

Canterbury District Green Party response to the  
CCC's management of the Park and Ride scheme

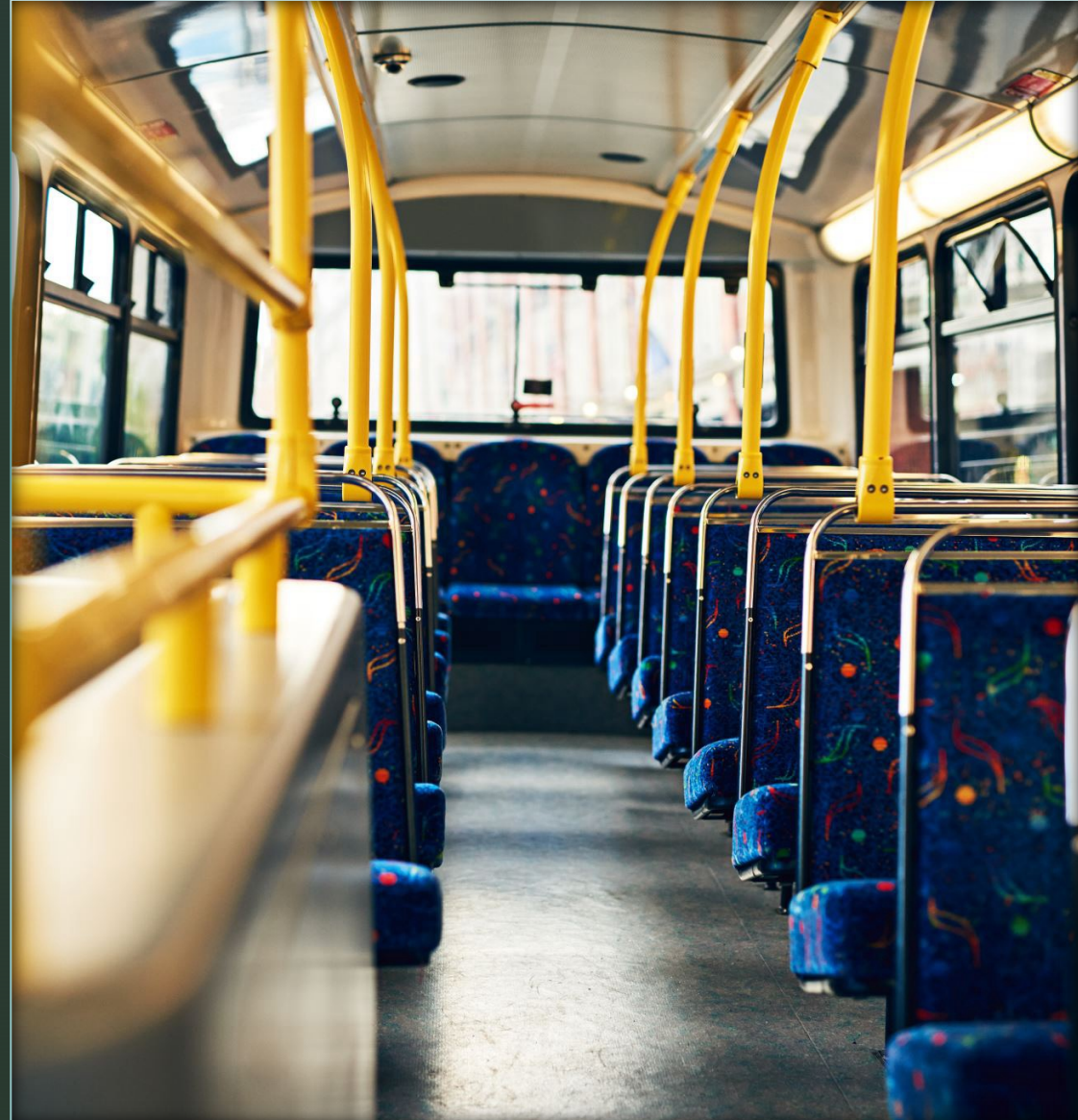
# How to worsen emissions with a bus-lead strategy

