feedback

14:30 **Break** & Electronic Engagement: Challenges and Opportunities

14:50 Speakers Panel Q&A

15:50 Next Steps & Closing Remarks

16:00 Close



Gloucestershire
Decarbonising Transport
Forum 2022

Housekeeping



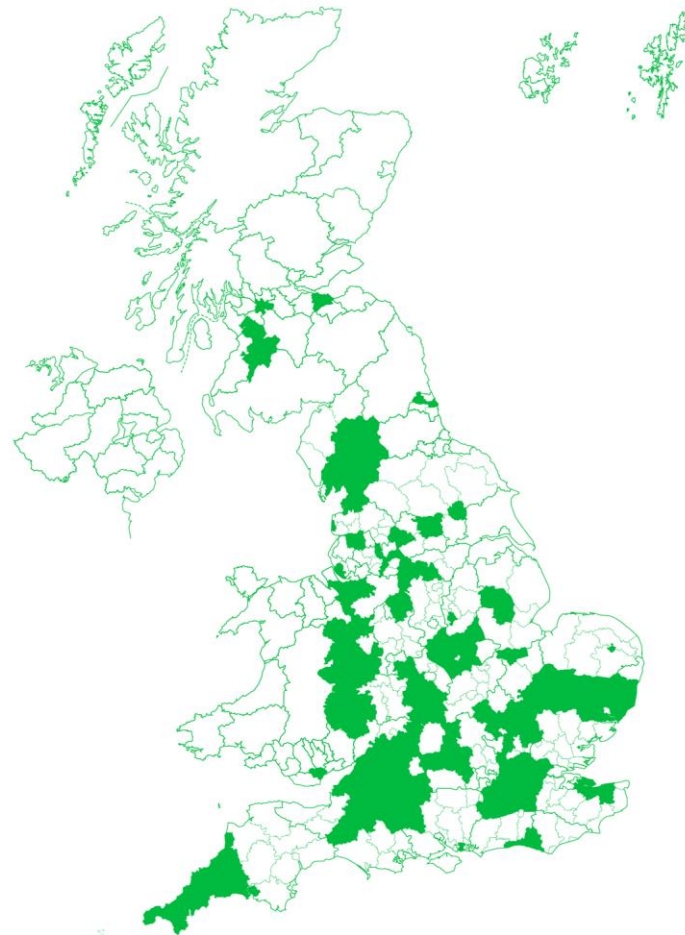
Decarbonising transport: Local Power in Action

Jason Torrance, Assistant Chief Executive, UK100

What is UK100?

UK100 is a network of local leaders who have pledged to shift their communities to Net Zero ahead of the government's legal target. They do this to demonstrate their ambition and to make the case for more rapid change, to enable the transition to happen in a way that is fast and fair.

The network provides opportunities to learn from each other, agree priorities for legislative and regulatory change, engage with national decision-makers and businesses and develop a better understanding about how to build consent and support in their communities for rapid climate action.



Local Power in Action

Local Power in Action offers ambitious councils, who are members of the UK100 network, tailored support to accelerate progress towards their organisation's Net Zero goals. UK100 has deployed Net Zero Pathfinders to support leaders, cabinet members and senior officers at the council to overcome the political, organisational and engagement challenges they face in implementing their ambitious Net Zero projects.

The 2022 programme cohort includes:

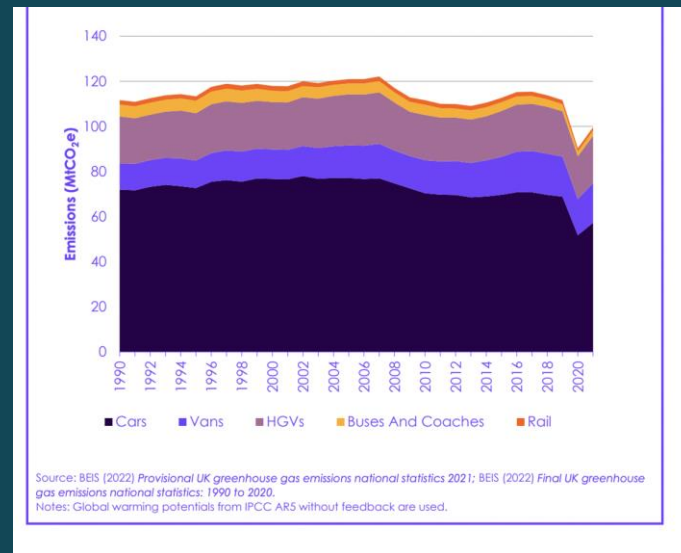
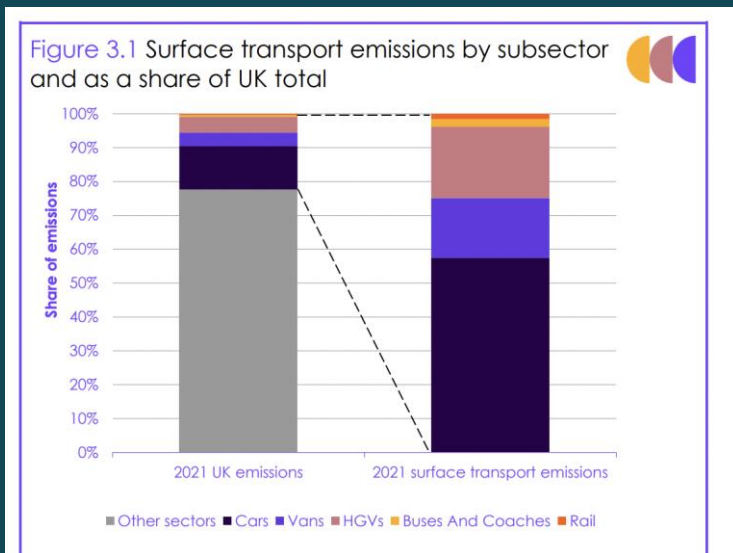
- Gloucestershire County Council
- West Yorkshire Combined Authority
- Leicester City Council
- Oxford City Council & Oxfordshire County Council



Roger Evans, Net Zero Pathfinder

Why decarbonising transport is important

Transport is largest contributor to UK GHG emissions, 23% in 2022



Top three challenges and opportunities



Rising Greenhouse Gas emissions



Access to jobs, education and services

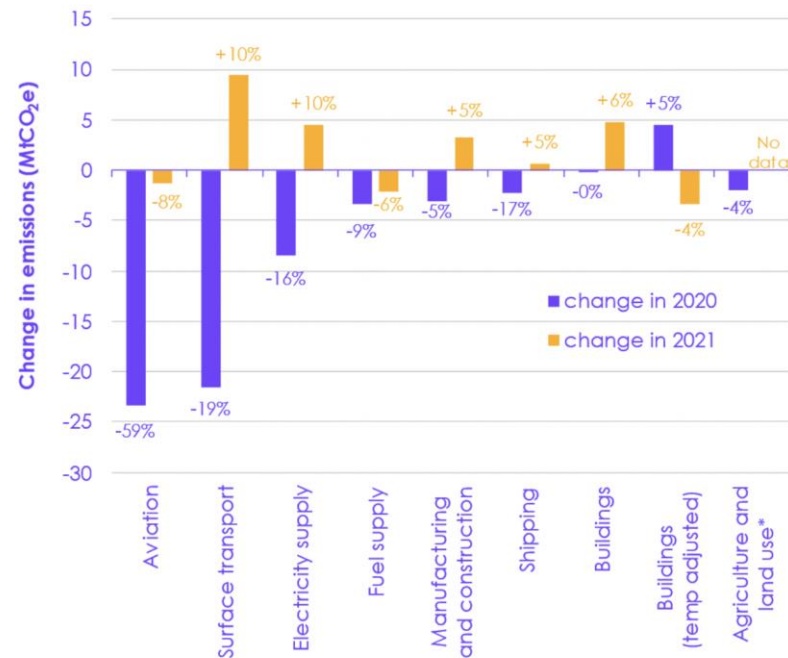


Congestion

Rising Greenhouse Gas Emissions

“Car travel rebounded quickly following the lifting of lockdown restrictions. Public Transport is not recovering as quickly.”

Figure 2 Change in UK emissions 2019-2021



Source: BEIS (2022) Provisional UK greenhouse gas emissions national statistics 2021; BEIS (2022) Final UK greenhouse gas emissions national statistics; BEIS (2022) Energy Trends: UK oil and oil products March 2022; CCC analysis. Notes: Global warming potentials from the IPCC Fifth Assessment Report (AR5) without feedback are used. *Provisional 2021 estimates are not made for non-CO₂ greenhouse gases, so the change in 2021 agriculture and land use emissions is not shown.

Access to jobs, education and services

“Five times as much public money has been committed to the UK’s Strategic Road Network than for clean transport.” *UK100’s Resilient Recovery task force.*

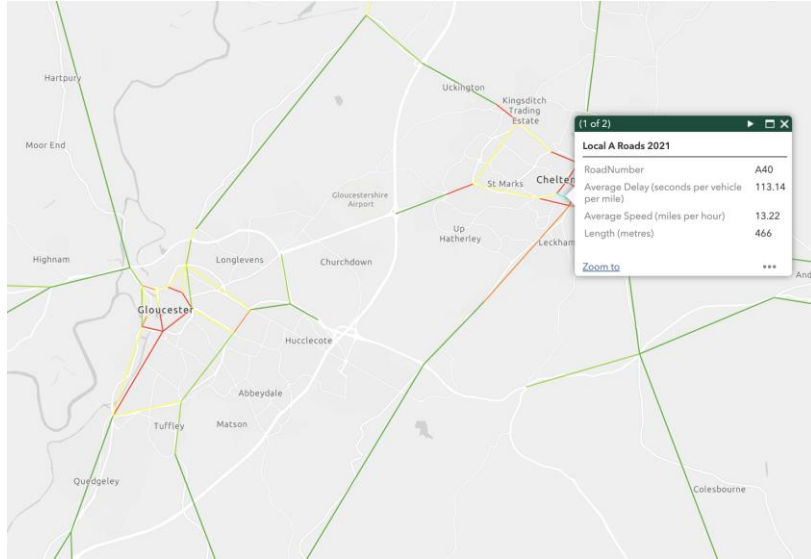


“Investment in sustainable transport creates more jobs per pound invested’ than carbon and resource-intensive road infrastructure projects - *Sustrans jobs study*



investing in sustainable transport infrastructure, including expanding and upgrading the rail network and building dedicated pedestrianisation and cycle lanes could create 229,000 jobs over the next two years.

Congestion



DFT - Road congestion and travel time statistics

- Currently congestion in urban areas costs the economy around **£11bn every year** through lost worker hours due to time wasted sitting in traffic and the health impacts of congestion.
- British Chamber of Commerce, this congestion and its associated costs drains some **£17,000** from each individual business in the UK each year.
- Congestion is set to rise by **85% by 2040** unless significant investment and policy change is committed to.

UK:
100



PATHWAYS TO NET ZERO

Claire Haigh, Founder & CEO
Greener Transport Solutions

Gloucestershire Decarbonising Transport Forum

19th July 2022

The Exam Question

- ***“What would be a credible and politically deliverable framework for the decarbonisation of transport that will deliver the necessary emissions reductions in the shortest time possible whilst mitigating any negative social impacts?”***

A credible framework

1. Transport sector on its own cannot achieve net zero
2. We must price properly for carbon
3. Reduce embedded carbon and “sweat the assets”
4. Better integration of transport and planning
5. Implement proper devolution
6. Net zero will require a step change in funding
7. A net zero test for public policy

Political deliverability

1. The need for consistent messaging
2. How to build a political mandate for change
3. A positive vision needed to overcome “NIMBYism”
4. We need a balanced discussion about the car
5. How to implement radical road measures
6. What can we learn from the Covid behavioural shift?
7. Engaging with the public

Social impacts

1. Unfairness of our current transport system
2. Social impacts of the switch to EVs
3. Free or subsidized public transport
4. The role of accessibility planning in social inclusion
5. Mobility credits and carbon allowances
6. Mitigating negative social impacts
7. Most severe cost-of-living crisis in a generation

The Way Ahead

- ***CCC have concluded that current Government policy will not deliver net zero. We need a new approach.***
- ***We need a strategy to tackle the cost-of-living crisis that will accelerate the transition to net zero and protect our energy security.***
- ***We must paint a positive picture of what a zero-carbon future looks like, of the future we want. The greener choice is most often the better choice.***



www.greenertransportsolutions.com
info@greenertransportsolutions.com

Break

10:15 -10:35

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Gloucestershire Decarbonising Transport Forum 2022



Oxfordshire County Council - Local Transport and Connectivity Plan

Gloucestershire Decarbonising Transport
Forum – 19th July 2022



Introduction

- Who am I:
 - Melissa Goodacre – Infrastructure Strategy Team Leader
- Oxfordshire's experience of working towards targets to reduce transport emissions and reach net zero.
- Presentation covers:
 - Introduction to the LTCP
 - Overview of key policies
 - Lessons learnt / challenges

LTCP background

- The Local Transport and Connectivity Plan (LTCP) is Oxfordshire's statutory Local Transport Plan. It outlines our long term vision for transport in the county and the policies required to deliver this.
- It will replace the existing Local Transport Plan, LTP4, adopted in 2016. The LTCP is required to reflect changes to policy and funding since 2016 and account for new priorities such as decarbonisation.
- The LTCP also represents an opportunity to adopt and implement a new way of thinking, essential to help deal with the climate emergency.



