

12. Climate change

12.10 Climate change and transport

Personal mobility and the transport of goods form the basis of everyday life and subsequently produce 16.2% of total CO₂ emissions in Wales. Road transport is the principal contributor to transport emissions, with personal travel by car responsible for 63% of this.

Wales' low population density, topographical variations, and isolated rural and coastal populations pose challenges in the provision of viable, frequent and direct public transport services, and subsequently result in car dependency. The transport of goods accounts for 33.4% of Welsh transport emissions. 39

For references and further information on transport and the Sustainable Development Commission recommendations for address carbon emission see Low Carbon Regions.

www.sd-commission.org.uk/data/files/publications/SDC_LowCarbonRegions_report_web.pdf

Transport injustice

Combating climate change will make it necessary to revolutionise transport in the UK. A post-carbon society will have to rely vastly more on public transport, walking and biking and the car will no longer dominate our towns and villages. Solving the problem presents an opportunity for joined-up thinking between social justice and environmental organisations as public transport infrastructure, cycle paths and walkways can advance equality within society and benefit those in poverty. Investing in public transport presents an opportunity for kick-starting virtuous circles, positively effecting health, communities and the environment.

Transport injustices are experienced by millions of people in the UK today. The types of injustices include having unequal access to work and work opportunities; a struggle for money; reduced chance to be active and fit; and a proportionately greater exposure to pollution, road danger and noise.

Amongst the poorest fifth of households, those who do own cars spend nearly a quarter of their income on the cost of motoring. This amounts to transport poverty although currently there is no accepted definition of this.

For further information on transport justice and climate change see Sustran's

Towards Transport Justice : Transport and Social Justice in an Oil-Scarce Future
www.sustrans.org.uk/assets/files/Info%20sheets/towards_transport_justice_april08.pdf

Smarter Travel Choices

Stop Climate Chaos Cymru provides an approach to addressing the need to change our travel infrastructure through 'Smarter Travel Choices' and the virtuous circle from this approach.

For further information see Cutting Carbon: Creating Jobs
http://issuu.com/scccymru/docs/scc_cutting_carbon_report_final?viewMode=magazine

Disability Inclusion

Disabled people and older people find much of our street scape and our public transport is inaccessible, often due to the bad design of public space or the design of transport vehicles and stations. Any change to our transport infrastructure needs to take this issues into account. For further information on issues facing disabled people and transport see

www.dft.gov.uk/topics/access/

www.disabilityalliance.org/surface.htm

People who rely on cars and who may still do so during or after the infrastructure switch, due to lack of access to transport or inability to switch to walking or cycling, such as disabled people or those living in rural areas, will need to be considered in any policies so they are not disproportionately affected by low carbon transport changes.

Disclaimer

The information provided in this sheet is intended for guidance only. It is not a substitute for professional advice and we cannot accept any responsibility for loss occasioned as a result of any person acting or refraining from acting upon it.

For further information contact

Flintshire Local Voluntary Council

Unit 3, Mold Business Park, Wrexham Road, Mold, Flintshire, CH7 1XP

Registered Charity: 1062644

Tel: 01352 744000

info@flvc.org.uk

Fax: 01352 750351

www.flvc.org.uk

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Tel: 0300 111 0124
www.wcva.org.uk