# A Bus policy to lower emissions. How is that going?

Labour's CCC 2023 manifesto promised to “spend money wisely, not on vanity projects...investments must deliver for our community “

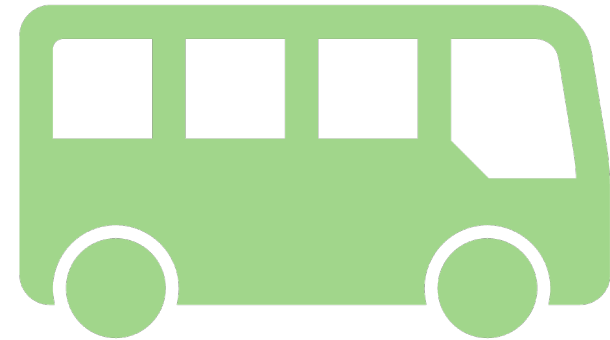
They offered to govern in a “Greener Way”

They promised to get to get CCC Net Zero by 2030 – their flagship transport project was re-opening the Sturry Park and Ride



## Sturry Park and Ride – how not to lower emissions !

- Since it started in April the new plan has attracted 10,858 visits at about 88 per day.
- The average occupancy for each bus is about 2.4 people for each double decker bus trip.
- The business is losing money – about £238,000 per year by our calculation – 55% of the losses running the Park and Ride scheme
- It has added about 148 MT per year to CCC's emissions instead of lowering them