LTCP development

- We have developed and consulted upon the LTCP in 3 stages:
 - Stage 1 – Topic Paper Engagement
 - Stage 2 – Development of Vision Document and consultation
 - Stage 3 – Development of the LTCP and supporting documents and consultation
- This approach has allowed for ongoing public feedback & stakeholder input.
- The LTCP has also been informed by a wide-ranging evidence base.





LTCP vision

- The vision outlines a clear long-term ambition for transport in the county and underpins the policies in the document.

“Our Local Transport and Connectivity Plan vision is for an inclusive and safe net-zero Oxfordshire transport system that enables all parts of the county to thrive.

It will tackle inequality, be better for health, wellbeing and social inclusivity and have zero road fatalities or life-changing injuries. It will also enhance our natural and historic environment and enable the county to be one of the world’s leading innovation economies.

Our plan sets out to achieve this by reducing the need to travel and private car use through making walking, cycling, public and shared transport the natural first choice.”

LTCP key themes

- In support of the vision we have identified six key themes.
 - These are the specific areas we are seeking to transform through implementation of the vision.



Environment

Outcome: Sustainable communities that are resilient to climate change, enhance the natural environment, improve biodiversity and are supported by our zero-carbon transport network.



Health

Outcome: Improved health and wellbeing and reduced health inequalities enabled through active and healthy lifestyle and inclusive, safe and resilient communities.



Place shaping

Outcome: Sustainable and resilient communities which provide healthy places for people and a high-quality environment capitalising upon the exceptional quality of life, vibrant economy and dynamic communities of our county.



Productivity

Outcome: A world leading business base that is sustainable, has created new jobs, products and careers for all communities and is supported by an effective, zero-carbon transport network.



Connectivity

Outcome: Communities are digitally connected, innovative technologies are supported and there is improved connectivity and mobility, across the county, enabling greater choice and seamless interchange between sustainable modes.



Inclusivity

Outcome: Barriers to access are removed and all communities are supported by our inclusive transport system to play a full role in society and have independence, choice and control.



LTCP targets

- In order to achieve and track delivery of the vision and key themes we have identified a set of headline targets.

By 2030 our target is to:

- Replace or remove 1 out of every 4 current car trips in Oxfordshire
- Increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week
- Reduce road fatalities or life changing injuries by 50%

By 2040 our targets are to:

- Deliver a net-zero transport network
- Replace or remove an additional 1 out of 3 car trips in Oxfordshire

By 2050 our target is to:

- Deliver a transport network that contributes to a climate positive future
- Have zero, or as close as possible, road fatalities or life-changing injuries

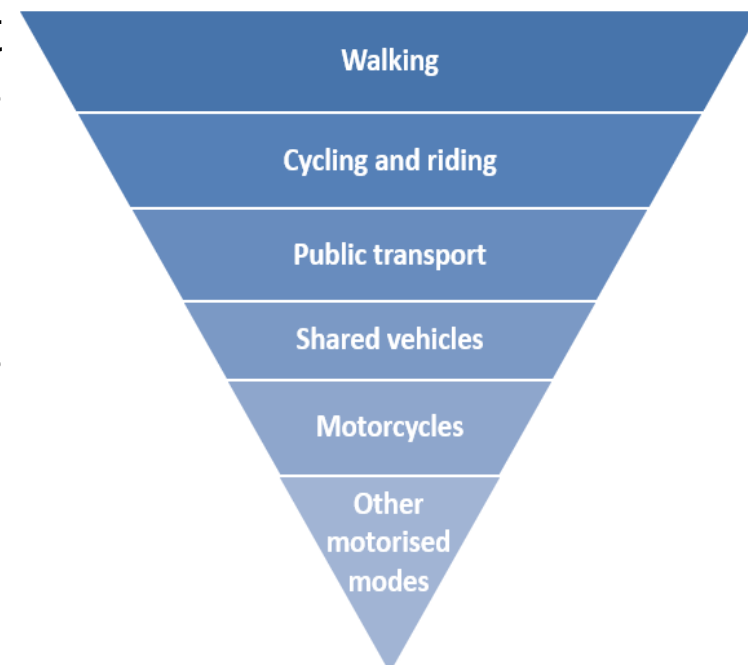
LTCP policies

- Our transport policies will be used to influence and inform how we manage transport and the types of schemes we implement.
- The policies explain the new approaches and measures that we will be taking to make the vision and targets achievable.
- The policy areas are summarised below:
 - Walking and cycling
 - Healthy place shaping
 - Road safety
 - Digital connectivity
 - Data
 - Regional connectivity
 - Public transport
 - Environment, carbon and air quality
 - Network, parking and congestion management
 - Innovation
 - Freight and logistics
 - Local connectivity



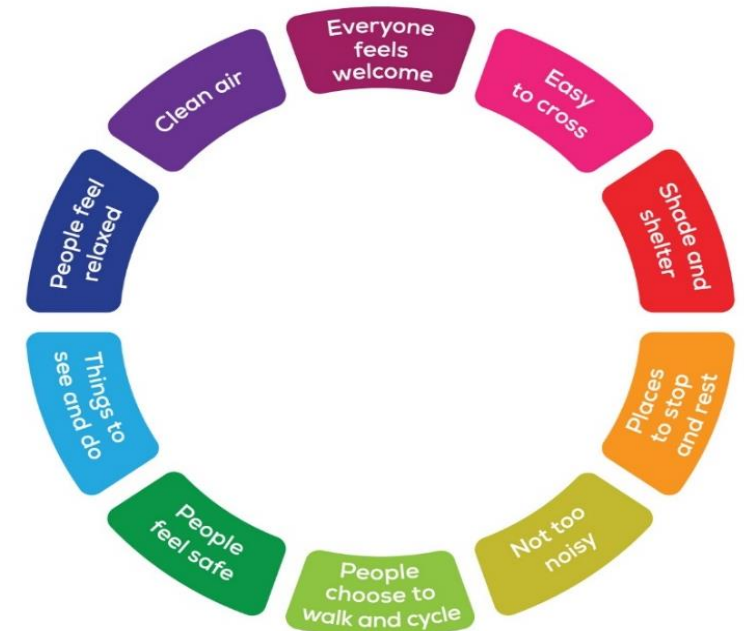
Walking and cycling policies

- Encouraging more walking and cycling is central to delivering our vision for travel in Oxfordshire.
- More residents choosing to walk and cycle is important for improving health, reducing the use of private cars and achieving our ambition for a zero-carbon transport network.
- The 'walking and cycling' chapter identifies the policies that will help us to achieve this. A summary of the policies is provided below:
 - Transport user hierarchy
 - Cycle and walking networks
 - Local Cycling and Walking Infrastructure Plans (LCWIPs)
 - Strategic Active Travel Network
 - Greenways
 - Community activation



Healthy place shaping policies

- We need to consider how we design our urban environment to make it easy and enjoyable for people to walk and cycle.
- Designing streets that prioritise people over motor vehicles will create places where people feel welcome, safe and choose to walk and cycle.
- We need a new approach to street design to achieve this.
 - The 'Healthy place shaping' chapter outlines the policies that will support this new approach.
- A summary of each policy is provided below:
 - Healthy Streets Approach
 - Health Impact Assessment
 - Guidance and standards for new development
 - Safe streets
 - 20-minute neighbourhoods
 - Travel to work and school



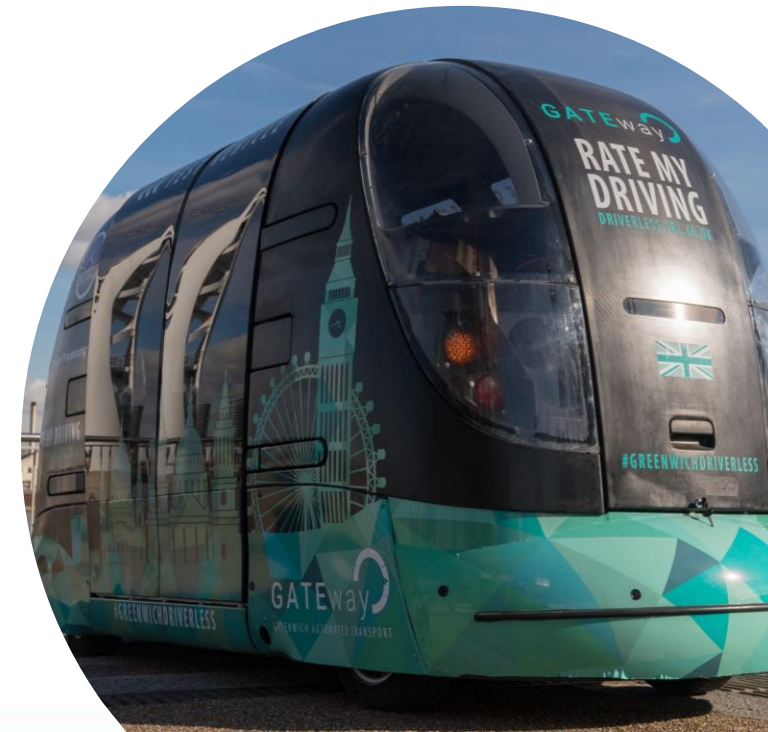
Public transport policies

- Encouraging an increased number of public transport trips will also be an essential part of delivering our vision.
- Increased public transport use will help to reduce the number of private vehicle trips, which will deliver air quality improvements and also support the economy.
- The 'public transport' chapter views the different 'modes' of walking, cycling and public transport, as part of one connected system rather than as competing modes.
- A summary of the policies in the 'public transport' chapter is provided below:
 - Bus strategy
 - Community transport
 - Park and Ride
 - Rail strategy
 - Multi-modal travel
 - Mobility hubs



LTCP supporting strategies

- Alongside the main LTCP document we have published supporting strategies for:
 - Freight and Logistics
 - Active Travel
 - Innovation
- These build on the LTCP principles and provide more detail about complex topics.
- The LTCP will also be supported by a set of more detailed place based area and corridor strategies.
 - These will be developed as a 'part 2' of the LTCP in 2022.
 - The strategies will outline how the LTCP vision and outcomes are delivered in locations across the county.





Lessons learnt / challenges

Challenges

- Finding data to understand the pathway to net-zero. No national transport decarbonisation guidance yet.
- Establishing more detailed delivery plans, particularly due to funding uncertainty.
- Establishing a robust monitoring framework, particularly for the headline targets.
- Developing tailored approaches for rural areas.
- Delivery of behaviour change and developing public understanding.

Lessons learnt

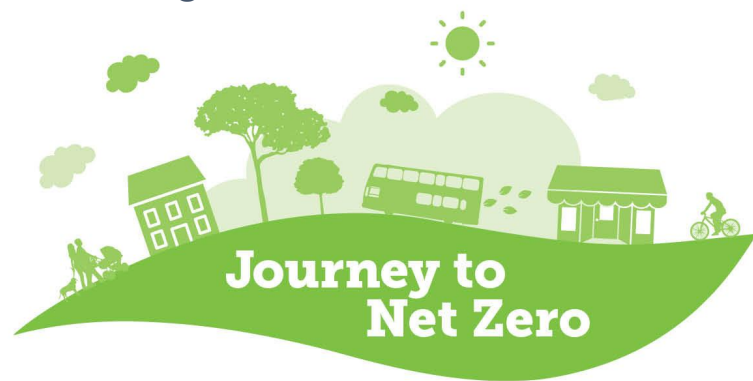
- Need for clear vision, strong policy, political commitment and consistent application.
- Need to move away from the traditional transport planning approach of 'predict and provide'
- Need for a greater focus on healthy place shaping and activation measures to support infrastructure improvements.
- Need for robust consultation and engagement.
- Consider language used in communications and how schemes are explained.

