

# **Decarbonising transport: the role of land use, localisation and accessibility**

**Richard Walker  
Institute for Transport Studies  
University of Leeds**

# This talk

- The context: climate emergency & getting carbon ambition right
- Locating the role of land use planning, localisation and accessibility within the transport decarbonisation toolkit
- The one statistic to remember from today
- Areas for action:
  - Getting spatial planning and land use planning right
  - Planning existing places for accessibility and localisation

# The context: this is the emergency



Feb 2019

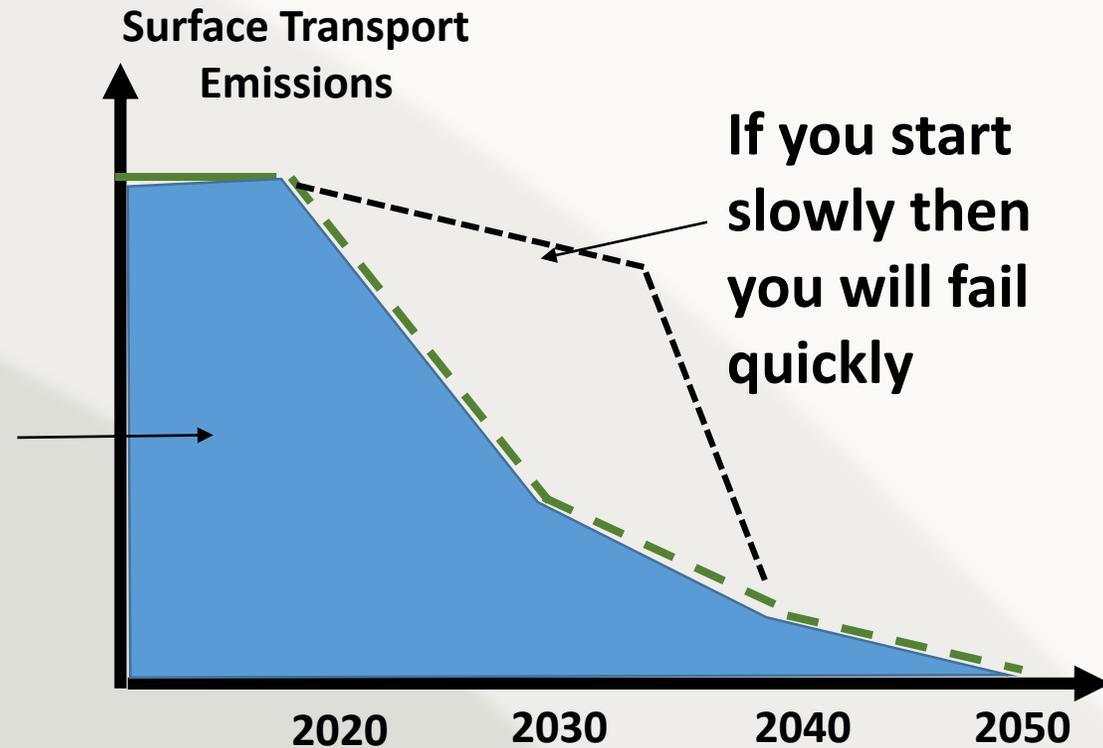
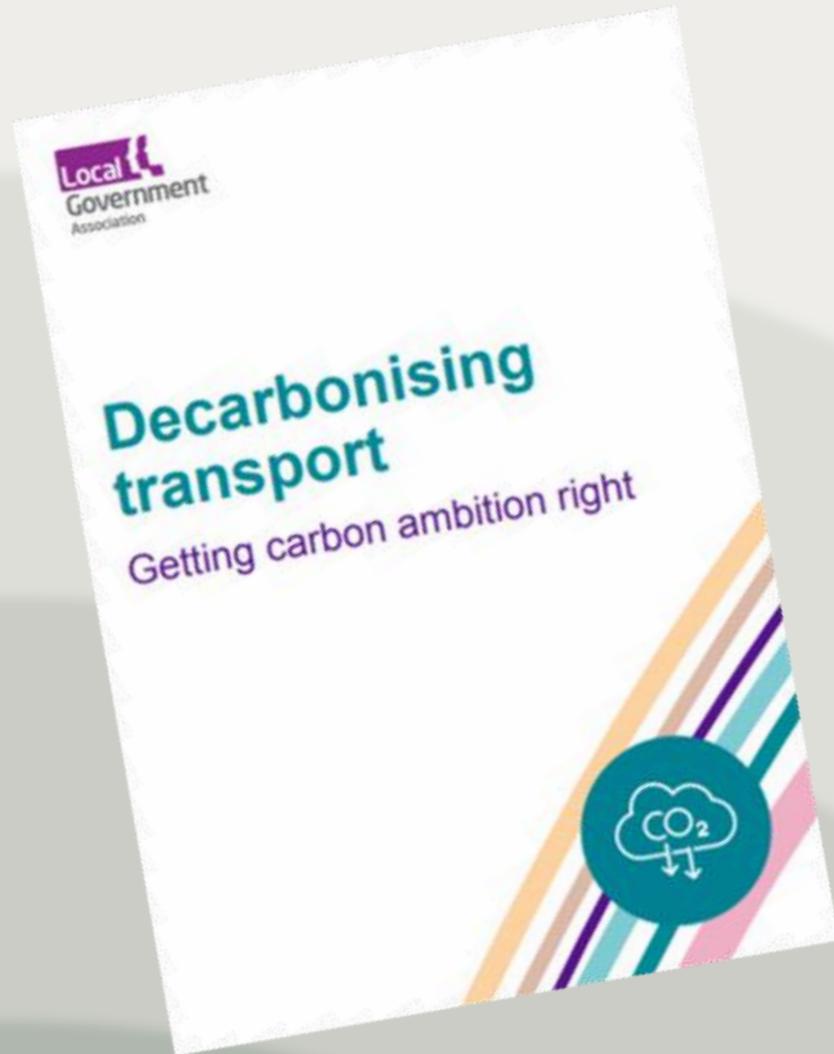


