

## TfN Scrutiny Committee

- Subject:** TfN Decarbonisation Strategy
- Author:** Peter Cole (Principal Environmental and Sustainability Officer)
- Sponsor:** David Hughes (Strategy and Programme Director)
- Meeting Date:** Wednesday 9th December 2020

### **1.0 Purpose of the Agenda Item:**

- 1.1 Update for members on the development of the TfN Decarbonisation Strategy.

### **2.0 Summary:**

- 1.2 TfN's Strategic Transport Plan committed to the development of a 'Decarbonisation Pathway to 2050' so that a zero-carbon transport network is at the heart of public policy making and future investment decisions in the North. The outline framework for the strategy will define the trajectory required to achieve zero carbon earlier than the government's date of 2050, the national, regional and local policy changes that will be required and the key pan Northern actions that TfN can take in the next few years to ensure successful delivery against the strategy.

### **2.0 Consideration:**

- 2.1 TfN's Strategic Transport Plan committed to the development of a 'Decarbonisation Pathway to 2050' so that a zero-carbon transport network is at the heart of public policy making and future investment decisions in the North. The Strategy is currently being prepared by TfN officers for agreement with members at the TfN Board in March. An initial discussion of key principles and emerging evidence will be held at the January meeting of the TfN Partnership Board.
- 2.2 The contents and intent of the Strategy has been informed by the substantive discussion, with Partner officers and elected Members, that helped shape TfN's response to DfT's Transport Decarbonisation: Setting the Challenge consultation.
- 2.3 A key element of the strategy will be an agreed end date for the whole of the North to achieve net zero emissions on surface transport. The Board have agreed that this should be earlier than the government's

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stated date of 2050. The options for the trajectory will be considered by Members at the Partnership Board in January.

### Developing the strategy

2.4 The Decarbonisation Strategy will build on the Strategic Transport Plan commitments with an holistic, pan-Northern approach to achieving net zero. Our development work has helped us define and prioritise the key areas for focus, and engagement with Partners, DecarboN8 and other STBs. The strategy will be based on following key elements.

2.5 Firstly, the strategy will introduce TfN's Decarbonisation Trajectory, defining:

- what is included within the trajectory the rationale for the agreed end date and how TfN intends to use the trajectory.
- An illustration and breakdown of the regions current emissions from surface transport, and an introduction to TfN's Future Travel Scenarios. These will be combined to provide a series of plausible future baseline emission scenarios.

2.6 Secondly the strategy will define the 'policy gap' between each future scenario and TfN's agreed Decarbonisation Trajectory, including:

- Which existing policy commitments will need to be strengthened at both a national and local level to bridge the policy gap between a number of our plausible future travel scenarios and our required trajectory.
- What combination of new policy measures, at both a local and national level, will be needed to achieve the demand and vehicle emissions intensity objectives defined within our decarbonisation pathway under each future travel scenario.

Detailed work is currently underway to identify where national support is required as well as baskets of policy measures that could be utilized by local policy makers.

2.7 Within the policy section, we will also consider a number of other important elements:

- The potential co-benefits and also unintended adverse consequences associated with the main transport decarbonisation policy levers.
- TfN's approach to embodied carbon and how it will be considered within our decision making at both a strategic level and at a project level.

- Climate change adaptation, resilience and the consideration of the impacts of climate change within our business case development including a light touch review of relevant national and local guidance.
  - The compatibility of the main decarbonisation policy areas with LEP strategic plans, including Local Industrial Strategies, as well the identification of the key areas where TfN can best support clean growth opportunities in the North.
- 2.8 Finally, the decarbonisation strategy will identify the proposed priority actions for TfN to undertake in the next few years. TfN will focus on those actions best taken at a pan-northern level that will help our partners along their decarbonisation journey through the provision of evidence, data and implementation strategies.
- 2.9 Alongside the agreed actions for TfN will be a number of indicators to be incorporated into TfN's evolving Monitoring and Evaluation Framework, through which we can measure:
- The regions progress in terms of decarbonisation of surface transport.
  - The success of specific measures and actions committed to within the Decarbonisation Strategy.

### Defining the trajectory

- 2.10 The chosen trajectory will provide TfN with a platform to benchmark its projects and performance against. It also allows us to understand the level of national and local policy commitment that will be needed to be able to ensure that the schemes within TfN's Investment Programme can still be delivered within a required overall decarbonisation envelope. Decisions on the Northern decarbonisation trajectory will be based on the work undertaken internally by TfN Analysts and published as part of the final strategy.
- 2.11 Board members will need to agree an overall trajectory for surface transport emissions which would effectively mean that all areas of the North would need to have managed this level of reductions by this date. The Northern Transport Charter makes clear that this should be a date earlier than 2050. It is expected that different places will have different decarbonisation trajectories and that these would be accommodated within the Northern trajectory.
- 2.12 A Northern trajectory with a date before 2050 would be more ambitious than current national policy and we would need to ensure it reflects the different 'starting points' in terms of carbon emissions per capita and policy levers available to local partners. It would be possible to reflect the earlier dates (eg 2038) set locally in some largely urban areas.

### **3. Next steps**

- 3.1 Following the initial discussion at the Partnership Board in January, TfN will continue to work with partner officers and wider bodies to finalise the substance of the Decarbonisation Strategy and present to TfN Board for approval in March. It is then expected some form of public consultation will be required in 2021 before the strategy is formally adopted.

### **4. Discussion points for Scrutiny Committee:**

- 4.1 Do you agree with the proposed structure of the Decarbonisation Strategy?
- 4.2 What else needs to be considered in advising Members on TfN's approach to defining a Decarbonisation Trajectory?

**ENDS**

## Required Considerations

### Equalities:

Age	Yes	No
Disability	Yes	No
Gender Reassignment	Yes	No
Pregnancy and Maternity	Yes	No
Race	Yes	No
Religion or Belief	Yes	No
Sex	Yes	No
Sexual Orientation	Yes	No

Consideration	Comment	Responsible Officer	Director
Equalities	A full Impact assessment has not been carried out at this stage but shall be for submission of final documents to TfN Board.	Head of Economic Advice	Strategy and Programme Director

### Environment and Sustainability

Yes	No
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Consideration	Comment	Responsible Officer	Director
Sustainability / Environment – including considerations regarding Active Travel and Wellbeing	A full impact assessment has not been carried out at this stage of development but shall be for submission of final documents to TfN Board.	Head of Economic Advice	Strategy and Programme Director

### Legal

Yes	No
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Consideration	Comment	Responsible Officer	Director
Legal	No assessment has been carried out at this stage, but shall be before any	Julie Openshaw Head of Legal	Julie Openshaw Head of Legal

	documents are taken to TfN Board.		
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### Finance

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Finance	No assessment has been carried out at this stage, but shall be before any documents are taken to TfN Board. Note that proposals are resourced within 2019/20 budget and proposed budget for 2020/21.	Paul Kelly	Iain Craven

### Resource

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Resource	No assessment has been carried out at this stage, but shall be before any documents are taken to TfN Board.	Stephen Hipwell Head of Human Resources	Dawn Madin Director of Human Resources

### Risk

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Risk	A separate risk assessment has not been carried out at this stage.	Risk Portfolio Manager	Iain Craven

### Consultation

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Consultation	With Strategic Oversight Group.	Principal Policy officer	Strategy and Programme Director.