Our Journey to Net Zero

Peter Wiggins, Outcome Manager, Sustainability,
Gloucestershire County Council

Julian Atkins, Countywide Climate Change Coordinator Gloucestershire

Luisa Senft-Hayward, Transport Planning Team Manager,
Gloucestershire County Council



Climate Change Strategy Gloucestershire

Peter Wiggins

Outcome Manager,
Sustainability

Gloucestershire County
Council

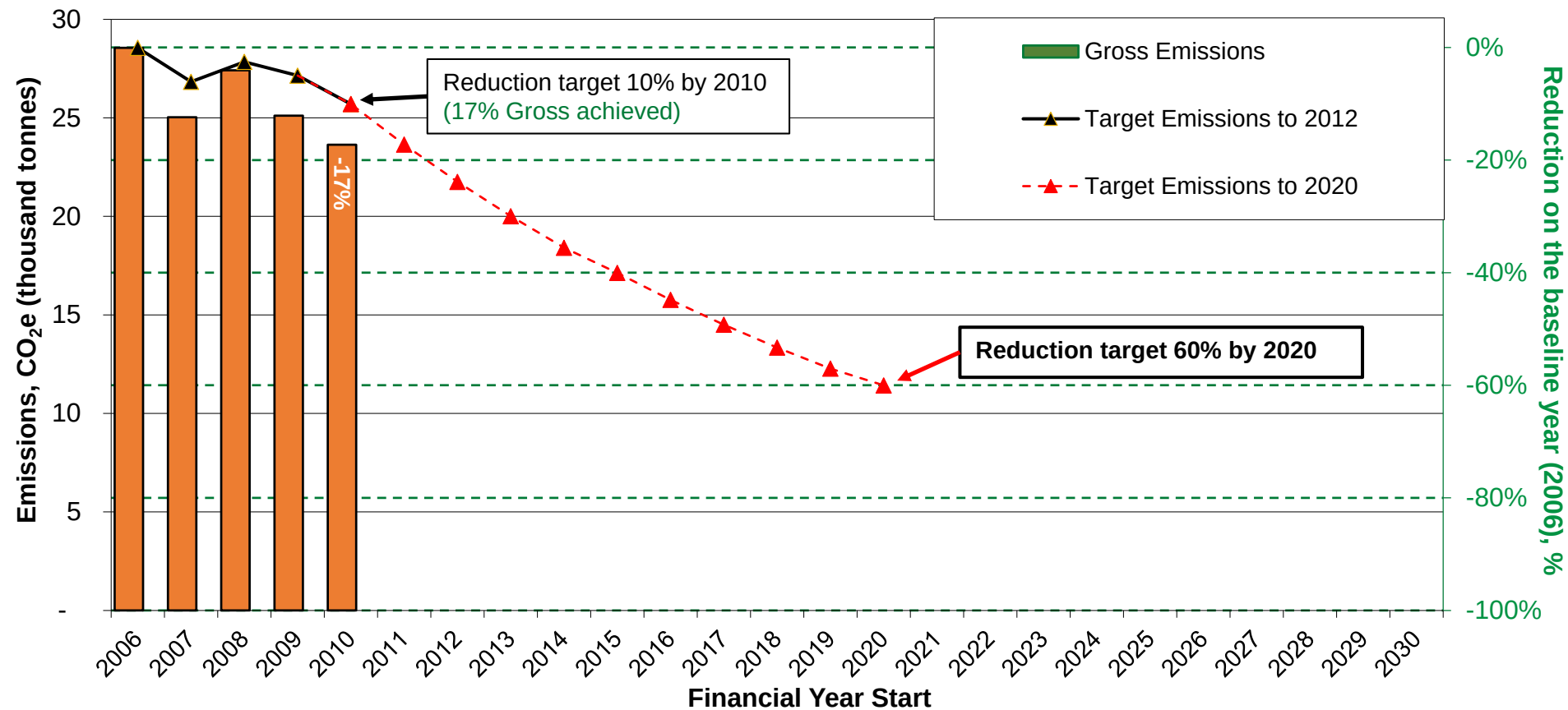


How we got here...

- Climate emergency declared, May 2019
- Reduce corporate carbon emissions by at least 80% by 2030; with the remaining being offset, resulting in a “net zero” organisation
- Deliver a carbon neutral county by ~~2050~~ 2045*
- Work with partners to identify what measures would be needed to deliver a stepped target of 80% carbon reduction by 2030
- * Brought forward on joining UK:100's 'Race to Net Zero' local authority partnership initiative, included in refreshed Local Transport Plan

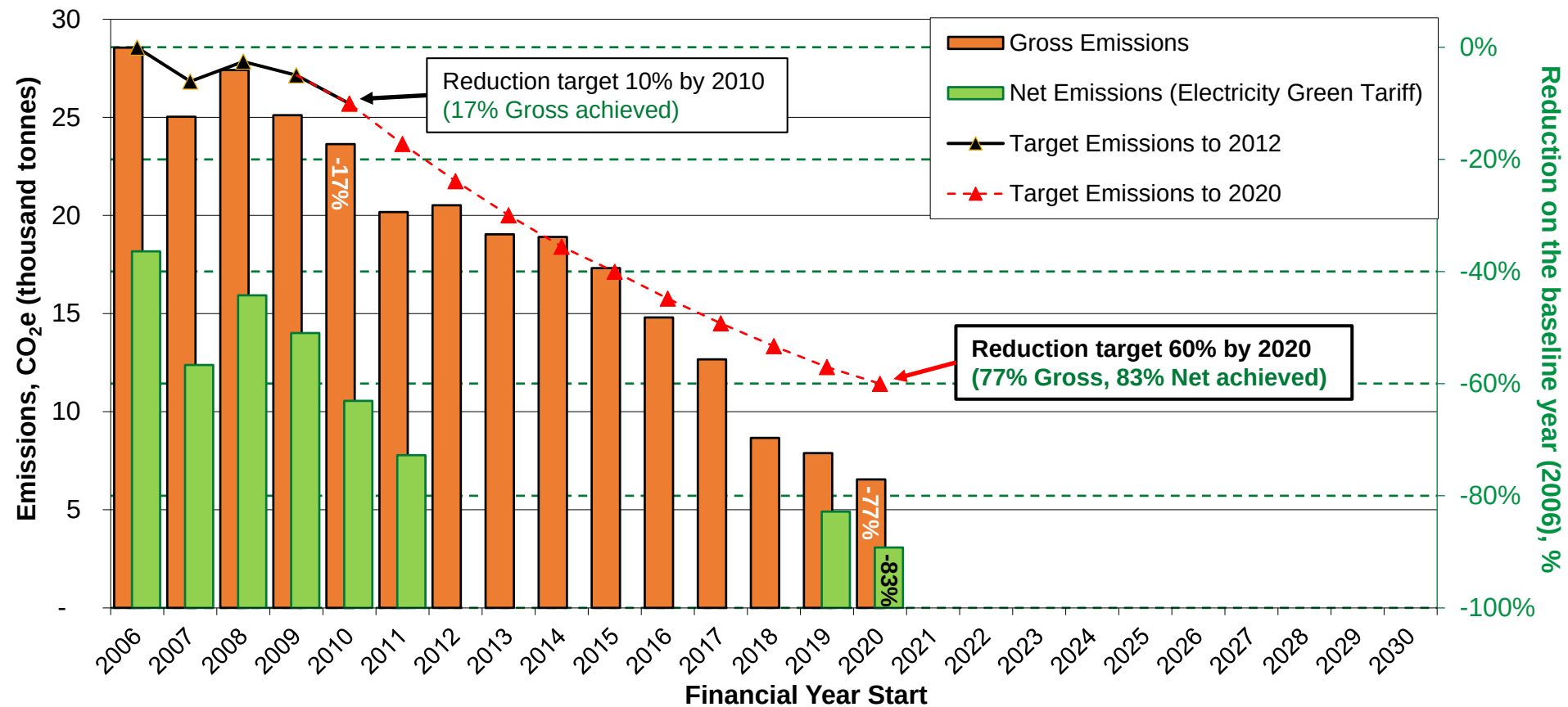


Reducing GCC emissions - a step change in ambition



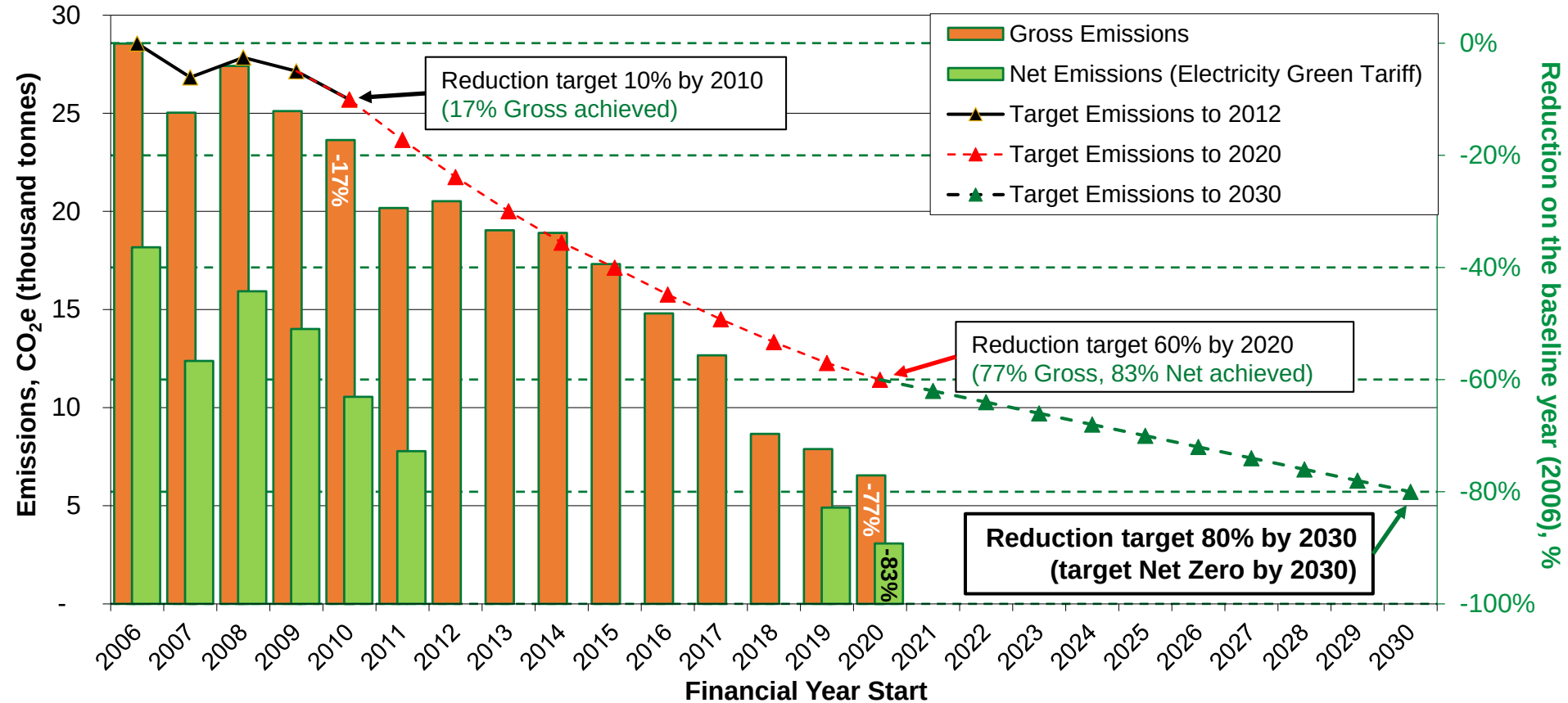
† Emissions Scope: GCC premises; Street Lighting, Signs, Signals, Bollards; Fleet; Staff & Member Business Travel

Reducing GCC emissions - a step change in ambition



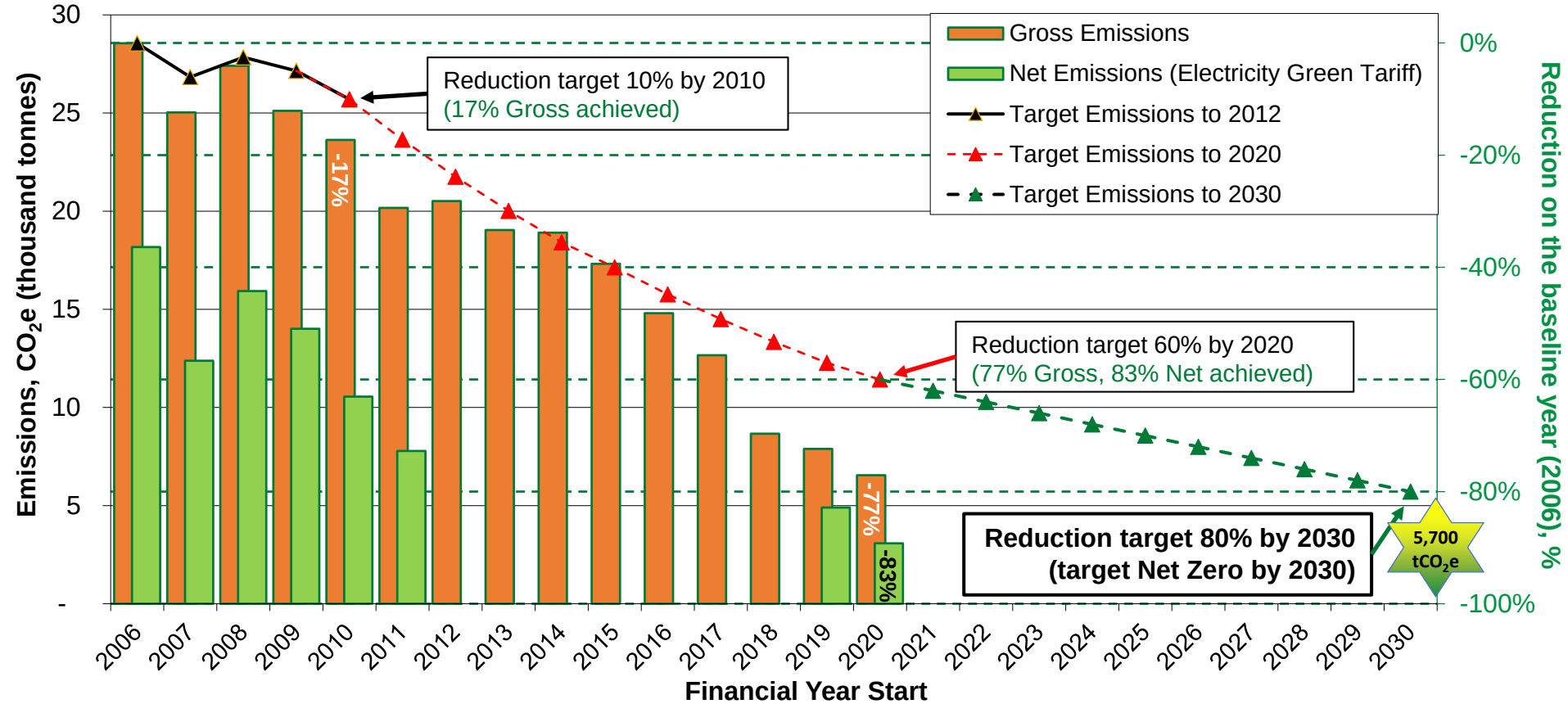
† Emissions Scope: GCC premises; Street Lighting, Signs, Signals, Bollards; Fleet; Staff & Member Business Travel