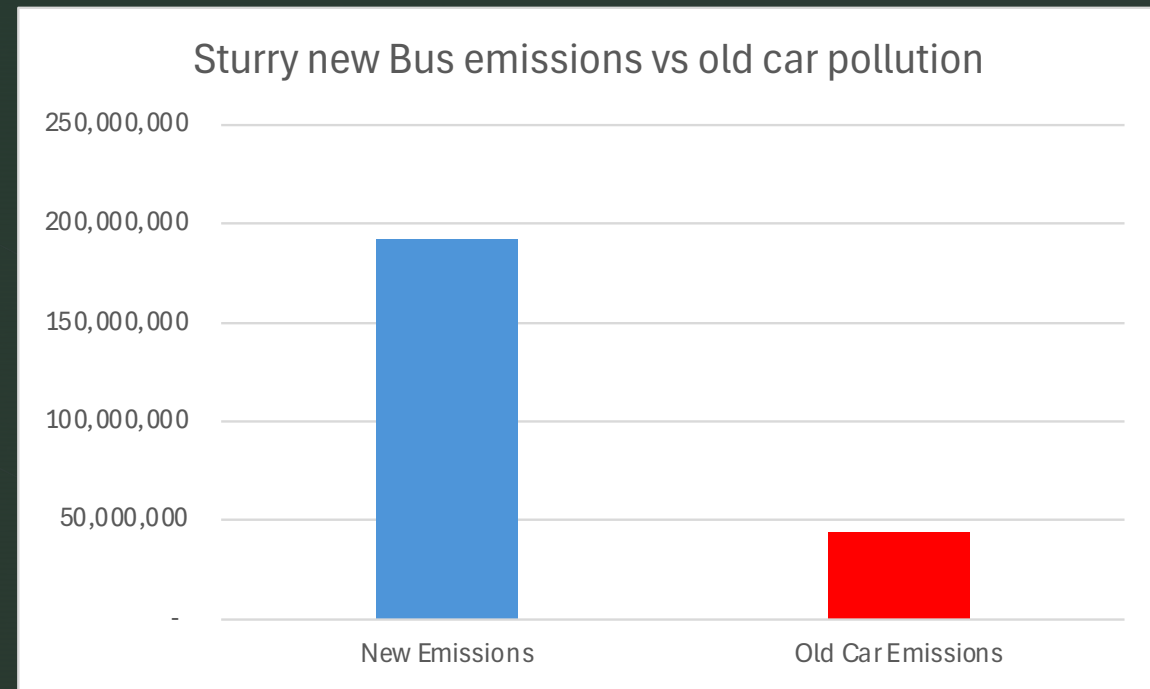


# Running diesel buses empty is an act of craziness...it also loses money hand over fist

The scheme added about 53,000 bus trips per annum there and back to our roads

It replaced around 61,000 car trips (assuming the same occupancy)

As diesel buses are highly polluting when empty it has hugely added to emissions. **The plan, as implemented, has taken us further away from Net Zero !**



