
TRANSPORT FOR THE
NORTH

**Thank you for taking the time to view our proposals. Please let us know your thoughts by filling out this feedback form. Please return your completed feedback form no later than 31st August 2021**

**Please Return your forms to us using either:**

FREEPOST Decarbonisation Strategy response@tfndecarbonisationstrategy.com

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*PLEASE COMPLETE ALL SECTIONS IN BLOCK CAPITALS

DIVERSITY AND EQUALITY

The equality and diversity questions below are designed to ensure that our consultation is socially inclusive and that the responses we receive are representative of all of society. If you would prefer not to provide this information you are free to answer 'Prefer not to say' to any or all of these questions

Gender:

Ethnicity:

**DO YOU CONSIDER YOURSELF TO HAVE A DISABILITY, IMPAIRMENT OR LONG-TERM HEALTH CONDITION?**

Yes ☐ No ☐ I would prefer not to say ☐

**DO ANY OF YOUR CONDITIONS OR ILLNESSES REDUCE YOUR ABILITY TO CARRY OUT DAY TO DAY ACTIVITIES?**

Yes, a lot ☐ Yes, a little ☐ Not at all ☐ I would prefer not to say ☐

YOUR DETAILS

If you choose not to fill in all parts of this section, we will **not** be able to include your comments in the consultation process.

First Name or Initial: M

Surname: Kemp

Postcode:

Age Group (please tick)

Under 13 ☐ 13-17 ☐ 18-24 ☐ 25-34 ☐ 45-54 ☐ 55-64
65-74 ☐ 75-84 ☐ 85+ ☐

YOUR CONTACT DETAILS

We will use these details to contact you and update you on the proposals. You don't have to fill in this section if you'd rather we didn't contact you.

Telephone: 01992 556130

Email: Mark.Kemp@hertfordshire.gov.uk

**I am completing this form as a...**

Member of the public ☐ Business group representative ☐
Environmental group representative ☐ Public body representative ☒
Other ☐

**We have presented a range of information about present day emissions being generated by surface transport in the North, as well as the emissions we expect to be generated in the future without additional policy measures in place. Are there any other factors affecting these emissions, or additional areas for analysis, that would be important for us to consider?**

It is noted that the future travel scenarios account for the economic shock due to COVID-19 and long-term behaviour trends. However, no further detail is provided. It would be beneficial if "Chapter 3: Estimating current and future emissions" could include further information on how shock events, such as COVID-19, have shaped the development of the future scenarios.

**To what extent do you agree or disagree with TfN's approach to developing a Decarbonisation Trajectory?**

Strongly Agree ☒ Agree ☐ Neither agree nor disagree ☐
Disagree ☐ Strongly Disagree ☐

**Please explain your response?**

ADEPT agrees with the approach adopted to developing a Decarbonisation Trajectory as it is based on a balanced view of the trajectories of local authorities in the region. It is noted that the trajectory only includes surface transport. ADEPT support TFN's recognition that aviation and shopping cannot be overlooked but agree that decarbonisation trajectories for these modes are better dealt with at a national or international scale.

**Choose the three Policy Gap Actions (for TfN to prioritise), that you consider to be of most importance?**

☒ PGA8: Develop and implement comprehensive plans for the regional public transport network, such as Northern Powerhouse Rail and wider improvements to the rail network.

☐ PGA9: Develop an evidence base on the extent to which less work-related travel has a detrimental effect on productivity and agglomeration to understand whether homeworking can be consistent with TfN's vision for a transformed Northern economy.

☐ PGA10: Use our role within the Rail North Partnership to promote shared mobility at train stations, including car share, car club, cycle hire and e-scooter schemes.

☐ PGA11: Provide evidence and strategic support to partners to identify opportunities for shared mobility.

☒ PGA12: Work with Government to support regional coordination of measures to improve logistics efficiency, including consolidation centres, mode shift to rail and information democratisation schemes.

☒ PGA13: Influence government to develop appraisal guidance that includes the full impacts of transport projects on carbon.

**Choose the three recommendations for national government, that you consider to be of most importance?**

**Mode Shift**

☐ Work with train operating companies to implement a targeted reduction in rail fares and increase integration and flexibility of ticketing systems.

☒ Provide a substantial and consistent funding stream to Local Authorities to improve public transport and active travel networks.

### Reducing car travel

- [x] Develop a coherent plan for taxing and pricing car travel that accounts for reduced Fuel Duty revenues and incentivises key outcomes such as reduced overall car travel, more efficient road network operation and uptake of ZEVs.
- [ ] Support employers to roll-out home working, flexible working and remote working hubs.

### Shared mobility

- [x] Ensure Local Authority funding and planning regimes support shared mobility solutions alongside traditional public transport options.
- [ ] Require employers to report on emissions from all employee travel to encourage a shift towards vehicle sharing.