Getting GCC to 80% by 2030



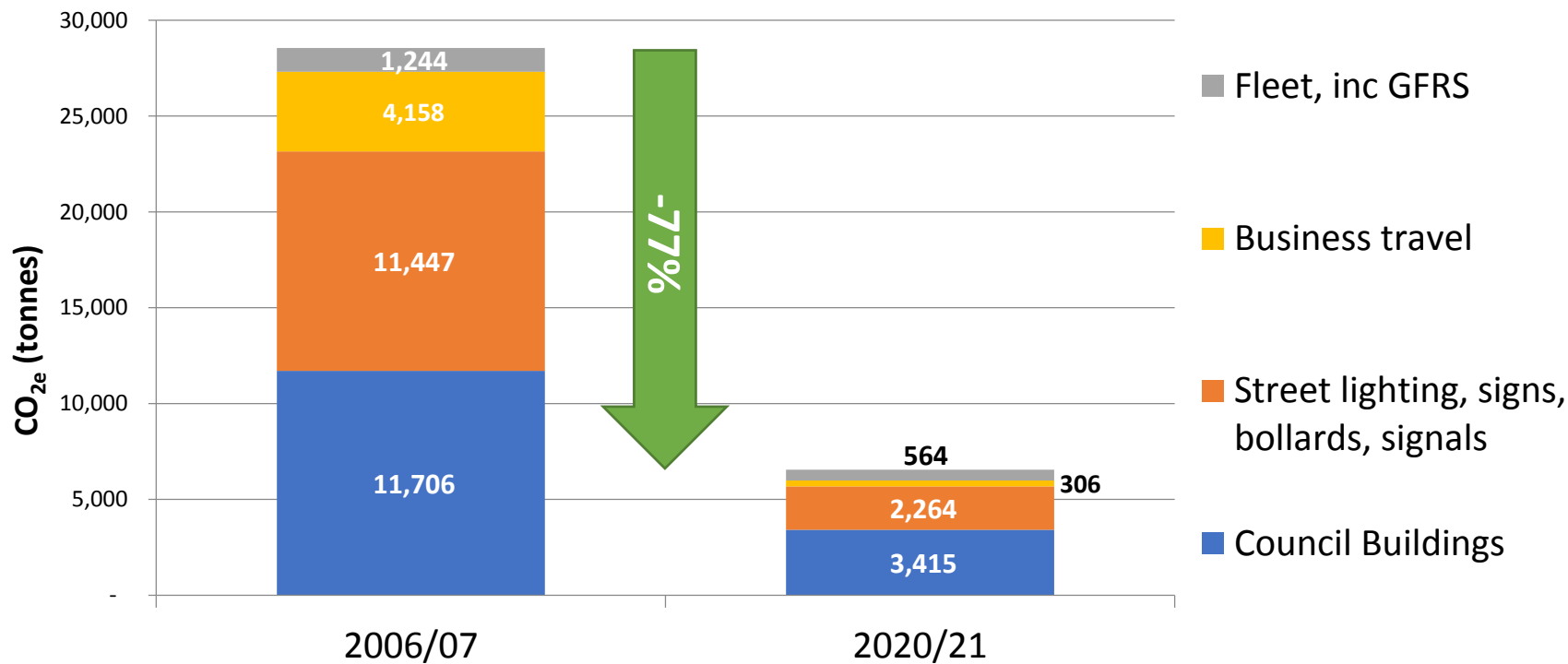
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Getting GCC to 80% by 2030

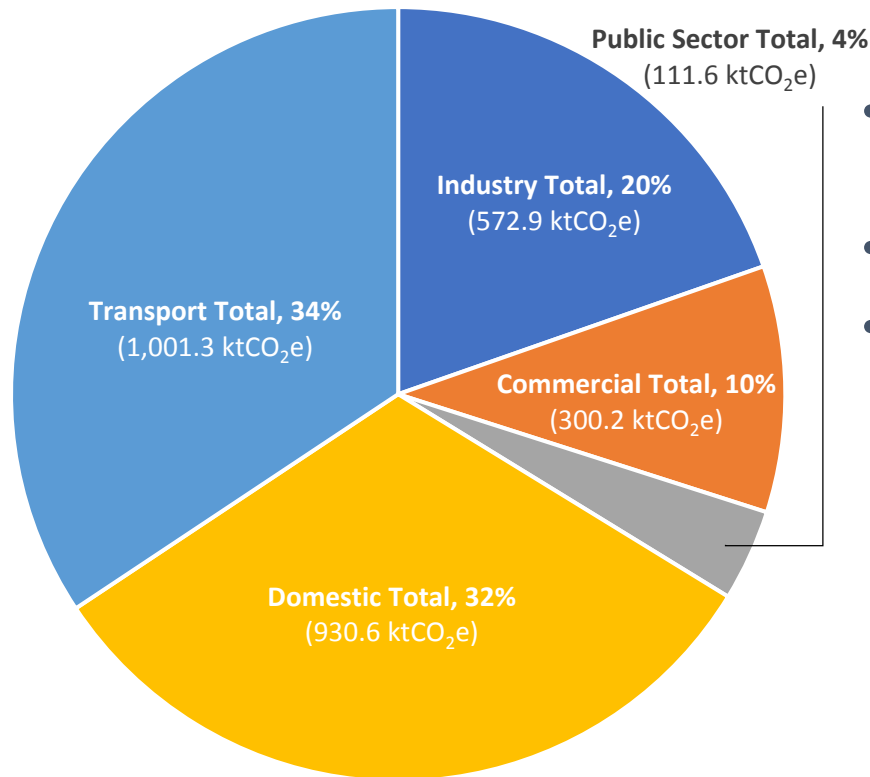


† Emissions Scope: GCC premises; Street Lighting, Signs, Signals, Bollards; Fleet; Staff & Member Business Travel

GCC Emissions reduction on the baseline



Gloucestershire Emissions by sector 2019



- Over 1/3 from transport journeys start/ end in Glos
- Adding through journeys extra 9%
- Public sector emissions <5%

Local Authority Influence: 2,917 ktCO₂e, 4.6 tCO₂e per capita
(Excludes large industrial sites, railways, motorways and land-use)

We cannot do it alone...

- Great strides in reducing our own emissions - we're almost there, but not the answer
- Overall challenge is so much bigger – we all must change our habits
- Took the lead to secure countywide approach – Countywide Coordinator and strategic partnership...



Climate Leadership Gloucestershire

Julian Atkins

Countywide Climate Change
Coordinator
Gloucestershire



Climate Leadership Gloucestershire

Countywide ambition to achieve net-zero across the whole county by 2045 requires us all to work in tandem:

Climate Leadership Gloucestershire – County & District Councils, NHS, Police, GFirst LEP and Gloucestershire Local Nature Partnership collaborating on strategic Net Zero Actions.

Formed November 2021 and supported by a Countywide Climate Change Coordinator

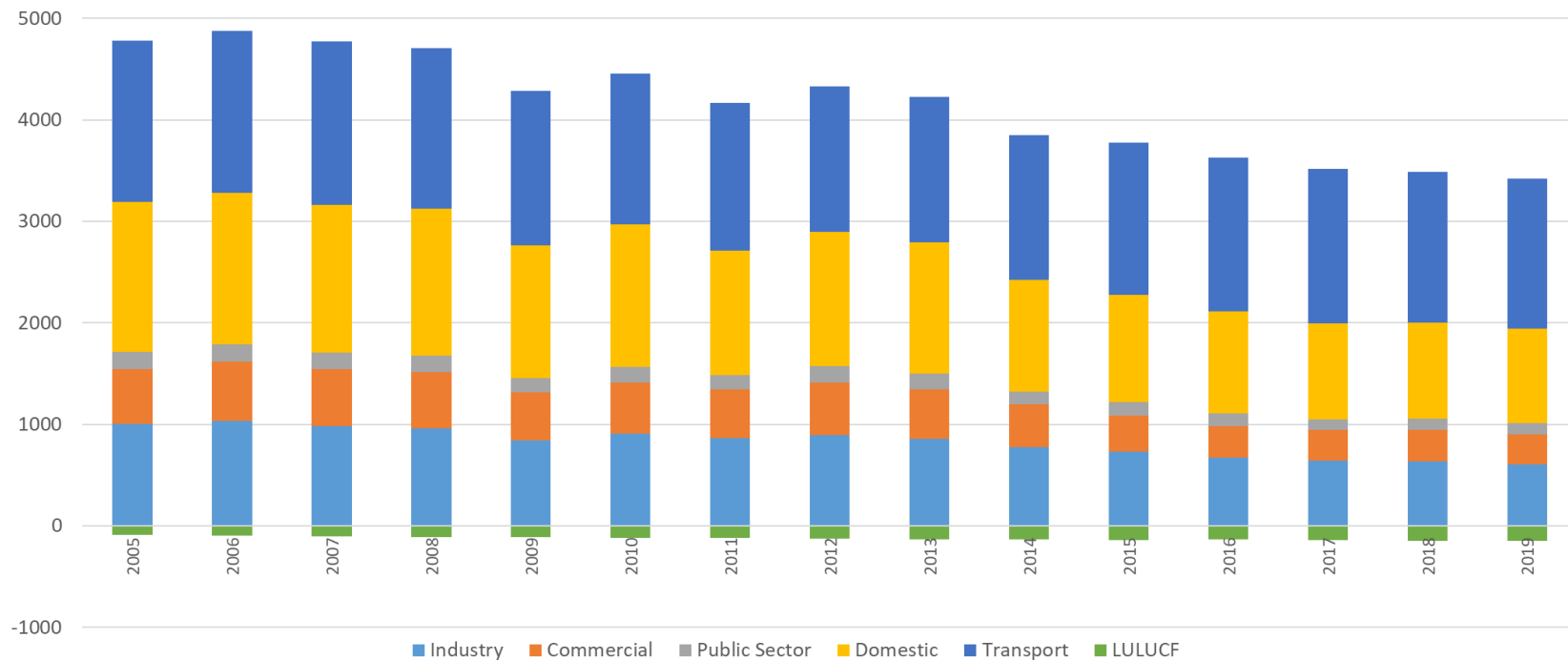


The Strategic Climate Action Plan

Climate Action Theme	Theme Lead
1. Adaptation	Gloucester City Council
2. Behaviour Change	Gloucestershire Constabulary & NHS Partners
3. Biodiversity	Gloucestershire Local Nature Partnership
4. Economy	GFirst LEP
5. Energy	Forest of Dean District Council
6. Food & Farming	Cotswold District Council
7. Planning	Cheltenham Borough Council
8. Retrofit	Stroud District Council
9. Transport	Gloucestershire County Council
10. Waste	Tewkesbury Borough Council



Gloucestershire CO2 emissions (kt CO2)



BEIS Data: 2005-2019

Gloucestershire Decarbonising Transport Forum 2022



**Journey to
Net Zero**

The Transport Challenge

3.38 Billion Vehicle Miles were travelled within Gloucestershire *

80% of all trips started and ended in the County *

Gloucestershire home to 640,650 people, and 29,885 businesses *

40,000 households have no vehicle with which to access services *

Over 21 Million day visitors visit Gloucestershire each year #

Transport Challenges – sustaining the economy, tourism, our personal mobility and supply chains, while decarbonising transport * 2020 Data; # 2019 Data



