



Low Emission
Strategies
Building on Good Practice

Low Emission Forum

1 July 2010

Quaker Meeting House, Sheffield

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Overview



Session	Timings	Content
LESP Workshop	11:00am – 12:30pm	<ul style="list-style-type: none">• LESP update• Local News• Where to from here
Lunch	12:30pm – 1:10pm	
LES and LTP	1:10pm – 3:30pm	<ul style="list-style-type: none">• LES and DfT• LES in the Merseyside LTP <<Tea break>> <ul style="list-style-type: none">• LES and LTP3 in Sheffield• Panel Discussion
Site Visit	3:30pm – 4:10pm	Staniforth Road

... And then continuing discussions in the pub (All Bar One)

Morning Session (11am – 12:30pm)



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1. LES Partnership Update

- Low Emission Strategies and the Partnership
- Overview of the Phase II work programme
- Highlights from key projects

2. Local News Roundup

- News from the Regional Groups
- Local news template

3. Where to from here?



Low Emission Strategies



- Reduce transport emissions of air pollutants and greenhouse gases
- Focus on technology: low emission fuels, vehicles and infrastructure
- Initial work linked to planning – guidance on reducing transport emissions at new developments
- Now looking to integrate with transport planning and procurement



The LES Partnership

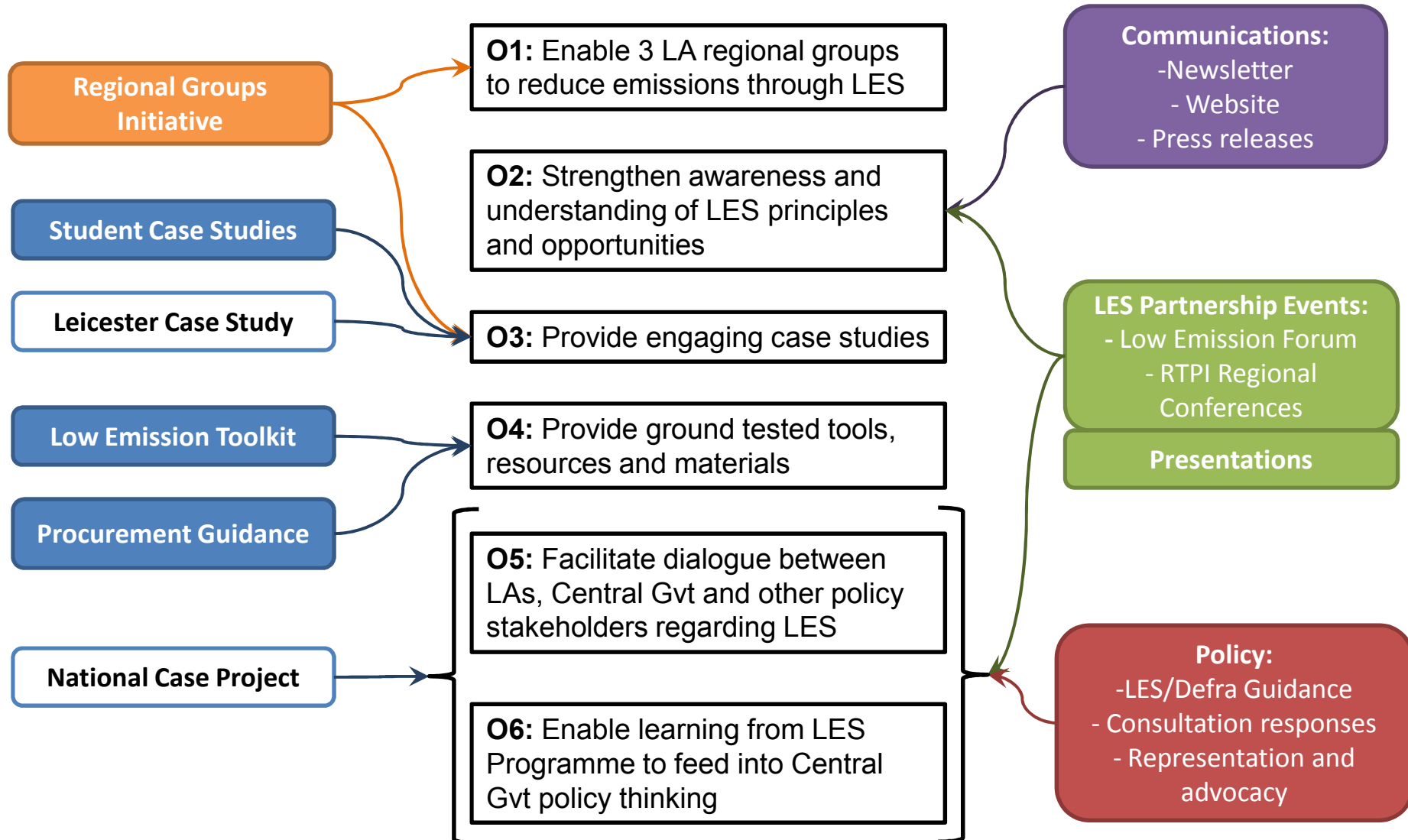


- Grant funded by CLG, Defra Air Quality Grant, s106 funds from partner authorities
- Board + Observers + Secretariat
- Phase II ~ £450k funding
 - Projects: Low Emission Toolkit, Procurement Guidance, Student Case Studies
 - Practice: Regional Groups Initiative
 - Dissemination: Events, Communications, Policy

LESP PHASE II AIMS:

Strengthen the impact of the LES partnership

Demonstrate continued progress in helping LAs to reduce transport emissions



Low Emission Toolkit



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- TTR, CERC and RPS
- APP 1: Technology guide
- APP 2: Fleet Tool
- APP 3: Planning Tool

	Application 1 Technology Guidance	Application 2 Fleet Tool	Application 3 Development Tool
Aim	Describe technology available in 2010-2015 market. Provide comparative information of vehicle level on emissions (PM10, NO2 and GHG), performance, costs and typical issues. Flag important co-factors.	Provide analysis of costs and benefits of adopting green fleet options in the future (2010-15), including emissions reductions (PM10, NO2 and GHG), savings impacts (where possible) and associated marginal costs. Tailored to characteristics of a specific fleet.	Provide analysis of costs and benefits of Low Emission Strategies for development sites (e.g. through better 100% government building emissions reductions (PM10, NO2 and GHG), savings impacts (where possible) and associated marginal costs.
Purpose	Enable an informed debate and to help users pick the right solutions and be aware of all the options.	Provide easy to use scenario tool for fleet operators considering green fleet renewal/procurement strategies.	Provide easy to use scenario tool for planning officers to aid design justification of planning based LES.
Example Query	In a local authority environment manager I want to have an informed discussion with the Local manager regarding cost and cost of specific vehicle technologies.	In a local authority fleet manager, with 300 vans/vehicles, and a renewal rate of 20% per year. What low emission vehicle technologies are available, what is the cost involved and what are the emission benefits, compared with continuing as business as usual?	In a local authority planning officer, assessing a proposed development of 300 new houses. What are the transport emissions impacts of this proposal? What transport emission reduction measures could I negotiate through a section 106 agreement and what benefits would this bring? What statutory remains for consideration?

- Calculate baseline transport emissions for a new development
- Identify LES measures and their costs and benefits
- Calculate 'residual' emissions which can be offset financially
- First version – September 2010
- Funding bids for further development