### Freight efficiency

- [ ] Require shippers to provide consumers with information on emissions from different shipping options and encourage uptake through information and pricing.
- [ ] Fund a project to develop common data collection methods, formats and sharing platforms that overcome competition and privacy barriers and enforce data reporting to government.
- [ ] Establish a framework for consolidation centre planning as well as funding and support for Local Authorities to perform local area assessments.
- [ ] . Support the licensing of high capacity vehicles on specific roads (major motorways) for specific users where the benefits are clear.

### Planning policies

- [ ] Roll out parking policies to reduce congestion and make space for sustainable infrastructure.
- [ ] Consider charging policies such as clean air zones or congestion charging, particularly where and when sustainable transport modes are a viable alternative option.

**Choose the three recommendations for local government, that you consider to be of most importance?**

### Mode Shift

- [ ] Use marketing policies to re-build confidence in the safety and value of public transport.
- [ ] Subject to Government funding, invest in bus and light rail networks to offer improved journey quality, accessibility and cheaper fares to passengers.
- [x] Implement policies to enhance dedicated cycle networks, low-traffic neighbourhoods, and activities to promote behaviour change.
- [ ] Implement policies to promote safe and accessible use of e-bikes and e-scooters.

### Reducing car travel

- [x] Roll out parking policies to reduce congestion and make space for sustainable infrastructure.
- [ ] Consider charging policies such as clean air zones or congestion charging, particularly where and when sustainable transport modes are a viable alternative option.

### Shared mobility

- ☐ Utilise planning contributions from new developments to enable shared vehicle provision.
- ☐ Develop mobility-as-a-service (MaaS) platforms and mobility credit systems, to link public transport journey stages and improve accessibility and reliability.
- ☐ Support the provision of demand-responsive bus services to complement existing networks.
- ☐ Trial and roll out cycle hire / e-scooter sharing schemes.

### Planning policies

- ☒ Use local planning policy to promote '15/20-minute neighbourhoods', prioritise development close to public transport hubs and encourage car-free or car-lite development.
- ☐ Consider introducing a Workplace Parking Levy, utilising lessons learnt from Nottingham.
- ☐ Support and facilitate the roll out of car-free zones and streets.
- ☐ Develop park-and-ride sites with integrated EV charging infrastructure and cycle parking.
- ☐ Implement planning policies that support the development of freight consolidation centres.

**To achieve the required demand management targets, where do you feel the policy focus should lie?**

Policy should focus on a balance of measures that promotes and enhances the active travel and public transport offering in the region, whilst at the same time discouraging the use of car, especially for shorter journeys where active travel is a realistic alternative. Adopting this approach will ensure any adverse impact on the end user are minimised as far as possible, particularly for lower income groups who many not be able to afford any increase in travel costs. For instance, active and public transport must be an affordable and attractive option in any area where new more restrictive parking policies are proposed. A balanced approach is also likely to result in greater public support.

**Do you feel we have missed any policy actions or recommendations?**

Quantifying the level of policy commitment – Demand management (page 56 to end of page 57)

| | No focus | Less focus | Balanced | More focus | Entirely focused |
|---|---|---|---|---|---|
| **Technology** | ☐ | ☒ | ☒ | ☐ | ☐ |
| **Demand reduction** | ☐ | ☐ | ☒ | ☒ | ☐ |
| **Mode shift** | ☐ | ☐ | ☒ | ☐ | ☐ |

## ZEV and ICE efficiency

**Choose the three Policy Gap Actions (for TfN to prioritise), that you consider to be of most importance?**

- ☒ PGA1: Develop a pan-northern ZEV infrastructure plan to ensure trans-boundary road trips are considered, factoring in interoperability across the region and optimal locations for high-power charging hubs on the Major Road Network, with input from Local Authorities and the Distribution Network Operators (DNOs).
- ☒ PGA2: Work with Local Authority partners and Highways England to facilitate large ZEV truck trials in high traffic corridors in the North.
- ☐ PGA3: Work with Local Authorities and freight stakeholders to help aggregate large orders of ZEV vans and trucks across the North and overcome demand shortages.
- ☒ PGA4: Through the Northern Powerhouse Rail programme, support the government and Network Rail in identifying appropriate routes for electrification and associated implementation.
- ☐ PGA5: Work with Network Rail and train operating companies to ensure service patterns are based around the progression of electrification and minimising the use of diesel-only trains.
- ☐ PGA6: Influence Government to trial alternative technology freight locomotives in the North.
- ☐ PGA7: Work with Network Rail to ensure there is sufficient capacity to allow freight traffic to run directly and with minimal dwell times, reducing emissions from existing diesels.