A Gloucestershire Transport Carbon Reduction Pathway

Luisa Senft-Hayward

Transport Planning Team
Manager

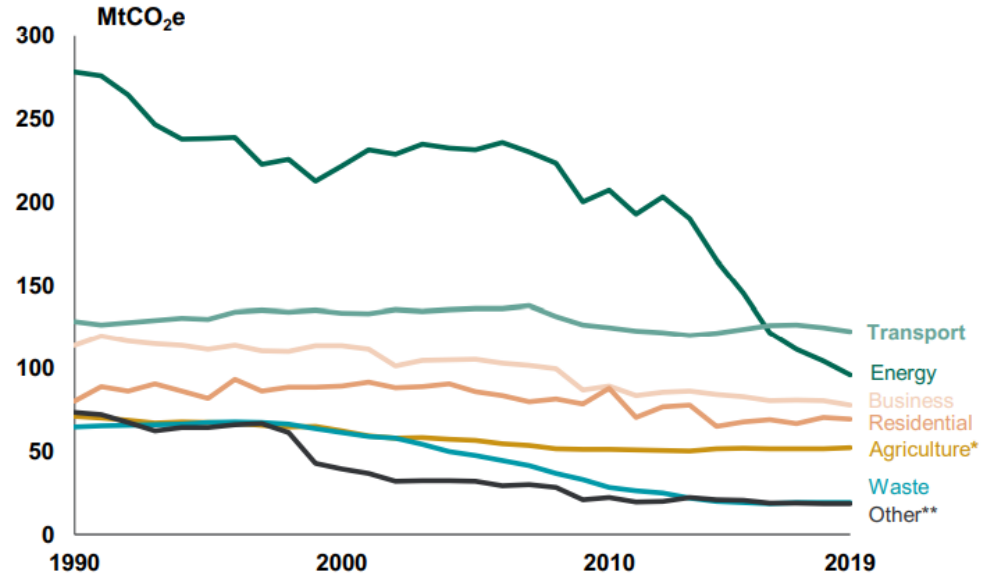
Gloucestershire County
Council



Importance of reducing emissions from transport

- The sector with least progress since 1990
- GCC commitment to carbon reduction:
 - Climate Change Strategy
 - Local Transport Plan

Figure 2: Greenhouse gas emissions by sector, 2019 ([BEIS, 2021](#))



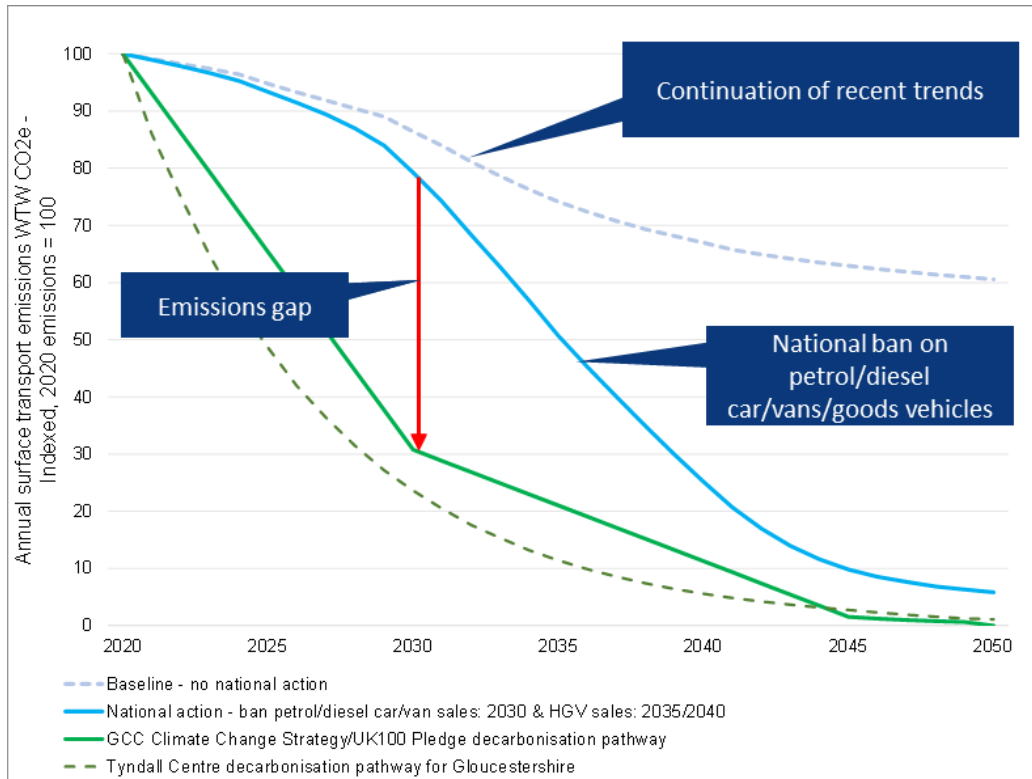
* LULUCF – Land Use, Land Use Change and Forestry

** Includes emissions from Public and Industrial Processes



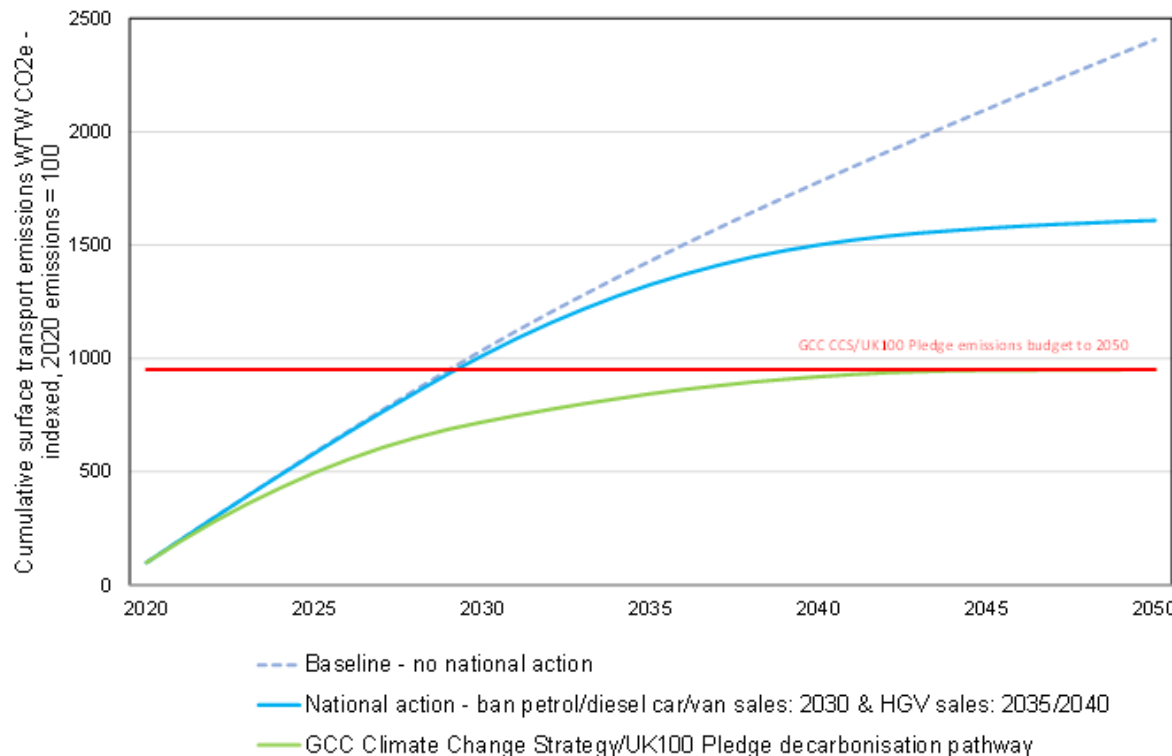
Gloucestershire's carbon emission gap

- Gloucestershire targets:
 - Emissions from all sources: net zero by 2045
 - 80% emissions reduction by 2030
- Electric cars not in time to close 2030 gap
- Emissions gap needs to be closed by reducing emissions



Emission budget

- Just stopping to emit carbon in 2045 is not enough. We need to stay within our carbon budget.
- Any delay in action will make intervening even more challenging.

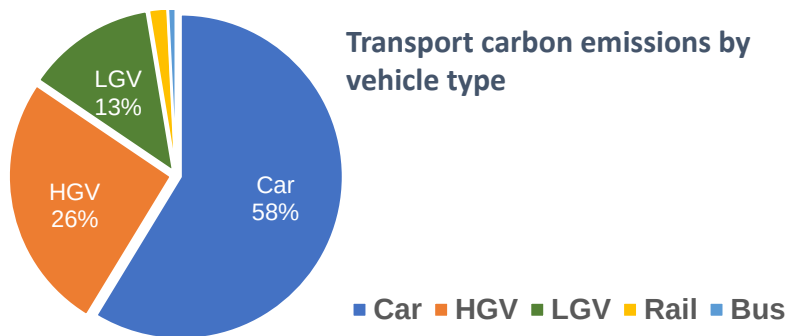


Emissions analysis

Vehicles

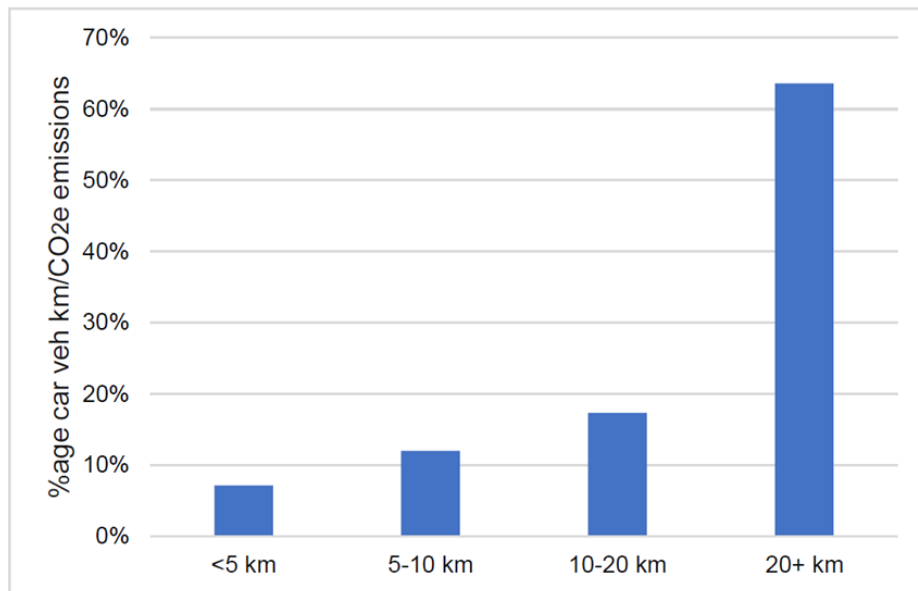
Almost 60% of emissions from car travel.

Freight accounts for almost 40%.



Distance

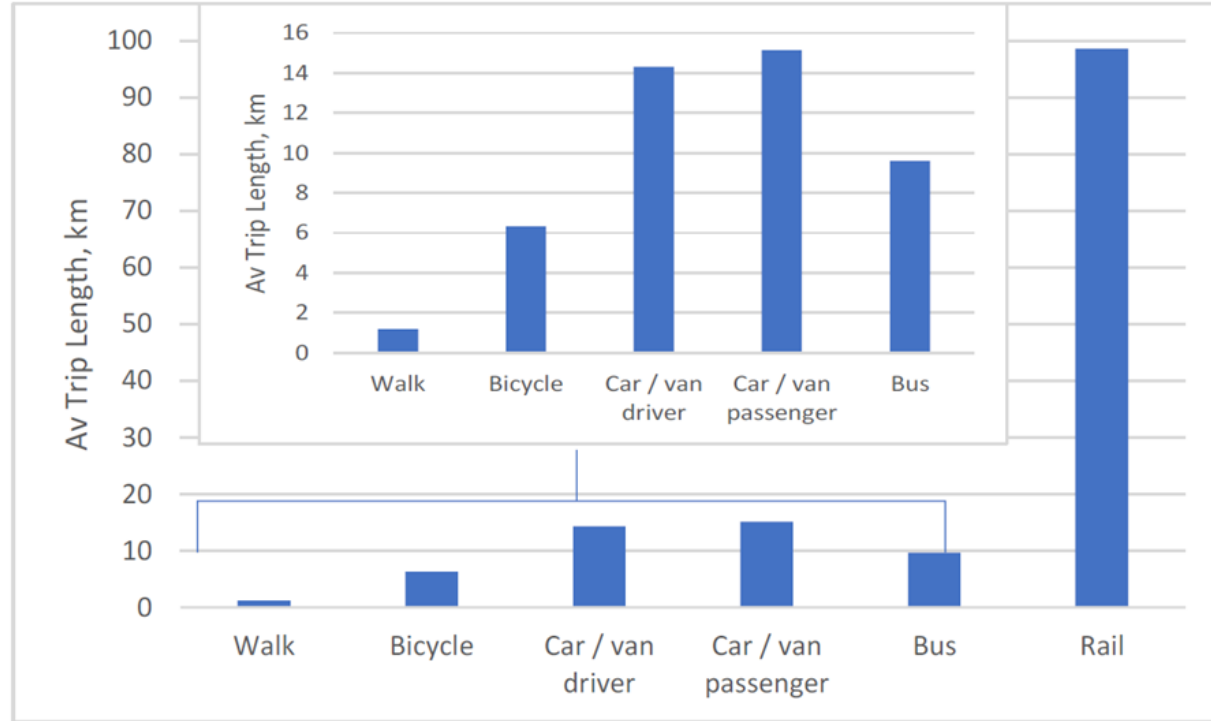
Trips > 20km make up c. 15% of trips but account for c. 60% of emissions.



Emissions analysis

Modes

- Use zero emission vehicles for high mileage trips
- Bus and rail: highest potential to replace most emitting trips.
- Cycling an alternative for up to 10 km. Could be extended through better facilities and e-bikes.