March 2019



Across England, 182 councils have declared a **CLIMATE EMERGENCY**

# The context: getting your carbon ambition right



It is all about the total budget –  
**THE AREA UNDER THE CURVE**

# Where land use planning, localisation & accessibility fit within the transport decarbonisation toolkit

The LGA 'Decarbonising Transport' briefing series

**Transition to low carbon vehicles ('improve')**

Accelerating the uptake of electric vehicles

**Mode shift away from cars ('shift')**

Growing cycle use

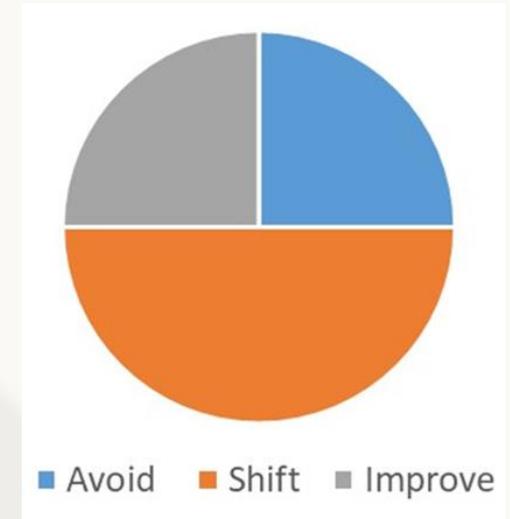
The role of buses

Climate-smart parking policies

**Reducing the need to travel ('avoid')**

Travelling less and the role of online opportunities

**Land use planning, localisation and accessibility**



**Planning of new  
development**



**Management of  
existing built-up  
areas & their  
communities**

## **Spatial planning and land use planning**

- strategic location
- density, layout and urban design
- land use mix

## **Localisation and accessibility planning**

- Ensuring everyone can access the services/facilities they need
- Reviving & restoring attractive and liveable neighbourhoods
- The '15 minute city'