Bus emissions per Defra at 1,189 g/CO<sub>2</sub>e/km empty vs car at 234.72 g/CO<sub>2</sub>e/km (Ford Focus)

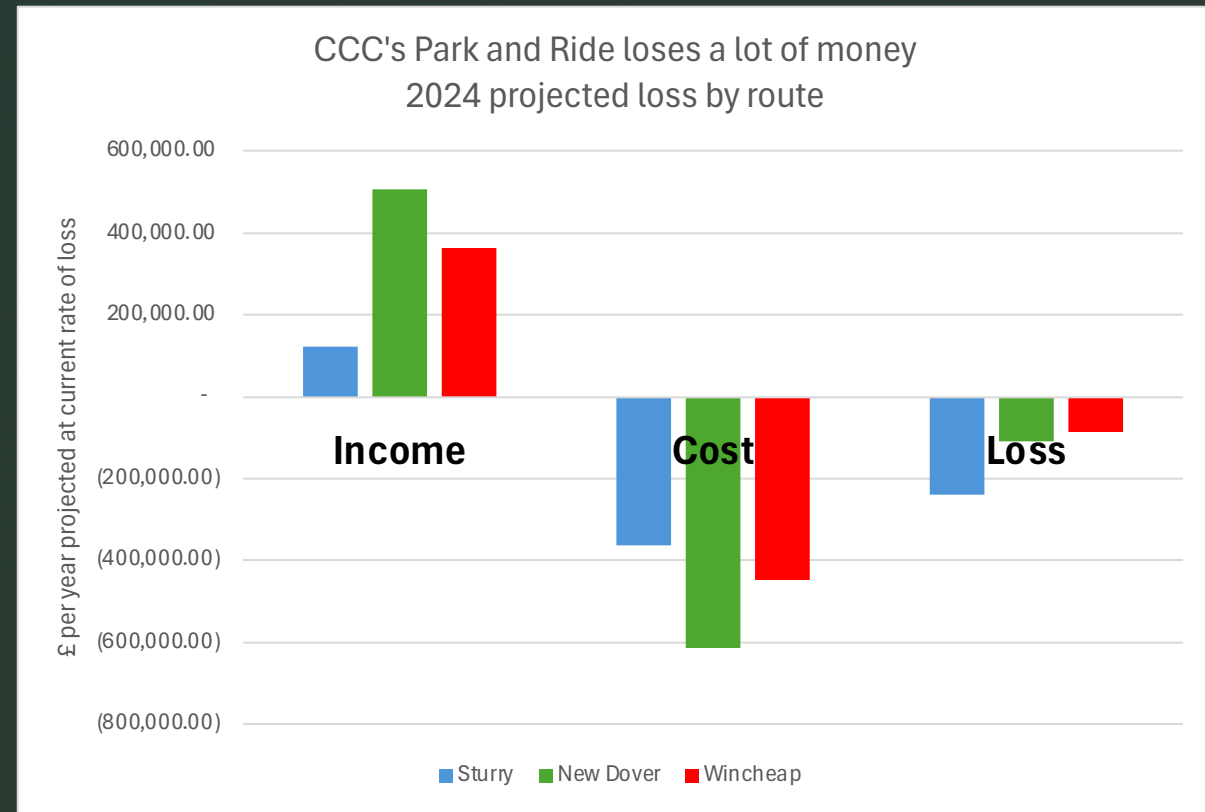
# Not “money spent wisely”

CCC’s Park and Ride scheme is on track to lose £430,000 this year at current occupancy and costs

The Sturry route will account for about 55% of this. It will lose about £240,000 this year by our calculation

Each car parked in Sturry earns £4 per day – and costs us £6.80 !