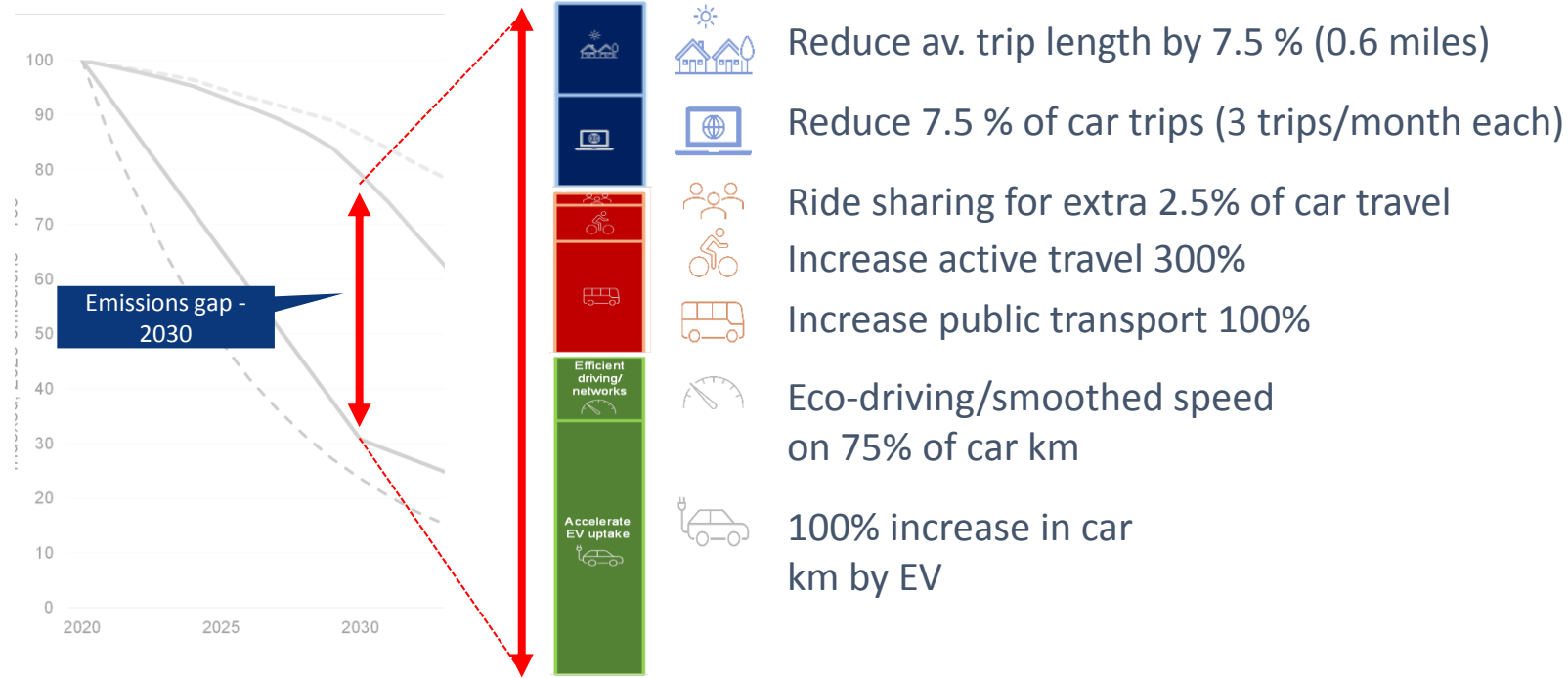
Potential interventions

Smarter access	Area of influence	Mode shift	Area of influence	Improve vehicles	Area of influence
Land use planning – e.g. 20 min neighbourhoods	Districts	Shift to public/shared transport – e.g. Mass Rapid Transit and delivering BSIP	GCC, transport operators, public	Shift to Zero Emissions Vehicles – e.g. for buses, car clubs and corporate fleet	Public, private sector, districts, GCC
Digital connectivity – work with employer and service providers. Needs access to 5G and good broadband connections	Private sector, districts, GCC, public	Shift to active mode – e.g. Gloucestershire Cycle spine and e-scooters	GCC, public	Effective Network Management – e.g. maximise use of information	GCC, National Highways
Travel planning – e.g. delivery hubs	GCC, private sector, districts	Demand management – e.g. manage parking	Districts, GCC		
		Behaviour change – e.g. Thinktravel and travel planning	All stakeholders		



Sketching the scale of ambition needed ...

...by all actors: general public, private and public sector organisations



A vision for Gloucestershire 2030?

Excellent bus services – bus use per person as in Oxfordshire.

EV car clubs and company fleet upgrades bring EV uptake forward by 4.5 years.

Increased online activity e.g. Cotswolds 2020 WfH levels countywide & similar change for other purposes

Better land use planning reduces average car trip length by 7.5% (0.6 miles)

New apps make **ride sharing** easy for up to 2.5% of car travel.

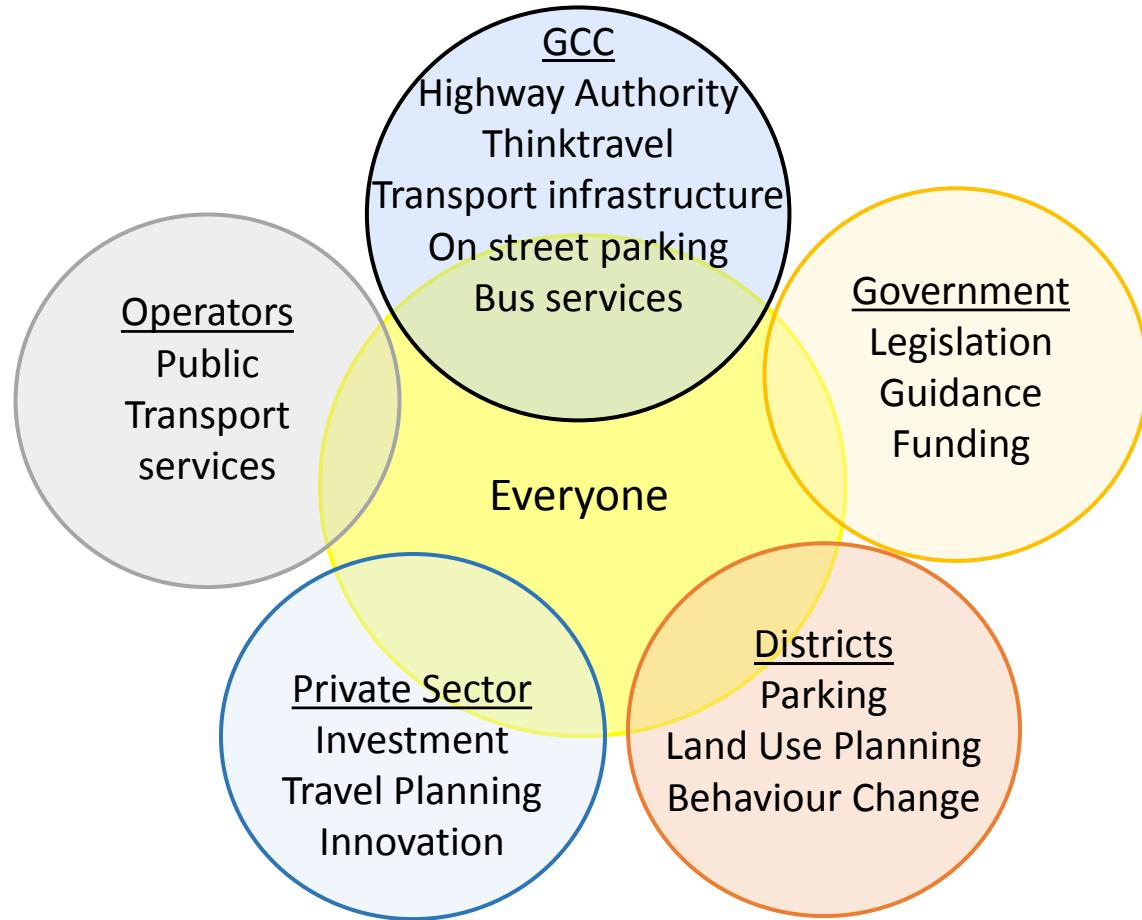
Excellent active travel provision - 'Go Dutch' (propensity to cycle tool) for all routes, with widespread e-bike use.

Smart road network management, speed limits and eco-driving apps make **car travel more efficient** by 6%

Gloucestershire 2030



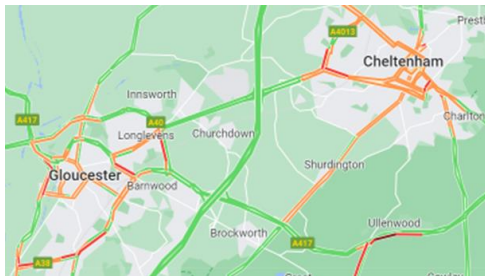
Key players



Urban vision – high quality, healthy streets for people

Challenges

- Trip attractors
- Congestion/
capacity constraints
- Poor air quality



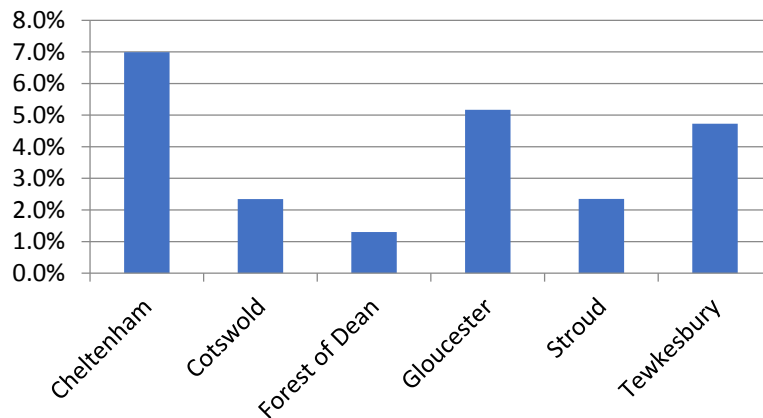
Vision:

The efficient use of existing road space allows for better public transport, high quality cycle links and healthier, more attractive places to live.

Opportunities

- Highest propensity to shift to active travel
- Good access to public transport

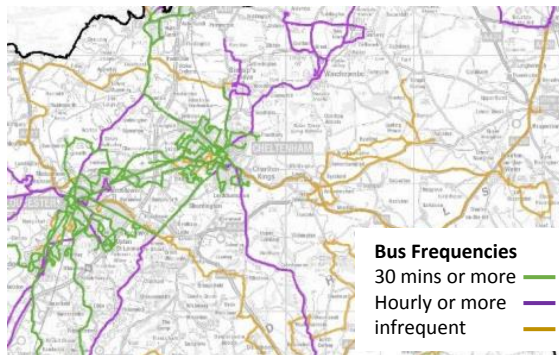
% of journeys to work by bicycle



Vision for market towns – bringing local communities together

Challenges

- Market towns and villages compete with out of town locations
- Poor public and active travel provision
- Through traffic

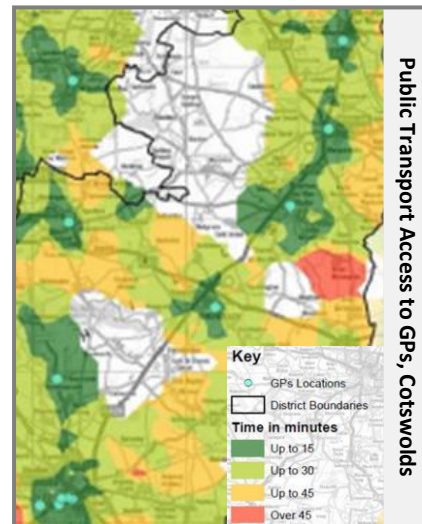


Vision:

Resilient market towns that function as service and transport hubs while providing high quality environments to local communities.

