

Subject: TfN Decarbonisation Strategy

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Sponsor: Tim Foster, Interim Strategy and Programme Director

Meeting Date: Thursday 15th March 2021

1. Purpose of the Report:

- 1.1 This report presents the draft TfN Decarbonisation Strategy and the recommendation made to TfN Board for a regional Decarbonisation Trajectory.
- 1.2 The Committee is asked for comments or questions on both TfN's approach to the Decarbonisation Strategy and TfN's approach to defining a Decarbonisation Trajectory.
- 1.3 Agreement of the Strategy and proposed Decarbonisation Trajectory was sought from TfN Board and achieved during the March 2021 Board meeting.
- 1.4 Agreement was also gained from the Board for TfN to now finalise the design of the document and make preparations for a public consultation on the Strategy, proposed for Summer

2. Executive Summary:

- 2.1 Building on the commitment to develop a decarbonisation pathway to 2050, TfN has prepared a Decarbonisation Strategy for agreement, consultation and publication during 2021.
- 2.2 The Strategy illustrates existing emissions from surface transport in the North, a number of future plausible emissions scenarios and a regional Decarbonisation Trajectory. The strategy document then presents a policy analysis to understand the strength of policy commitment needed and the types and mix of measures that could be used for the region to bridge the policy gap.
- 2.3 The proposed regional Decarbonisation Trajectory, against which TfN can benchmark its projects and programmes, reflects recent carbon budget analysis by the Tyndall Centre for Climate Change Research. It proposes a 95% reduction in emissions from surface transport in the North by 2040, and a close to zero emissions date of 2045.
- 2.4 The Strategy document also includes chapters on embodied carbon and climate change resilience and adaptation, as well as identifying a

number of activities that TfN proposes to undertake in the short term, up to 2025. As part of the latter, we have undertaken a high-level review of the key opportunities for TfN to support clean growth opportunities and LEP strategies in the North, in relation to the decarbonisation of our transport system.

- 2.5 Engagement with Partner officers, industry, academia (in particular the DecarboN8 network) and other Sub National Transport Bodies, has been instrumental in the development of the Strategy.
- 2.6 The Board agreed the Strategy and the proposed Decarbonisation Trajectory, incorporating a close to zero date of 2045, and for TfN to now finalise the design of the document and commence preparations for a public consultation during the summer of 2021.
- 2.7 A full version of the Strategy document is included within Appendix 1 for information. Please note that the document is an undesigned version and as such, some Tracked Changes and Comments have been retained to signpost where design elements need to be implemented within the document.
- 2.8 Appendix 2 includes a 'designed-up' version of a previous draft of Chapters 1 to 3. The content is illustrative and is included solely to allow partners a preview of the design style proposed for the document.

3. Consideration:

- 3.1 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 was subsequently prepared by TfN officers for agreement with members at the TfN Board.
- 3.2 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 had previously agreed that this should be earlier than the government's stated date of 2050.

Developing the Strategy

- 3.3 The Decarbonisation Strategy builds on the Strategic Transport Plan commitments with a 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 is based on the following key elements.
- 3.4 Firstly, the strategy introduces 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 region's current emissions from surface transport, and an introduction to TfN's Future Travel Scenarios. These have been combined to provide a series of plausible future baseline emission scenarios.
- 3.5 Secondly the strategy defines 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.
- 3.6 Within the policy section, we 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.
- 3.7 Finally, the decarbonisation strategy draws together 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.
- 3.8 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.

3.9 A full, but undesigned, version of the Strategy document is included as Appendix 1 to this report.

Consideration of Clean Growth Opportunities within the North

3.10 An area of focus during the development of the Strategy was to understand compatibility of the main decarbonisation policy areas with LEP strategic plans, including Local Industrial Strategies.

3.11 As part of this process we also carried out an initial high-level review of clean growth opportunities in the North, identifying the key areas and ways in which TfN can best support those opportunities.

3.12 It is important that our Decarbonisation Strategy is cognisant of, and where possible supports, the wide range of clean growth initiatives and opportunities that already exist in the North.

Engagement

3.13 Engagement with Partners, industry, other STBs and DecarboN8 have been essential in terms of shaping the Strategy, and in particular the subsequent priority actions for TfN, being developed currently. A workshop was held with Partner officers in late November to help define these actions.

3.14 TfN has also engaged actively with those Partners who are currently developing their own place-based trajectories and policy measures to ensure that proposed actions are complementary and to understand how best TfN can support those Partners in achieving their objectives.

3.15 The DecarboN8 network has also played an important role in helping us to define TfN's role in terms of decarbonisation, peer reviewing our evidence base and progressing early research in several areas.

3.16 In addition, 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.

Defining the Trajectory

3.17 This paper presents a high-level consideration of two potential decarbonisation trajectory options to Partners, both of which achieve close to zero surface transport emissions by 2050 or before. One option was recommended for agreement by TfN Board.

3.18 Local Authorities across the North have adopted whole economy net zero targets ranging from 2030 to 2050, with some authorities yet to

develop or adopt targets. The 'starting point' for decarbonisation for different places in the North in terms of per capita emissions from transport, is similarly varied.