The Plan as executed is bad for the environment and bad for our pockets – this is not what was promised in the Labour Manifesto



CCC stated cost paid to Stagecoach – number of parkers stated by CCC committee paper extended pro rata - tariff per council website

# Buses and environment

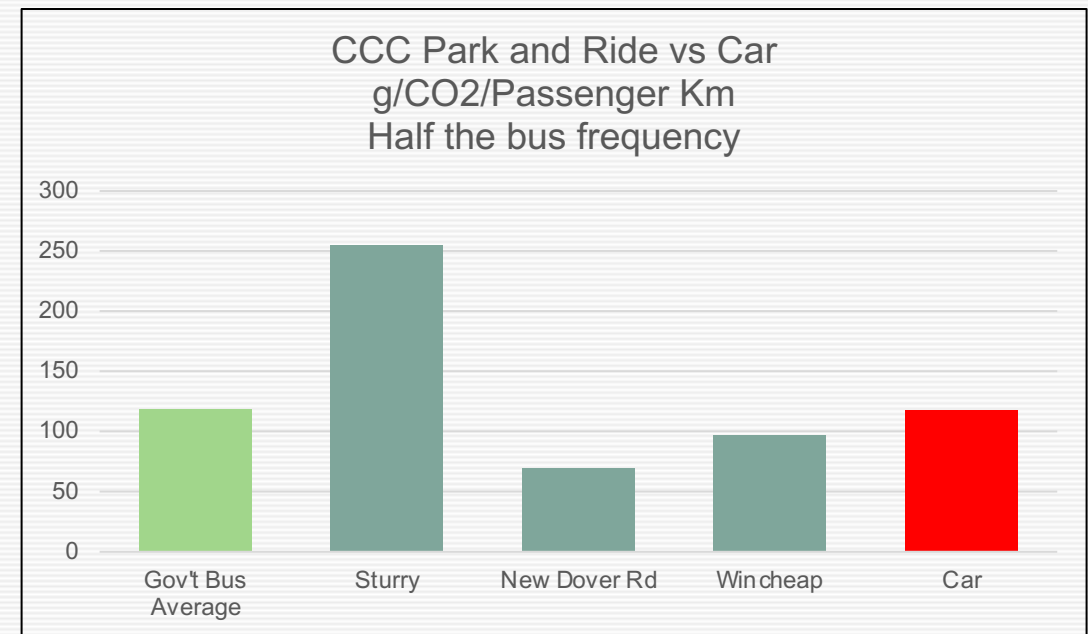
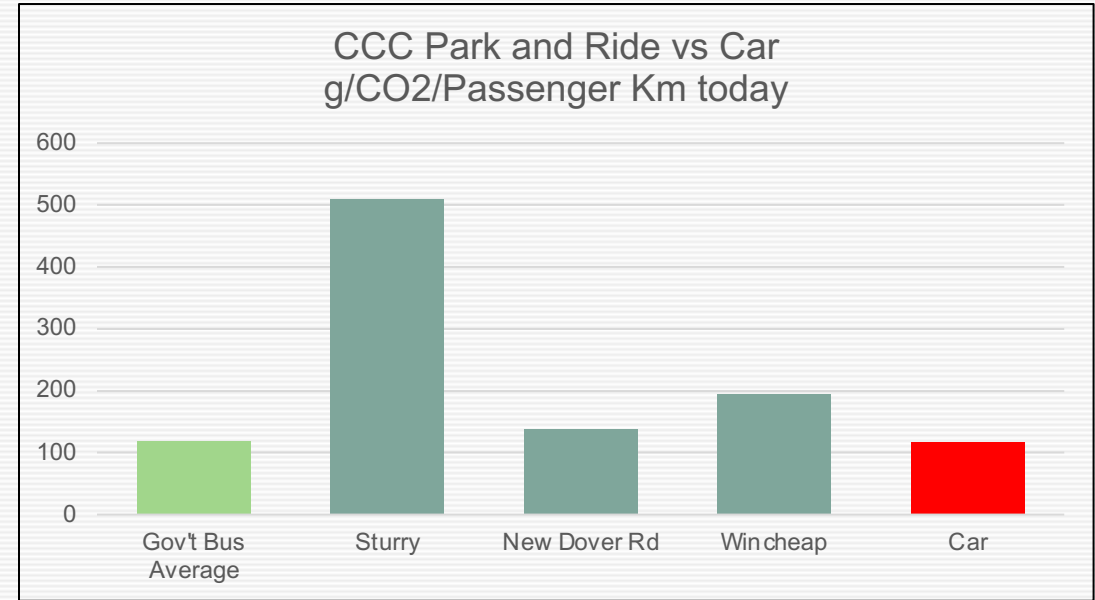
The Park and Ride Scheme is poorly operated

