

## **Transport and the Environment Board**

**02 September 2021**

### **DfT Decarbonising Transport Review**

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<b>Is the paper exempt from the press and public?</b>	No
<b>Purpose of this report:</b>	Discussion
<b>Is this a Key Decision?</b>	No
<b>Has it been included on the Forward Plan?</b>	Not a Key Decision

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#### **Director Approving Submission of the Report:**

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#### **Executive Summary**

The government published its transport decarbonisation plan: 'Decarbonising transport: a better, greener Britain', on the 14th July 2021. The Plan contains a range of commitments to invest in, support the development of, or consult on a range of interventions across the sector. The Plan aims to meet the sixth carbon budget with a net zero position of 2050 although there is a degree of uncertainty around the projection.

#### **What does this mean for businesses, people and places in South Yorkshire?**

Transport represents over a third of South Yorkshire's carbon footprint estimated at around 2MTCO<sub>2e</sub>, with a 60%, 30%, 10% split between private cars, freight and public transport respectively.

Investment and improvement of our transport systems gives an opportunity not only to reduce its carbon and environmental impact but better and fairer access to jobs, improved health and wellbeing and lower costs.

#### **Recommendations**

The Board is asked to consider the implications of the DfT Decarbonisation strategy on the investment programmes for the region and how it interacts with and influences the MCA's transport and Net Zero strategies.

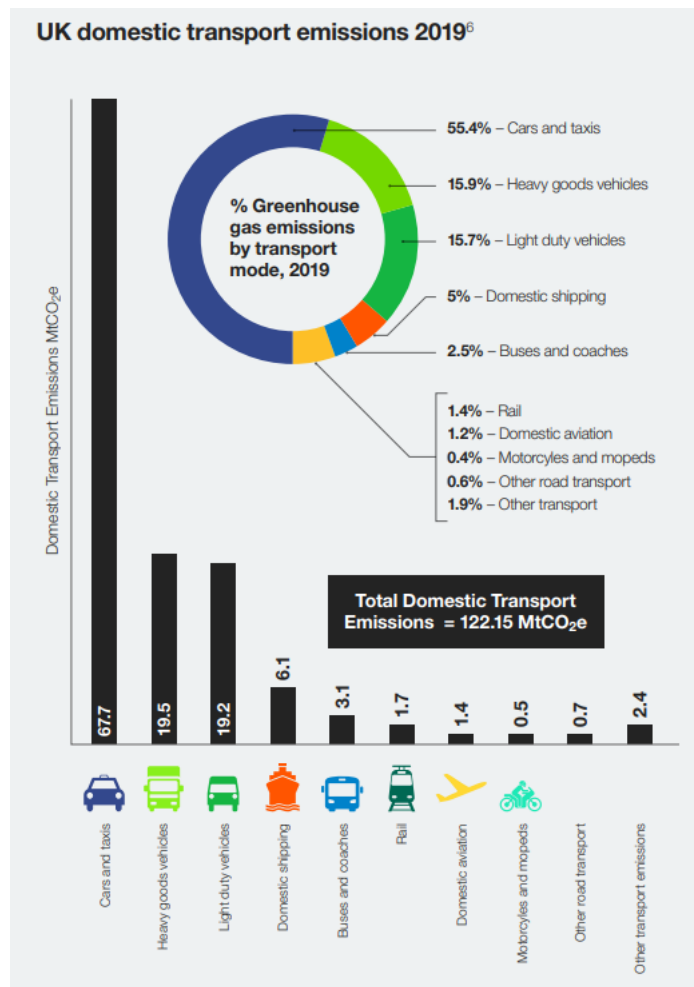
**Consideration by any other Board, Committee, Assurance or Advisory Panel**