3.19 The adopted targets, costs of action, mix of solutions and pace of change in relation to the decarbonisation of transport will show significant variance between different places. A regional trajectory needs to reflect this variation and ensure it supports all our Partners.

3.20 The different high-level trajectory options considered in forming our recommendation included:

Option 1 achieves a close to zero date by 2050 and assumes a Climate Change Committee consistent trajectory.

Option 2, the more ambitious trajectory, achieves an approximate 95% reduction by 2040 and a close to zero date of 2045. It reflects recent carbon budget analysis by the Tyndall Centre for Climate Change Research.

3.21 The Northern Transport Charter defines the requirement for a 'close to zero' emissions date, earlier than 2050. We asked the Board to agree to our recommendation of adopting a trajectory for surface transport emissions, in line with **Option 2**. This would effectively mean that all areas of the North would need to have managed to reduce their emissions to close to zero by **2045**.

3.22 We believe that Option 2 reflects an appropriate level of ambition whilst also being inclusive of all our Partners across the North and mindful of the varying pace of change which each can achieve.

3.23 It is expected that different places will have different decarbonisation trajectories and that these would be accommodated within the Northern trajectory. For example, it would be possible to reflect earlier dates (e.g. 2038) set locally in some largely urban areas.

3.24 Our Decarbonisation Trajectory and pathways analysis will:

- Act as a benchmark for TfN's projects and programmes, allowing us to make more informed and better decisions.
- Allow us to form evidenced based policy positions, particularly in terms of the level of national support needed.
- Allow us to account for longer distance journeys (that typically may be considered 'through traffic' at smaller spatial governance scales).
- Enables us a better understanding of how best we can support Partners in achieving their own ambitions – through focussing our research, evidence gathering and lobbying.

Next Steps

- 3.25 Having gained the Board's agreement of the Strategy, TfN will complete the design of the document during April 2021. In parallel, we shall commence production of public consultation materials.
- 3.26 TfN proposes to launch a public consultation on the Strategy in late May/early June 2021, to run for 12 weeks.
- 3.27 Another key consideration for next steps, is the expected publication of Government's Transport Decarbonisation Plan (TDP), now due in Spring 2021. Once this is published, we will review our trajectory and pathway in light of any new/changed recommendations or assumptions.
- 3.28 We will ensure that members and partner officers have the opportunity to review consultation materials in advance of the public consultation. This version would also incorporate any late changes as a result of late publication of the governments TDP.
- 3.29 Following the public consultation, we would expect to bring the final Strategy to a Board meeting in the autumn of 2021 for formal adoption.

4. Discussion points for Scrutiny Committee

- 4.1 This paper sets out the structure and content of our Decarbonisation Strategy and provides the rationale for a recommended regional provisional Decarbonisation Trajectory, with a close to zero date of 2045.
- 4.2 The final Decarbonisation Strategy, incorporating TfN's Decarbonisation Trajectory, as included in Appendix 1, is presented to the Committee for comments and questions.

5. Appendices:

- 5.1 Appendix 1 – TfN Decarbonisation Strategy document (undesigned).
- 5.2 Appendix 2 – Proposed design style (illustrative).

List of Background Documents:

There are no background papers to this report.

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 because the report concerns the preparation of a Strategy, rather than endorsement of a final Strategy document. Note that the Strategy will include a commitment for further action in relation to avoiding Transport Related Social Exclusion as a result of transport decarbonisation policies.	Peter Cole	Tim Foster

Environment and Sustainability

Yes	No
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Consideration	Comment	Responsible Officer	Director
Sustainability / Environment – including considerations regarding Active	A full impact assessment has not been carried out because the report is not concerned with a subject that requires	Peter Cole	Tim Foster

Travel and Wellbeing	development consent (thus EIA is not required), and the Strategy is not likely to lead to any significant adverse effects not anticipated by the Strategic Transport Plan and the SEA that accompanied it.		
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Legal

Yes	No
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Consideration	Comment	Responsible Officer	Director
Legal	There are no obvious legal implications other than any addressed within the report.		

Finance

Yes	No
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Consideration	Comment	Responsible Officer	Director
Finance	The activities required to progress the strategy in 2021/22 are captured in the relevant business areas.	Paul Kelly	Iain Craven

Resource

Yes	No
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Consideration	Comment	Responsible Officer	Director
Resource	The HR Team has confirmed there are no direct resourcing implications as result of this update.	Head of HR	Director of Business Capabilities

Risk

Yes	No
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Consideration	Comment	Responsible Officer	Director
Risk	For the purpose of this paper, a risk assessment is not required. However, risks relating to decarbonisation can be found in the Corporate Risk Register.	Haddy Njie	Iain Craven

Consultation

Yes	No
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Consideration	Comment	Responsible Officer	Director
Consultation	Either A suitable consultation has been carried and the results [show <i>[to be completed by the report author]</i>] [are included in the report].		
Consultation	A consultation has not been carried out but is scheduled to be undertaken during the summer of 2021 following sign off of the Consultation Version by TfN Board.	Peter Cole	Tim Foster