

Decarbonisation Policy levers

Change Lever	Policy Levers	CCC net-zero scenario			Contribution to meeting target	TfN direct influence	TfN Partner influence	National Government influence	Private Sector influence	Potential TfN enhanced ambition scenario		
		2030	2040	2050						2030	2040	2050
Uptake of Electric Vehicles	Fiscal incentives for EV purchase and disincentives for fossil fuel vehicle purchase.	60% of new car and van sales electric	100% of new sales electric by 2035	Close to 100% of car and van fleet electric. Some HGVs remain fossil fuelled	High			x		x	x	Some potential to go further
	Increased energy supply and charge points across the North.											
	Funding trials and infrastructure for hydrogen (H2) HGVs											
	Restrictions on fossil fuel vehicles within local areas.											
Increased use of Public Transport	Improved connectivity and service quality	Not addressed explicitly, only through reductions in car travel			Medium				x	x	x	High potential to go further
	Reduced fares relative to the costs of car travel											
Increased use of Active Travel and Micro mobility	Improved infrastructure and accessibility											
	Availability through sharing schemes											
Increased use of Digital Connectivity	Policies to support enhanced home-working, replacing a subset of commute and business trips							x		x	Limited potential to go further	
Reduced car use	Road User Charging	Car-km 10% below baseline	Car-km 10% below baseline	Car-km 10% below baseline	Medium			x	x	x	x	High potential to go further
	Low emission zones; work parking levies etc											
Rail decarbonisation	Electrification or hydrogen (H2)		54% of track electrified and H2 explored		Low				x		x	
Freight transport and logistics improvements	Use of inter-modal hubs	HGV-km 10% below baseline	HGV-km 10% below baseline	HGV-km 10% below baseline	Low			x		x	x	
	Freight consolidation centres											

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Note – this table is derived from the TfN Future Scenarios evidence & represents the modelling assumptions we are making through the pathways work

What additional role could TfN take as a result of further devolution?



Ultra Low Emissions Vehicles

- TfN could seek funding to incentivise the market in parts of the North where uptake is expected to be low (rural and coastal).
- TfN could build evidence on hydrogen fuel, which is likely to be needed to decarbonise HGVs, through co funding pilots within the North and working with the LEP's to understand how carbon capture and storage will also create clean growth opportunities, enhancing the economic case for Government investment.

Increased shared mobility

- One of the key focuses from DfT currently is the exploration of mobility credits, TfN could look to undertake a trial of mobility credits to Public Transport or a MaaS, linked to the IST Programme. These are designed to ensure the distribution of equity within the Transport System and opening up of new transport modes for all.
- TfN could also play a role in promoting Car Clubs across the region, sharing best practice and coordinating local schemes to help to improve affordable access to zero-emission vehicles, incentivising the use of cars only when public transport or active travel are inconvenient, and reducing the number of cars in the fleet (reducing environmental costs and saving curb space)

Road User Charging

- The perception of road user charging is negative and needs to be carefully considered but could present opportunities to raise revenue and directly impact travel behaviour. Road user charging must be used in conjunction with improving accessibility by sustainable modes as the other significant challenge is that it does not offer an alternative.

Autonomous Vehicles including Freight platooning

- Significant research has been developed around the Autonomous vehicle revolutions with many roadmaps identified.
- In order to progress these roadmaps there is a desire and need for standards and policy in both a public and private context.

None of the above

- Role for TfN is essentially focused around agreeing investment programme appraisal criteria which are consistent with target / pathway and reflect sustainable growth ambitions of Members.
- Thought leadership, to support partners in building evidence base