None

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## **1. Background**

- 1.1 The government published its transport decarbonisation plan: 'Decarbonising transport: a better, greener Britain', on the 14th July 2021. Following a review of the document, this paper summarises the key findings in relation to the role of the MCA and the potential impacts on its ongoing transport and net zero strategies.
- 1.2 The accompanying publicity surrounding the report majored on business as usual in terms of car travel and aviation, with technology providing the solutions to decarbonisation, however the body of the report takes a more pragmatic approach and recognises that modal shift and use reduction will be required.
- 1.3 The Plan sets out the government's approach to reaching net zero transport in the UK, including its projections (or trajectories) in terms of overall emissions from the transport sector and also by mode, to 2050
- 1.4 The Plan re-iterates the six strategic priorities first introduced in its 'Setting the Challenge: Decarbonising Transport' position paper published in April 2020.
- 1.5 The associated documents published alongside the Plan include:
  - Consultation on when to phase out the sale of new, non-zero emission heavy goods vehicles.
  - Green paper on a new road vehicle CO<sub>2</sub> emission regulatory framework for the United Kingdom – this paper sets out proposals to align the existing framework to achieve proposed phase out dates, including through potentially employing a ZEV mandate.
  - Jet zero consultation: a consultation on our strategy for net zero aviation.
  - Transitioning to zero emissions cars and vans: 2035 Delivery Plan – a document setting out plans and proposals to achieve the delivery of the Governments new ICE vehicle phase out plans.
  - Electric vehicle smart charging consultation outcomes – this paper sets out the outcomes from the 2019 consultation and sets the stage for Government to seek powers to mandate smart EV charge points and the sharing of data charging.
  - Rail environment policy statement – a short paper which brings together existing policy and initiatives in the rail sector. It addresses not only decarbonisation, but also air quality, social value, noise, water, waste and litter and graffiti. It serves as a positioning paper ahead of the Sustainable Rail Strategy (SRS) being developed for publication next year by GB Railways.



The document highlights the scale of the carbon associated with transport. For comparison the SCR surface transport footprint is estimated at around 2MtCO<sub>2</sub>e, with a 60%, 30%, 10% split between private cars, freight and public transport respectively.

## 2. Key Issues

2.1 The plan contains a number of commitments related to encouraging modal shift and increasing car occupancy. However, the Plan does not give an indication of the reduction in vehicle mileage (for cars, vans or HGVs) required to achieve its trajectories. It should be noted that vehicle mileage reduction targets play a key part in the SCR Decarbonisation Strategy (below)

- *The need for a 25% reduction in total travel demand by 2030*
- *The number of car miles reduces by 25% by 2040*
- *By 2035, all vehicles using our roads will need to be 100% zero emissions*
- *Full railway decarbonisation by 2040 including rail freight*
- *The number of freight miles reduces by 30% by 2040*

2.2 The Plan contains a range of commitments to invest in, support the development of, or consult on a range of interventions across the sector which are summarised below;

**Increasing cycling and walking** Investing £2 billion over five years with the aim that half of all journeys in towns and cities will be cycled or walked by 2030. World class cycling and walking network in England by 2040

**Zero emission buses and coaches** Consult on modernising the Bus Service Operators' Grant in 2021. 4,000 new zero emission buses and the infrastructure needed to support them. An All Electric Bus Town or City. Consulting on a phase out date for the sale of new non-zero emission buses and coaches

**Decarbonising our railways** A net zero railway network by 2050, Remove all diesel-only trains from the network by 2040. Electrification guided by Network Rail's Traction Decarbonisation Network Strategy. Development of battery and hydrogen trains. Build extra capacity on the rail network to meet growing passenger and freight. Modernise fares ticketing and retail to encourage a shift to rail and cleaner and greener transport journeys  
Improve connectivity with walking, cycling and other modes of transport. Introduce a rail freight growth target. Incentivise the early take up of low carbon traction for rail freight

**A zero emission fleet of cars, vans, motorcycles, and scooters** Consult on regulatory options, including zero emission vehicle mandates, to deliver petrol and diesel phase out dates for new vehicles. Support demand for zero emission vehicles through a package of financial and non-financial incentives. 25% of the Government car fleet to be ultra low emission by December 2022 and 100% of the Government car and van fleet zero emission by 2027. Ensure the UK's charging infrastructure network meets the demands of its users.  
Invest £15 million in 2021/22 to help address the backlog in traffic signal maintenance to improve traffic flow and reduce emissions. Review the National Networks National Policy Statement

**Accelerating maritime decarbonisation** Plot a course to net zero for the UK domestic maritime sector

**Accelerating aviation decarbonisation** Consult on a Jet Zero strategy, net zero aviation emissions by 2050. Consult on a target for UK domestic aviation to reach net zero by 2040.  
Support the development of new and zero carbon UK aircraft technology and Sustainable Air Fuels (SAF)

**Delivering a zero emission freight and logistics sector** Consulting on phase out dates for the sale of all new non-zero emission HGVs. Stimulate demand for zero emission trucks through financial and non-financial incentive. Support efficiency improvements and emission reductions in the existing fleet. Support and encourage modal shift of freight from road to more sustainable alternatives, such as rail, cargo bike and inland waterways. Take forward measures to transform 'last mile' deliveries.