**Choose the three recommendations for national government, that you consider to be of most importance?**

### Road vehicles

- ☒ Strengthen the existing policy to phase-out ICE car and van sales by 2030 to include hybrids.
- ☐ Increase taxes on new ICE vehicles from the early 2020s, with rates escalating in line with emissions intensity.
- ☒ Develop a coherent and comprehensive strategy for charging infrastructure, defining a role for local and regional bodies, providing public funding where appropriate and developing a regulatory regime that enables the private sector to invest and ensure interoperability.
- ☐ As more ZEV HGV models become available in the 2020s, introduce a system of strong grants and tax incentives.
- ☐ Fund large ZEV HGV trials in high-traffic corridors.
- ☐ Implement measures to rapidly increase supply of ZEV models. This could include measures that stimulate domestic manufacture, which also have the potential to drive green growth in the North (see Chapter 8).

### Rail

- ☒ In partnership with Network Rail, identify and fund a core network for electrification with the highest traffic density, then prioritise secondary, lower density routes where alternative technology will be the permanent solution.
- ☐ For routes where alternative technology is the long-term solution, provide funding to procure new rolling stock.
- ☐ In partnership with delivery bodies, work with freight operating companies to understand the need for incremental electrification of freight, and the need to electrify the full distance to the main freight nodes (e.g. ports).
- ☐ . Support freight operating companies and rolling stock builders in the development of alternative technology freight locomotives.

**Choose the three recommendations for local government, that you consider to be of most importance?**

### General

- ☒ Develop a model for delivery and maintenance of electric vehicle charging infrastructure, covering rapid hubs, on-street charging, public parking spaces, and council fleets. Initially proactive bidding for Government funds will be needed, but over time private sector investment will support this, subject to an effective national and local regulatory regime.
- ☐ Implement a common procurement framework for infrastructure across administrative areas to encourage economies of scale and interoperability across the region.
- ☐ Carry out community engagement to increase understanding of EVs and EV infrastructure.
- ☐ Implement policies to prioritise ZEV shared transport, such as car share and car clubs.
- ☐ Collectively adopt taxi licensing policies that require new vehicles to be zero-emission. This will need to be coupled with provision of charging infrastructure at taxi ranks.
- ☐ Aggregate purchases of ZEV vans and trucks across the North (supported by TfN).
- ☒ Engage with bus operators to set targets and standards for rapid roll-out of ZEV buses.

### In smaller towns, villages and dispersed communities:

- ☒ Incentivise EV uptake (including electric bikes) and development of home charging infrastructure through direct funding and awareness raising (e.g. telematic tests, EV trials).
- ☐ Develop charging infrastructure at rural tourist spots to counter range anxiety. These should be developed in such a way to avoid unsustainable traffic levels within protected rural areas (e.g. National Park park-and-ride schemes).

**Do you feel we have missed any policy actions or recommendations?**

The availability of supporting infrastructure is critical to the successful and widespread adoption of Zero Emission Vehicles (ZEV). As such policy should focus on the creation of a reliable and comprehensive EV charging network, both for cars and other ZEVs (e.g. buses).

Policy must ensure that the role out of EV charging infrastructure is universal and does not result in the exclusion of low-income / rural areas.

Zero emission technology is likely to change significantly over life of the decarbonisation strategy. TfN must keep on top of changes in ZEV technologies and be in a position to adapt and amend ZEV policy in response. For example, the increased availability of alternative fuel cars (e.g. Hydrogen). Without this there is a risk that infrastructure could become outdated and obsolete.

## The wider benefits and risks of decarbonising transport

### Are there any important potential wider risks or benefits that you feel have not been considered?

Further consideration must be given to the practicalities of implementing decarbonisation policies at a local level. There is often a disconnect between national and local level of Government, with Local Councillors often less supportive of schemes that reduce road space and capacity for car drivers (e.g. road closures, reallocation of carriageway space for cyclists etc.)

There is a risk that technological advances could result in EV charge point infrastructure becoming obsolete or outdated. Any role out of EV charge point infrastructure should be supported by a longer-term management / maintenance plan to ensure the technology remains up to date.

There is likely to be less technological risk associated with measures to promote and encourage the use of active travel (e.g. creation of new cycling networks).

The national policy and legislative framework many not support the widespread adoption of micro-mobility solutions (e.g. results of trials may result in the use of e-scooters on public roads being restricted).

### Are there any parts of the population that you think will be disproportionately impacted by transport decarbonisation? why?

There is a risk that technologically focused decarbonisation policies could exclude older people who are less familiar with new technology (e.g. do not have a smart phone so cannot use share mobility services).

Technologically focused policies such as the promotion of home working is likely to disproportionately benefit higher income groups of the population. This is because lower paid workers are less likely to have a job that enables them to work from home. As such it is more likely that lower income workers must commute every day, in turn incurring higher transport costs.