**Planning of new  
development**

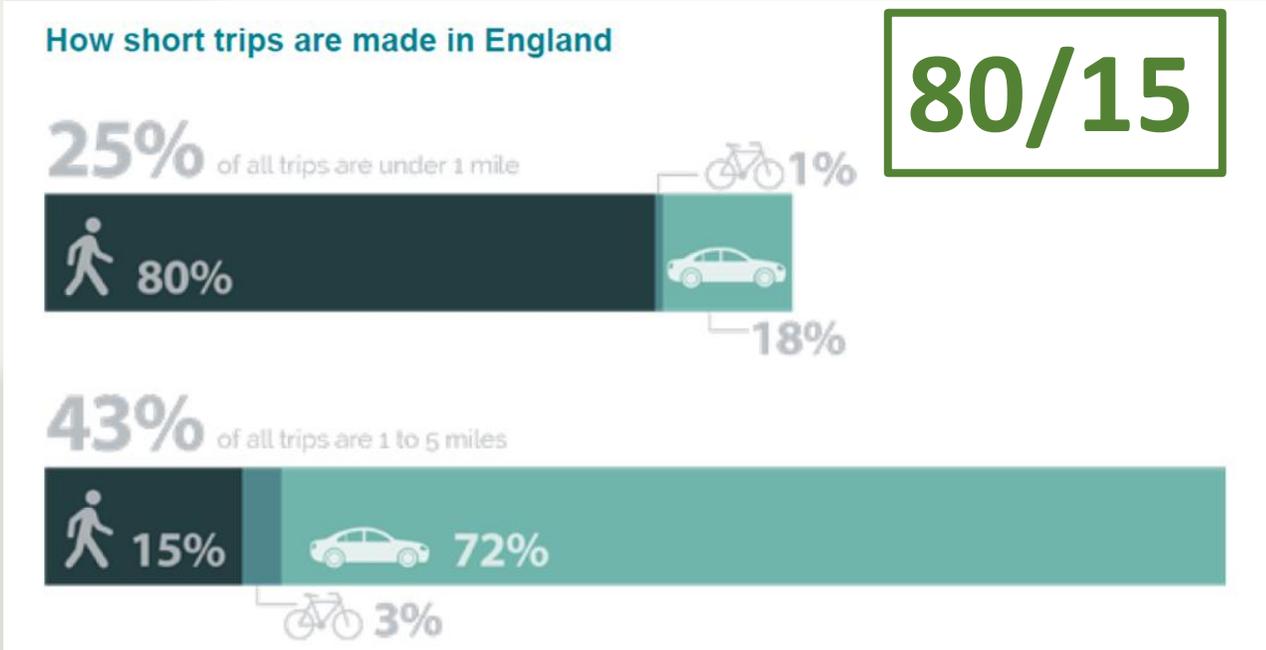
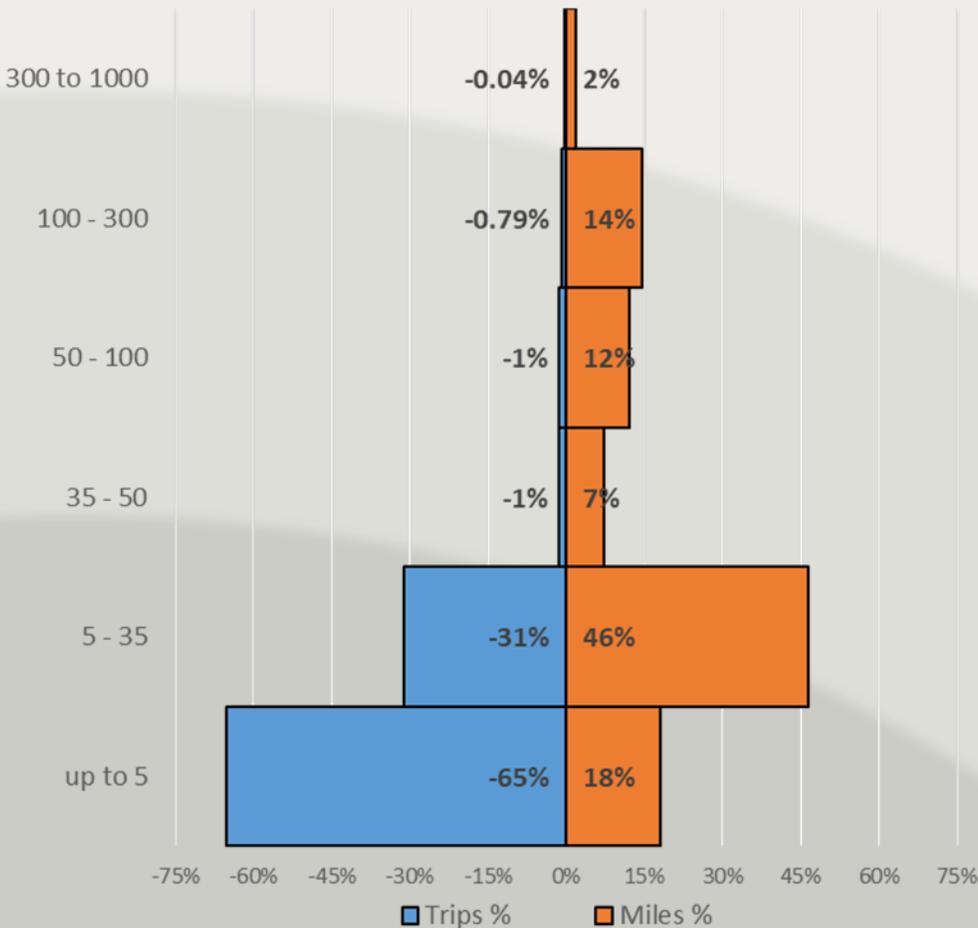


**Management of  
existing built-up  
areas & their  
communities**

Planning in the broader sense - local authorities as:

- local planning authorities,
- local transport authorities,
- providers of local strategic leadership
- service providers.

# Shorter trips: the simplest way to cut emissions



Making a higher proportion of trips shorter trips is a great way to reduce carbon emissions, even if people stay in cars. And if people can access what they need in trips of <1 mile, then a very high mode share to zero carbon modes will follow easily.

# Getting spatial planning and land use planning right

## Strategic location

- The Dutch ABC: the right use in the right place



## Density, layout and urban design

- Right density ( $\neq$  cramming)
- Design quality – walking & cycling routes & parking as standard
- Build around access to public transport stops
- Integrated approach to parking



## Mixed uses

# Planning existing places for accessibility and localisation: la ville du quart d'heure

Reclaiming the traditional walkable neighbourhood  
Helping fix car-dependent places

- Local facilities: shopping, services, parks & nature
- Walkable/cyclable neighbourhood and routes across barriers
- Accessibility planning

**15 mins/20 mins city?**

- 15 min town/village
- The urban village



# Conclusion

- Local authorities have different start points, but everywhere needs to act, starting now
- If your carbon ambition is to be in line with the Paris accord then it will mean radical change (and therefore difficult)
- ‘Horses for courses’: each place to select what works for it from the toolkit.
- The role of land use, localisation and accessibility planning: a special set of tools available to LAs. None easy, given current systems for gauging value.
- **Can the ‘15 minute city’ or similar be the wrapper bringing it all together?**