**Delivering decarbonisation through places** Investing more than £12 billion in local transport systems over the current Parliament, enabling local authorities to invest in local priorities – including those related to decarbonisation such as reducing congestion and improving air quality.

**Maximising the benefits of sustainable low carbon fuels** Increase the main Renewable Transport Fuels Obligation (RTFO) target.

**Hydrogen's role in a decarbonised transport system** Publish an overarching Hydrogen Strategy in summer 2021.

**Future transport – more choice, better efficiency** Increase average road vehicle occupancy by 2030. Consult on a “Mobility as a Service” Code of Practice. National e-scooter trials to understand their environmental impact, safety, and mode shift potential. Reduce the barriers to data sharing across the transport sector.

**Supporting UK research and** Coordinate transport's investment in R&D, Update our Areas of Research Interest (ARIs) and publish a new DfT Science Plan by summer 2021

- 2.2 Within the foreword, the Secretary of State commits to a review of the National Policy Statement for National Networks in light of changing patterns of work, shopping and business travel due to the pandemic.
- 2.3 Although the Plan acknowledges the major reduction in tax revenues that will result from a shift to electric vehicles, it does not touch on any proposed solutions or the need for road user charging.
- 2.4 Whole life carbon, in particular in relation to transport infrastructure projects is acknowledged but not accounted for within the Plan's projections, which is a position unchanged from the 'Setting the Challenge: Decarbonising Transport' policy paper.
- 2.6 Confirmation that the existing approach to carbon valuation is under review, and that BEIS will publish new carbon values later this year, which will be reflected in DfT business case and transport appraisal guidance.
- 2.7 The government has identified Local Transport Plans as the mechanism for delivering quantifiable reductions in transport emissions at a place-based level and funding will be conditional on this. The Plan refers in several places to a 'Local Authority Toolkit' which will provide guidance and tools to help local authorities achieve their objectives.
- 2.8 The Plan concedes that planning decisions are often not achieving requirements in relation to sustainable travel and that DfT is working with MHCLG and the LGA to ensure the need for sustainable transport is key within planning decisions.
- 2.9 The Plan recognises the challenges of modal shift in rural areas and references the forthcoming Future of Transport: Rural Strategy in this respect.
- 2.10 Reference is made to a new Sustainable Travel Reward Scheme, to be piloted next year.
- 2.11 No data has been published behind the decarbonisation projections presented within the Plan, however, it appears that the overall transport decarbonisation projection is unlikely to achieve the reductions required under the CCC's balanced net zero pathway, which the government recently committed to meeting. It is unclear if DfT is assuming that the residual emissions will be addressed through carbon sequestration and negative emissions achieved by other sectors.

- 2.12 The Plan references the co-benefits associated with many of the decarbonisation measures, particularly the potential for improved air quality, better health and an increase in jobs and growth.
- 2.13 It should be noted that the requirement to comply with the Plan is referenced within the guidance document for the City Region Sustainable Transport Settlement (CRSTS)

### **3. Options Considered and Recommended Proposal**

- 3.1 **Option 1**  
N/A

### **4. Consultation on Proposal**

- 4.1 N/A

### **5. Timetable and Accountability for Implementing this Decision**

- 5.1 N/A

### **6. Financial and Procurement Implications and Advice**

- 6.1 N/A

### **7. Legal Implications and Advice**

- 7.1 N/A

### **8. Human Resources Implications and Advice**

- 8.1 N/A

### **9. Equality and Diversity Implications and Advice**

- 9.1 N/A

### **10. Climate Change Implications and Advice**

- 10.1 No direct implications from this paper, however the adoption of ongoing policies which mirror those in the DfT decarbonising Transport report should be assessed to ensure they meet the decarbonisation ambitions of the MCA and the members.

### **11. Information and Communication Technology Implications and Advice**

- 11.1 N/A

### **12. Communications and Marketing Implications and Advice**

- 12.1 N/A

**List of Appendices Included**

None

**Background Papers**

None