Opportunities

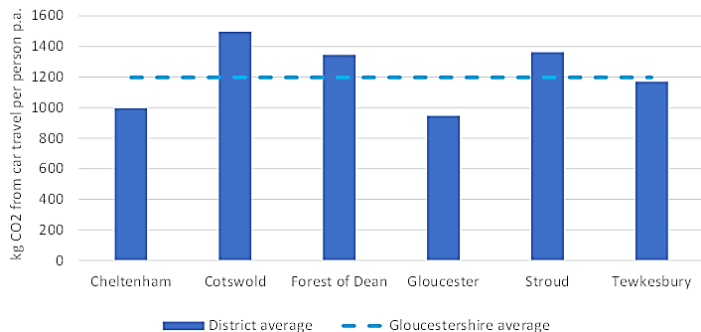
- Hubs for interchange
- Service centres
- Strong communities



Rural vision – vibrant communities through innovation and connectivity

Challenges

- Long distances
- Dispersed trip patterns
- Highest CO2 emissions

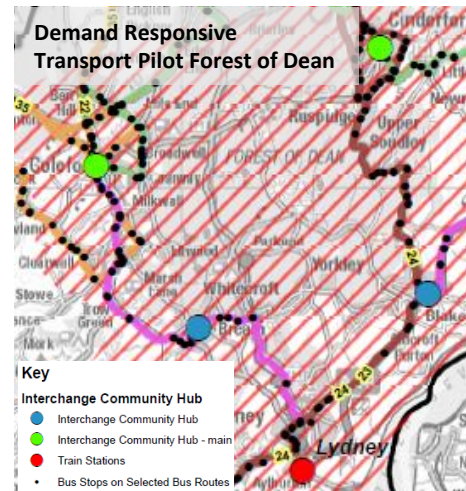


Opportunities

- Greatest CO2 saving potential
- High levels of home working in some areas
- Good broadband access
- E-bikes
- Demand responsive transport
- Connectivity through hub and spoke system

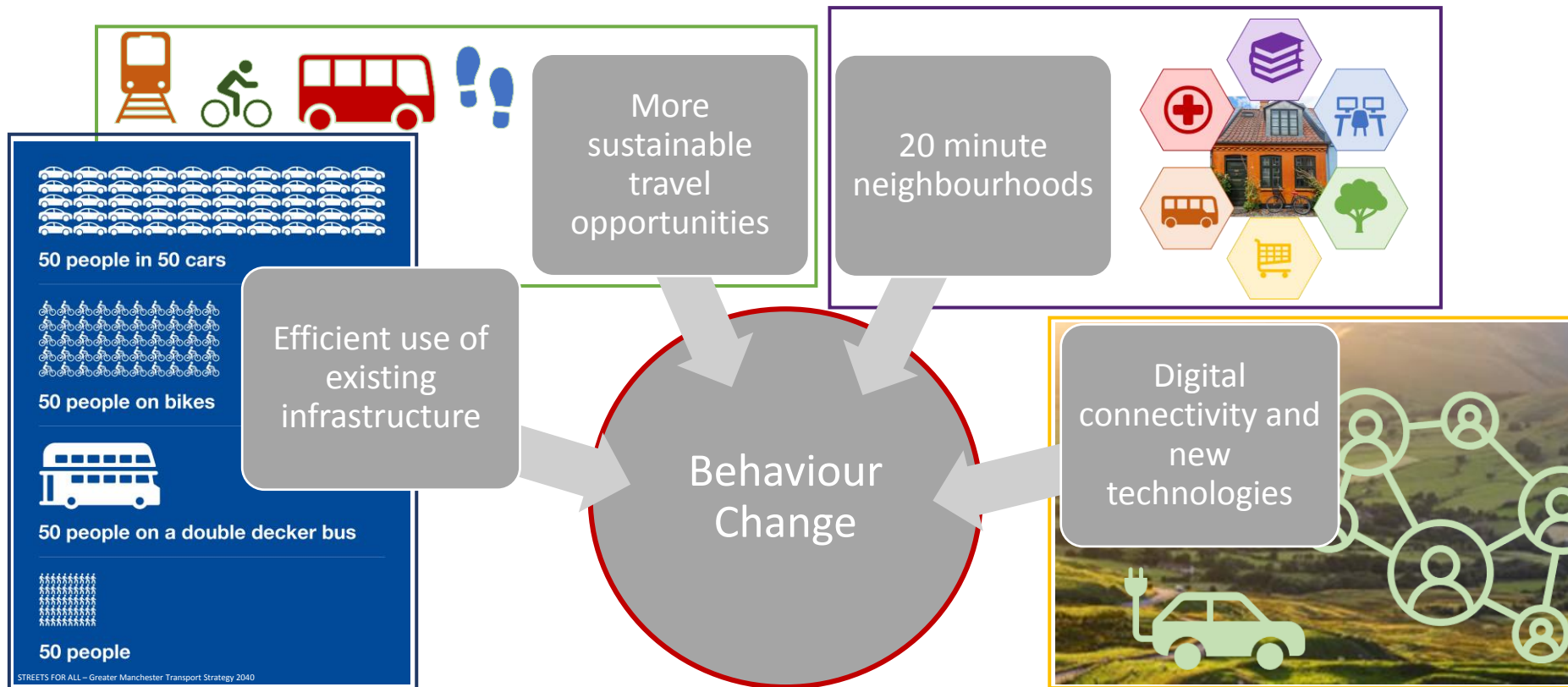
Vision:

Highly connected rural communities with accessible active travel and public transport links.



- 

What will success look like in the future?



Next steps

- Ongoing engagement: Autumn 2022
- Assembly of intervention packages and impact analysis
- Carbon Reduction Pathway early 2023.

A plan setting out detailed steps and phasing required to reduce Gloucestershire's transport emissions in order to align with emission reduction targets.



Workshop 11:25 – 12:35

How do we reduce transport emission

Please join your facilitator to go into your Breakout Room



Lunch

12:40 – 13:40



Please go to www.menti.com to:

- Submit your answers
- Make a pledge
- Tell us your challenges and opportunities

Send questions to our Q&A panel: ltip@gloucestershire.gov.uk

Gloucestershire Decarbonising Transport Forum 2022



Our Perspective, Opinions, Experiences and Potential
Solutions to Transport in Gloucestershire for Young People

Cate James Hodges and Megan Land

What did you use public transport for when you were a young person?

What we came up with:

Education/ apprenticeships/ university
Socialising and connecting
Shopping
Work/ interviews/ planning your futures
Sports/ clubs /hobbies
Holidays/ adventures and exploring
Health appointments

INDEPENDENCE



In 2021, Gloucestershire Community Rail Partnership and Stroud District Youth Council surveyed 862 young people across Gloucestershire to find out their views on Transport

Price

- 35%** Up to 35% said Fare systems for journeys to school were not reasonable.
- 50%** Over 50% chose car (or got a lift) over public transport due to price Factors

Safety

- 1/3 of young people reported being discriminated against on train Journeys, Public Buses and school buses

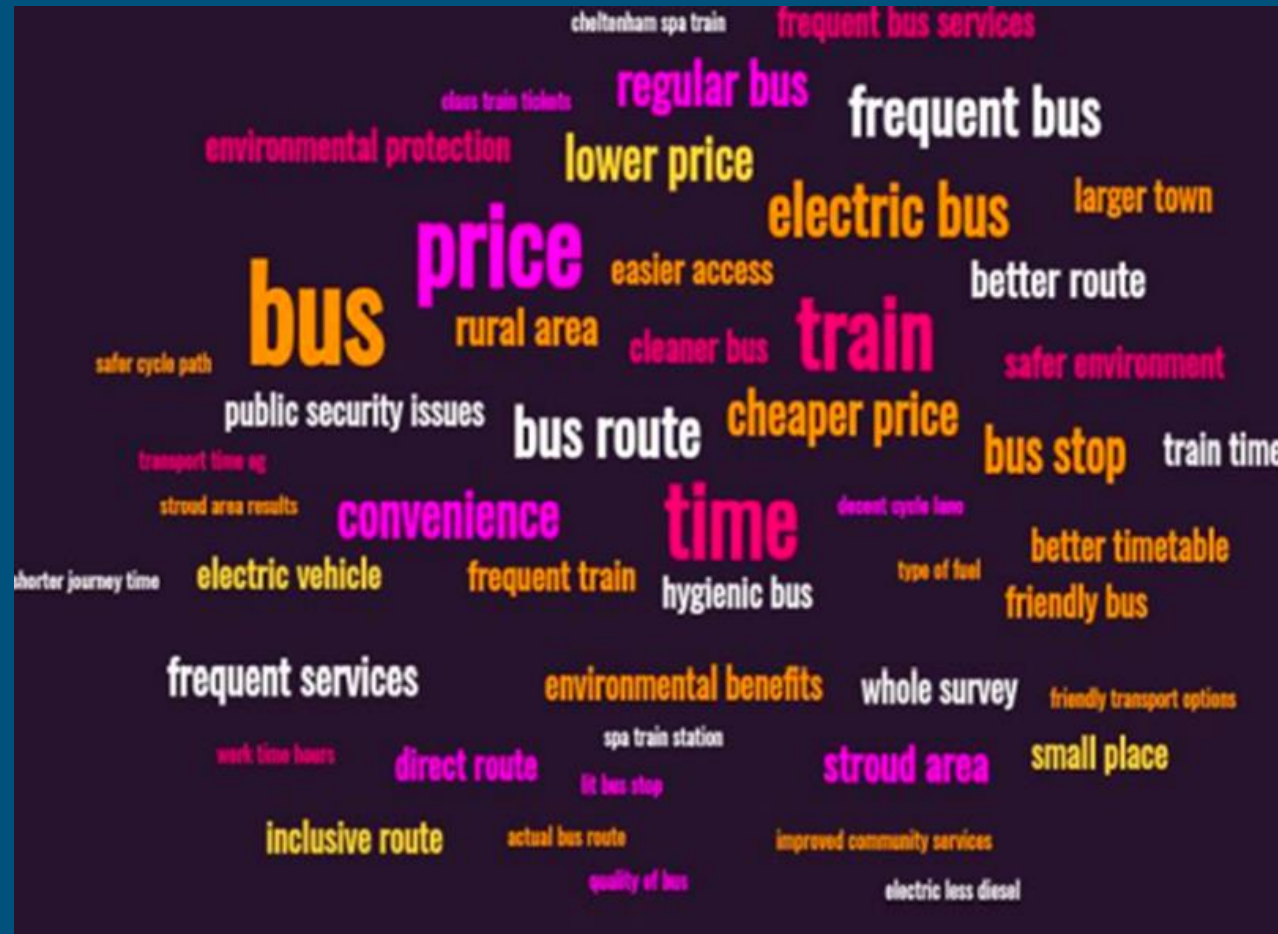
information

- Young people weren't aware that travel concessions and discounts were available to them
- "website is not very user friendly"
- "not clear on how to get discounts especially student discounts"

Access/ frequency

- 37%** 37% respondents stopped using public transport because timings did not fit with school, college or working hours.

What would encourage you to consider using public transport more?



Conclusion

More joint work / more talking between all stakeholders to make sure changes work for the benefit of everyone

Public transport is so important for our futures, especially in rural Gloucestershire where we are already fairly isolated. Young people move out of the area because of the lack of access to the things they want to access. Let's improve the situation and the opportunities for young people to thrive.

Let's break down the barriers for young people to access public transport and create a culture where young people use public transport and continue to use it as first choice throughout their lives. Get this right and we can get more cars off of the roads.

Any Questions?

Creative Sustainability

Website - www.cscic.org

Email – glosyouthclimate@cscic.org

GCC -

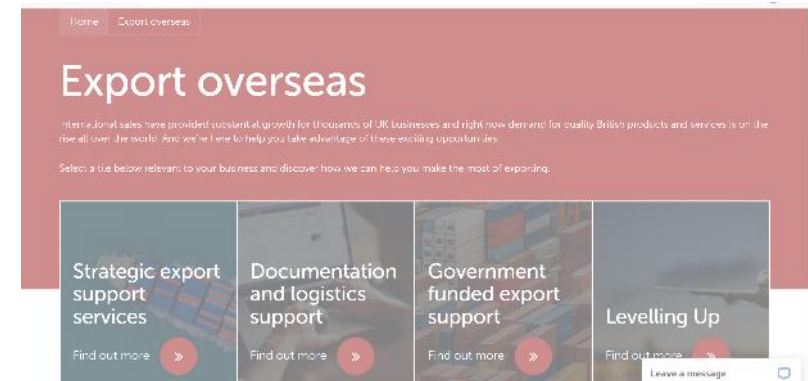
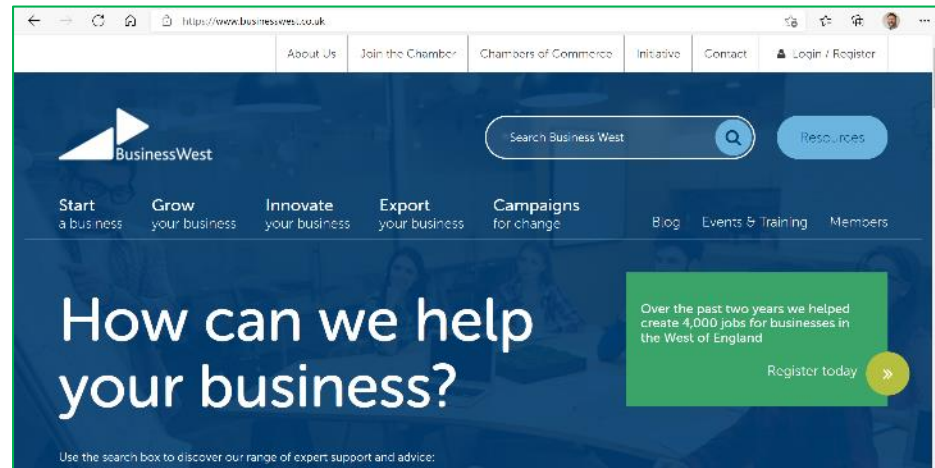
Gloucestershire Community Rail Partnership

www.gloucestershirecommunityrail.org

Stroud District Youth Council



Role of business in decarbonising transport



Business West and Climate Change



Business West & Climate Change

- Big strategic issue for business
- Members want to make change
- Also harness market opportunities

Businesses tell us via QES/Climate survey and British Chamber of Commerce: (June 2021)

- **Businesses do care about Climate change:** 70% of businesses consider Climate change an issue
 - 54% of businesses are planning to reduce their consumption (e.g paper, plastics)
 - 47% are planning to reduce emissions they use via travel
 - 40% are planning to reduce the energy used at their office and premises
- **What drives them to take action?**
 - 78% Business owners values
 - 57% Client expectations
 - 35% Staff expectations
 - 35% Technological innovation
 - 34% New business opportunities
 - 31% Mandatory regulations
 - 28% Financial incentives/cost cutting