- Occupancy rates are terrible
  - Sturry about 2.4 people per bus
  - New Dover Rd 9.2 per bus
  - Wincheap 6.58 per bus
- The buses are way too large for the level of business
- Diesel buses are highly polluting – producing 1,189 g/CO<sub>2</sub>e/km empty rather than 379 g/CO<sub>2</sub>e/km for electric buses (Defra data)
- Service is way too frequent for the level of business
- **Being green does not mean being foolish – you can lower emissions and still run profitably**

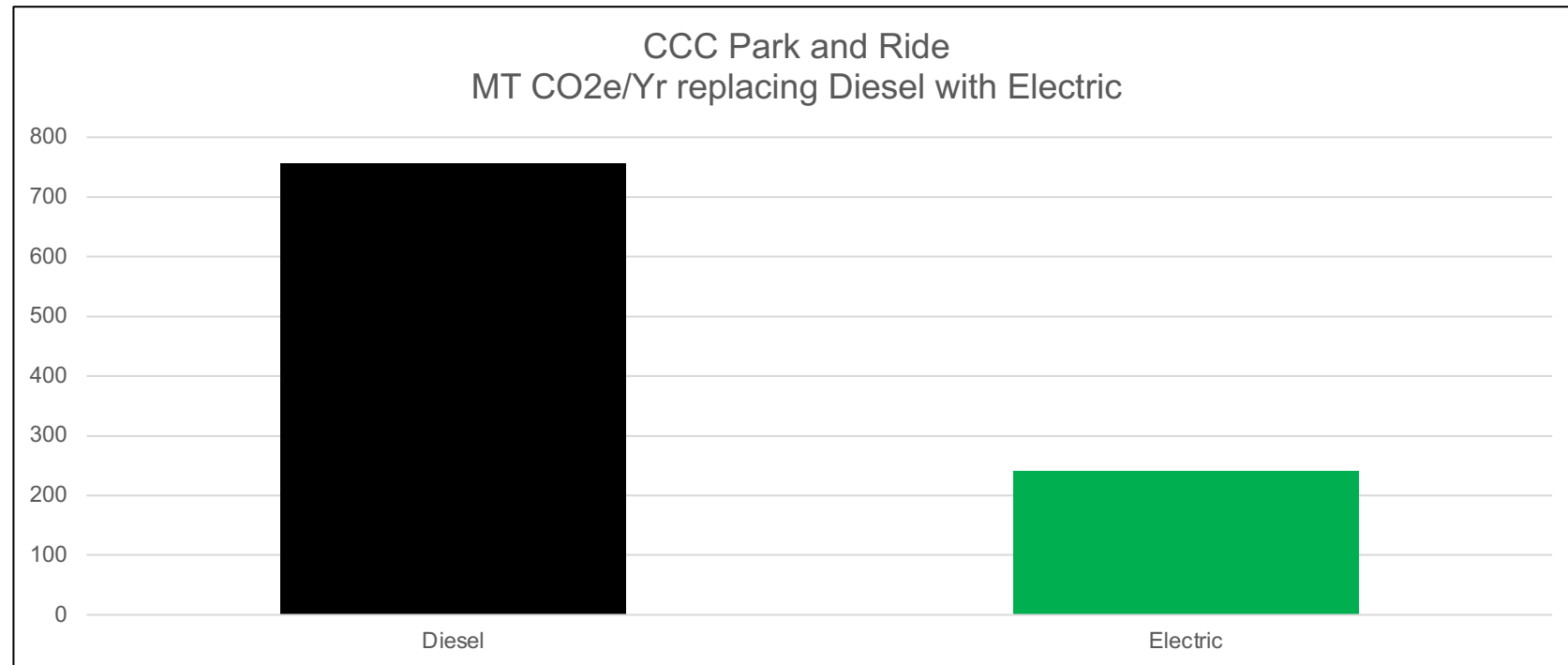


As the system is run today, it would be better for emissions to just use cars !!!

Halving the bus frequency would reverse this – though not in Sturry...



# Running Diesel buses is bad for the environment, not just in Sturry



CCC Park and Ride journeys per annum replacing diesel with electric buses at DEFRA rates of emissions

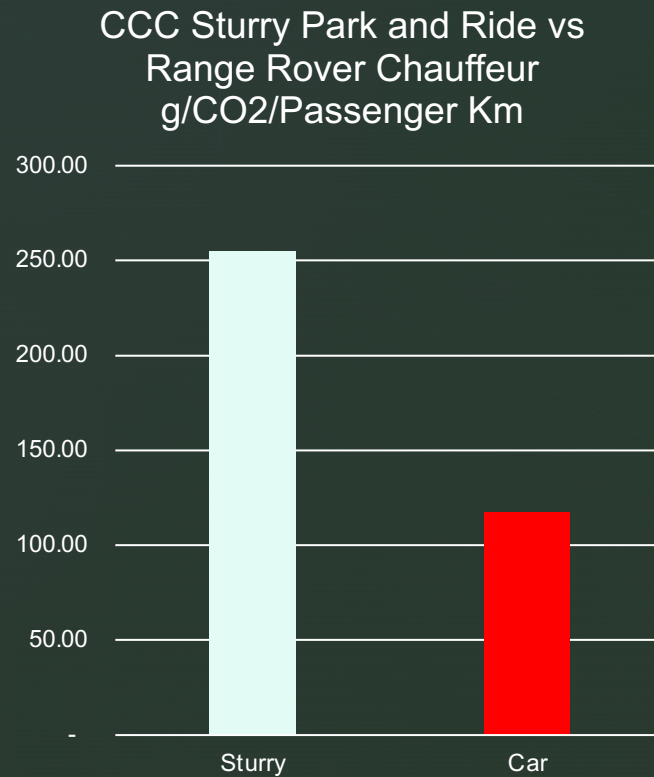


# What to do

- Lower the frequency of buses to increase occupancy
- Source smaller buses from the operator
- If you can't renegotiate the contract, remobilize the unnecessary buses onto routes that serve the public and run full
- **Convert the lot to electricity**



It really would be better to chauffeur passengers from Sturry in a Range Rover !



Calculated emissions of Sturry service using diesel bus vs same occupancy in Range Rover 4.4 Burford 270  
g/CO<sub>2</sub>e/km occupied by same occupancy as bus

# Remember

