

Transport for the North Scrutiny Committee Meeting

Subject: TfN Response to DfT's 'Decarbonising Transport: setting the challenge' publication

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Sponsor: David Hughes, Strategy and Programme Director

Meeting Date: Wednesday 26th August 2020

1.0 Purpose of the Report:

1.1 For Scrutiny Members to consider this report, which presents the executive summary of TfN's response to DfT in relation to their policy paper 'Decarbonising transport: setting the challenge', a pre-cursor to the Government's Transport Decarbonisation Plan, expected later in 2020. No formal consultation has been launched by DfT, although views from relevant organisations were invited. The full response document has been appended to this brief.

2.0 Executive Summary:

2.1 In March 2020, the Department for Transport (DfT) published their policy paper 'Decarbonising transport: setting the challenge'. The document set out a brief review of existing climate related transport policy and also existing forecasts of future emissions by mode, before suggesting six priority areas around which a national transport decarbonisation plan could be focussed and how government intended to work with others to develop that plan.

2.2 Although no formal consultation was launched, views from businesses, organisations and the public have been invited and a series of workshops, engaging specialists, innovators, researchers, businesses and NGO's, were held over the summer of 2020. Transport for the North (TfN) provided appropriate representation

and engagement on each of the workshops aligned to all six of the strategic priorities.

- 2.3 Through the Northern Transport Charter, TfN board have been clear that reducing greenhouse gas emissions from the transport network, at a pan-Northern and a local level, is a key priority and as the Strategic Transport Body for the North, TfN is well placed to provide a regional evidence base as well as decision making tools to develop and prioritise a pipeline of investments that are consistent with the net-zero vision.

This paper provides TfN's response to the 'Decarbonising transport: setting the challenge' policy paper.

- 2.4 The North's net-zero ambition is more stretching than currently committed to at the national level and will prove challenging to deliver. We are therefore highly supportive of the government in its development of a Transport Decarbonisation Plan (TDP).
- 2.5 The Covid 19 crisis has demonstrated the rate and scale of behavioural change possible as a result of strong national leadership. As government considers the steps required to recover from the pandemic, it will be crucial that it makes choices that will help the country at national and local levels lay the solid foundations needed for rapid decarbonisation.
- 2.6 A significant part of the challenge is not only to decarbonise our transport system, but to do this inclusively and equitably. To this end, we welcome the inclusion of 'Place Based Solutions' as a strategic priority and it will be imperative that government utilises the knowledge within, and evidence bases built up by, sub-regional transport bodies and local authorities. TfN are well placed to provide a regional evidence base; support local partners and government in identifying a place based approach by sharing intelligence from our data and models, and work with the NP11 to promote the North as a test bed for trialling innovative solutions at a micro and macro level.
- 2.7 Key themes in our response include:
- The need for clarify over government's approach to demand management and its role in accelerating modal shift.
 - The need to tackle the decarbonisation challenge in rural and dispersed communities, head on.
 - The role spatial planning could and should play in revising the traditional mobility framework.
 - The need to focus on transactional, physical and data interoperability in the development of EV networks.

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- Support of the recognition of the importance of decarbonising 'last-mile' deliveries.
 - The need for certainty around future policies on fuel for the freight sector and increased focus on the potential of hydrogen for the sector.
 - Support for place-based solutions.
 - Emphasising the unique position of the North as a location for testing emerging technologies.

2.8 We conclude by suggesting areas in which TfN can best support our local authority partners and the Government in the planning and successful delivery of future transport decarbonisation measures, including:

- The provision of enhanced place-based evidence to inform placed based strategies.
- Supporting the development of a pan-northern data platform with open data capabilities.
- Supporting trials and implementation of Future Transport measures, and effective transition to implementation and mass role out.
- Articulating the ambition of the North, supporting and informing the local and national agenda.

We would also welcome the opportunity to set out the North's expectations, to government, on what a pan northern charging infrastructure plan should include and why it is needed, so that it is inclusive, and effective for the way the North works now and is resilient across our Future Travel Scenarios (for which insights are planned for publication around October 2020).

2.9 Please see our full response document, appended to this brief, for further information.

3.0 Next Steps

3.1 DfT have requested receipt of any responses by Friday 28th August with a view to developing the Transport Decarbonisation Plan through the latter stages of 2020.

4. Recommendations:

4.1 That Committee considers this response and makes appropriate recommendations ahead of the response return date on Friday 28th August.

5.0 Appendices:

5.1 Appendix A1 – Temple Interim Findings Note produced for TfN, August 2019

Appendix A2 – Temple Policy Stocktake on behalf of TfN, August 2019

Appendix B – TfN Decarbonisation Pathways and Future Travel Scenarios

Appendix C – TfN Carbon Analysis Initial Findings and Next Steps

Appendix D – TfN DecarboN8 Embodied Emissions Sub Corridor Pilot

Appendix E – Decarbonisation Policy Levers

Appendix F – TfN reponse to Future of Transport call for Evidence, July 2020

Required Considerations

Equalities:

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

Consideration	Comment	Responsible Officer	Director
Equalities	A full Impact assessment has not been carried out at this stage.	Head of Economic Advice	Strategy and Programme Director

Environment and Sustainability

Yes

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	Head of Economic Advice	Strategy and Programme Director

Legal

No

Consideration	Comment	Responsible Officer	Director
Legal	There are no immediately apparent legal implications on the content of this report	Julie Openshaw Head of Legal	Julie Openshaw Head of Legal

Finance

No

Consideration	Comment	Responsible Officer	Director
Finance	There are no financial implications at this stage.	Paul Kelly	Iain Craven

Resource

No

Consideration	Comment	Responsible Officer	Director
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Resource	There are no resource implications at this stage.	Stephen Hipwell Head of Human Resources	Dawn Madin Director of Human Resources
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Risk

No

Consideration	Comment	Responsible Officer	Director
Risk	A separate risk assessment has not been carried out at this stage.	Risk Portfolio Manager	Iain Craven

Consultation

Yes

Consideration	Comment	Responsible Officer	Director
Consultation	With Executive Board. With Strategic Oversight Group.	Principal Policy officer	Strategy and Programme Director.