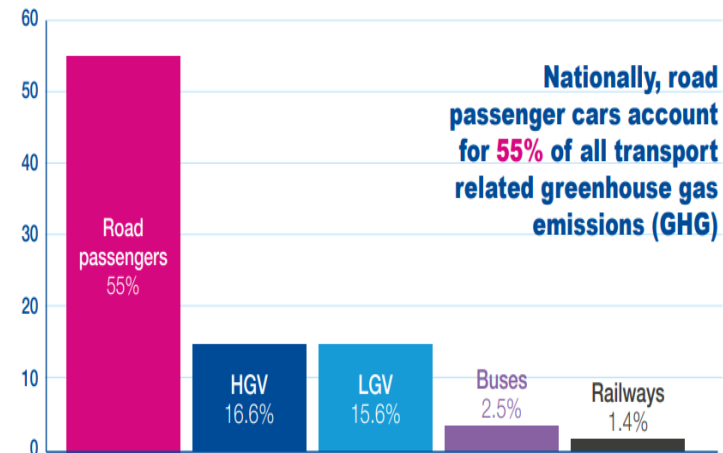
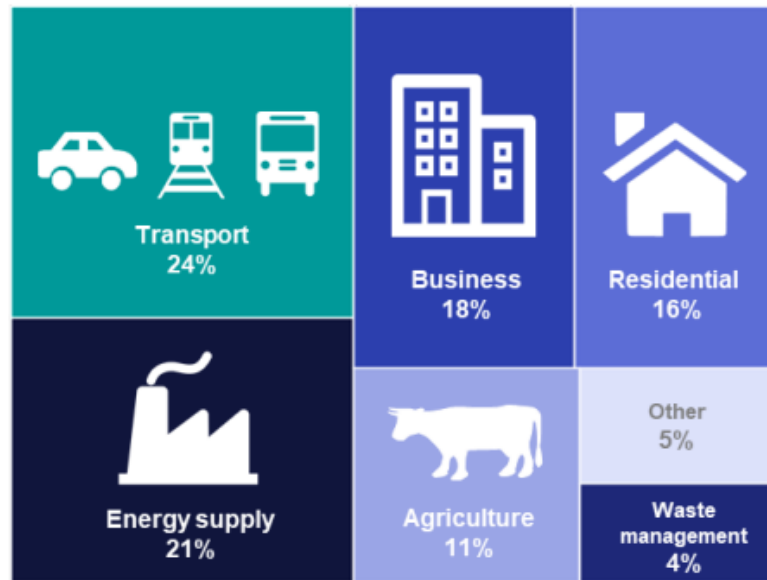
But there is a gap between their aspirations and actions:

- Only 11% of businesses are measuring their Carbon footprint (9% for small businesses and 5% for micro businesses)
- Top 3 Barriers to taking action:
 - Cash flow
 - Competing priorities
 - Lack of knowledge/don't know what to

Businesses need support and help!

Transport emissions

Transport was the largest emitting sector in the UK in 2020, responsible for almost a quarter of emissions

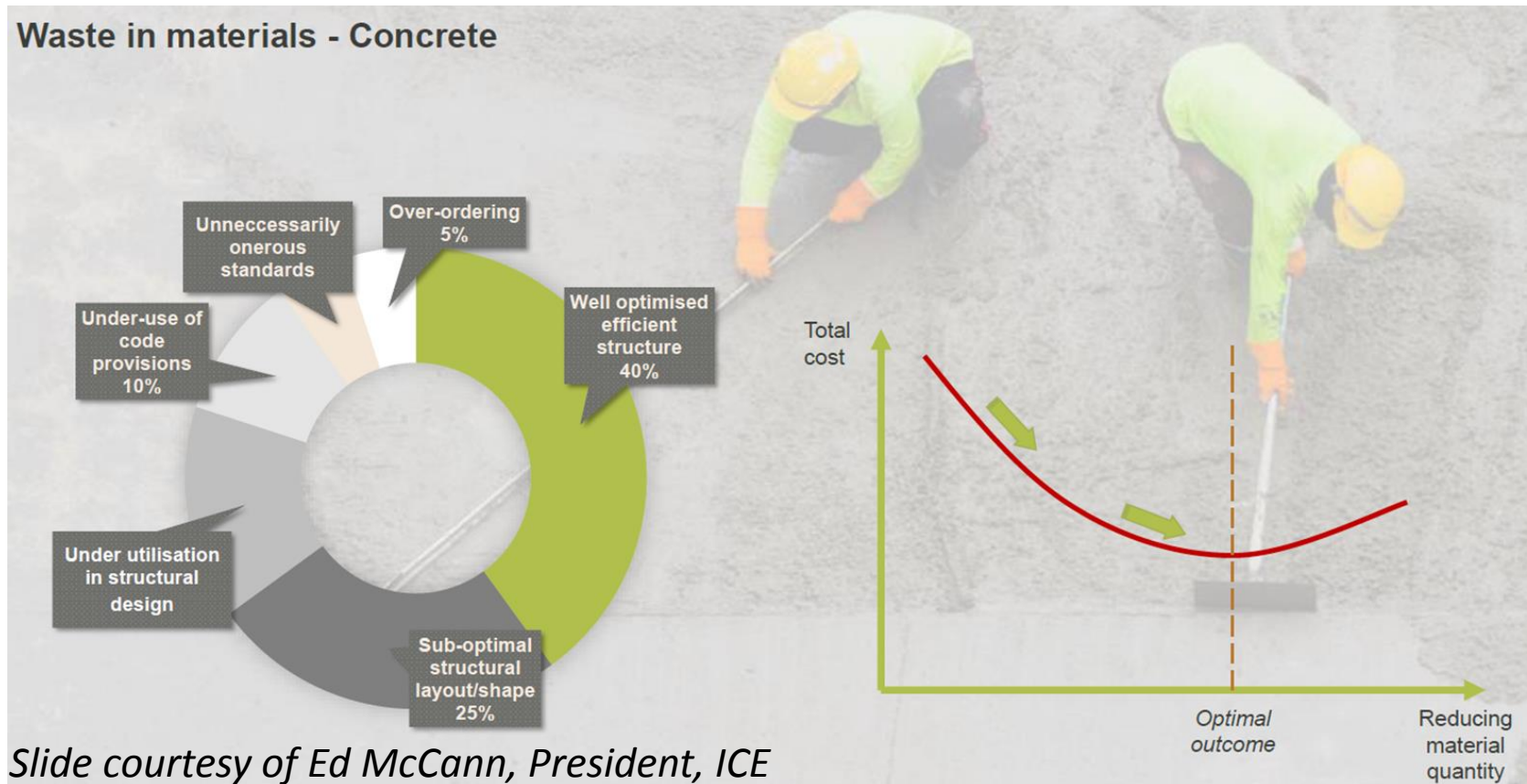


National Greenhouse Gas Emissions (2018)

Transport is a **key area to focus on** - the No 1 source of emissions with passenger cars accounting for 55%

Transport, Business & Carbon

- Transport in business is an important source of carbon
 - But its not just the operating carbon costs



Transport, Business & Carbon

- Investments and business change driver of transport behaviour
 - Confidence in supply to invest in electric and hydrogen fleets and innovative solutions
 - Cutting commuting through WFH - not always possible
 - Driving demand for public & active travel via staff incentives
- But requires clear leadership planning and investment from the state

Partnerships



Office for
Low Emission
Vehicles



**CYCLING
WORKS
BRISTOL**



Private Sector Innovation



Goodbye hassle, hello Slide

Slide Bristol is a shared ride to work service. We're available 6:45-9:45am and 3:30-7:30pm, Monday to Friday. Book your ride in advance (or up to 10 minutes before you travel) with just a few taps using the app.

**THE BIG
ISSUE**
EBIKES



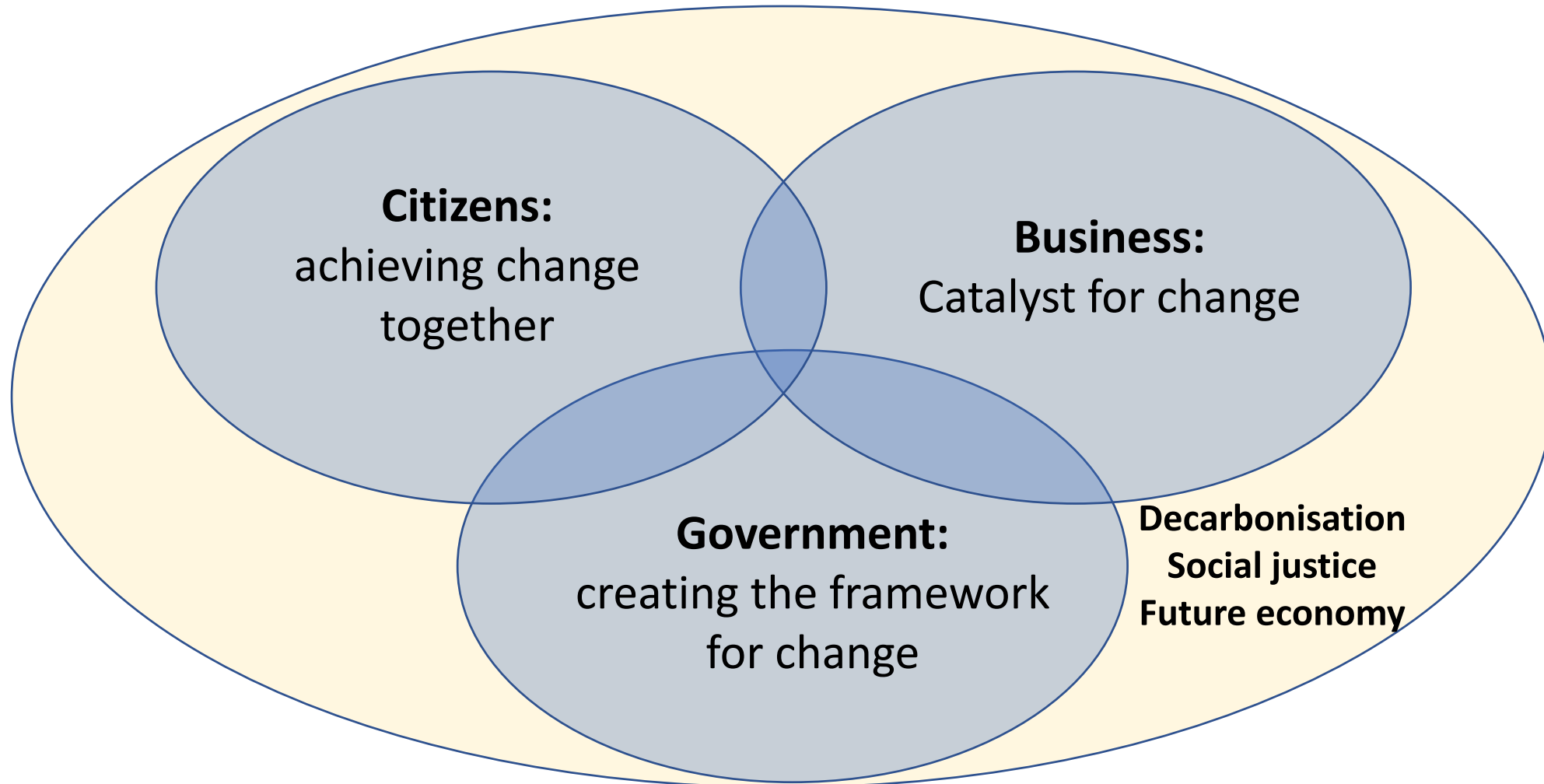
Business ask of public authorities

- Reliable economic and related energy strategies
- Spatial land use planning
- Sympathetic & functioning public transport networks & infrastructure
- Sticks/carrots from government for investment and behaviour change
- Incentives to reduce carbon in infrastructure design and construction

- Business is able to take the long view
- Act as catalyst and broker
- Support difficult choices
- Drive behaviour change
- Take risks on innovative solutions



A final thought



Workshop Feedback

Tim Cheetham

Association for Public Service
Excellence (APSE)



www.menti.com

Break

14:30 -14:50



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Gloucestershire Decarbonising Transport Forum 2022

Speakers Panel Q&A

CLlr David Gray

Cabinet Member Environment & Planning,
Gloucestershire County Council (GCC)

Jason Torrance

Assistant Chief Executive, UK 100

Claire Haigh

CEO, Greener Transport Solutions

Melissa Goodacre

Infrastructure Strategy Team Leader,
Oxfordshire County Council

Pete Wiggins

Outcome Manager, Sustainability, GCC

Julian Atkins

Countywide Climate Change Coordinator,
Gloucestershire

Luisa Senft-Hayward

Transport Planning Team Manager, GCC

Cate James-Hodges & Megan Land

Gloucestershire Youth Climate Group

Phil Smith

Managing Director, Business West



Gloucestershire Decarbonising Transport Forum 2022

Next steps

- Forum slides and feedback analysis will be published online
- Ongoing dialogue
- Carbon Reduction Pathway early 2023

Contact

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- Julian Atkins julian.atkins@gloucester.gov.uk