In the short term the role out of electric vehicle charging points is likely only to benefit higher income groups that can afford a ZEV. Any additional taxation on internal combustion engine vehicles is likely to disproportionally impact low income groups who cannot afford to switch to a ZEV.

Low income groups could be disproportionally impacted by demand management policies that disincentivise car travel. Such policies could result in higher travel costs for car drivers (travel time and financial cost) or require users to travel by an alternative, more expensive mode. To offset this high quality, affordable public and active travel options must be available, particularly in lower income areas.

### In addition to the Government's proposed measures, documented in their Net Zero Review, what additional actions could TfN take to ensure that all parts of the population benefit from transport decarbonisation?

A people and place-based approach to the creation of decarbonisation policy must be adopted. Local and regional policy must be reflective of the people living and working in an area. Without this approach there is a risk that policy could significantly disadvantage one part of the population. This risks undermining the public acceptability and willingness to engage with measures to decarbonise transport.

## Stimulating clean growth in the North

Clean growth opportunities have the potential to help level up towns and cities across the region by providing new high skilled employment opportunities. This in turn have the potential to revitalise local communities and town and city centres.

**Are there any clean growth opportunities that you feel have not been considered?**

## Transport for the North's Interactive Decarbonisation Evidence Portal

**Are there any other areas where TfN should focus its future decarbonisation analysis?**

Consideration should be given to how TfN decarbonisation policy aligns with the decarbonisation policy of surrounding areas / neighbouring Sub-National Transport Bodies. A disjointed policy position, particularly on the periphery of the region, could result in decarbonisation targets not being met in areas where there is a high flow of people in and out of the region.

## Next steps and proposed priority actions

Chapter 1 of the Decarbonisation Strategy defines the overarching role that we feel TfN should be playing in the decarbonisation agenda. We'd like to understand the types of activities that people feel that TfN is best placed to undertake and that would be of most value in delivering transport decarbonisation.

**For each of the 'priority activities to 2025' identified by TFN, which role do you feel do you feel TfN is best placed to fulfil? (1=lead, 2=support, 3=not a role for TfN)**

### Decarbonisation Strategy

SD1: Regional route-map for transport decarbonisation

SD2: Developing place-based decarbonisation pathways for rural typologies.

SD3: Formation of decarbonisation working group/s with TfN partners

SD4: Exploring the relationship between transport decarbonisation and transport-related social exclusion (TRSE) (inclusive of PGA11)

SD5: Research into embodied carbon analysis for strategic transport infrastructure programmes

SD6: Programmatic assessment of Investment Programme (IP) against TfN Decarbonisation Trajectory

SD7: Consideration of emissions from aviation and shipping generated by the North

| Policy | SD1: | SD2: | SD3: | SD4: | SD5: | SD6: | SD7: |
|---|---|---|---|---|---|---|---|

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Your answer** | 1 | 1 | 1 | 1 | 2 | 1 | 2 |

**For each of the 'priority activities to 2025' identified by TfN, which role do you feel do you feel TfN is best placed to fulfil? (1=lead, 2=support, 3=not a role for TfN)**

### Electric Vehicles and Fuel Efficiency

CGA1: Develop a regional ZEV charging framework (inclusive of PGA1)

CGA2: Supporting local partners in the development of local ZEV charging infrastructure

PGA14: Increase awareness of fuel-efficient driving styles

| Policy | CGA1: | CGA2: | PGA14: |
|---|---|---|---|
| **Your answer** | 2 | 1 | 3 |

### Hydrogen

CGA2: Supporting local partners in the development of local ZEV charging infrastructure

CGA3: Undertake or support a pan-northern hydrogen transport refuelling study

CGA4: Supply chain support for future hydrogen infrastructure solutions

| Policy | CGA2: | CGA3: | CGA4: |
|---|---|---|---|
| **Your answer** | 1 | 2 | 3 |

### Demand Management

SD8: Supporting the development of scalable digital solutions for incentivising greener, shared and active mobility in rural areas.

CGA5: Supporting a Demand Management Narrative for the North

CGA6: Supporting local partners in the development of Mobility Hubs

PGA10: Consider role of micro-mobility/shared mobility in first and last mile journeys at train stations

PGA8: Develop infrastructure to improve regional public transport network

PGA9: Research on the effects of home-working upon productivity and agglomeration.

| Policy | SD8: | CGA 5: | CGA 6: | PGA 10: | PGA 8: | PGA 9: |
|---|---|---|---|---|---|---|
| **Your answer** | 1 | 1 | 1 | 1 | 2 | 2 |

## Freight

SD9: Low carbon urban freight scenarios

CGA7: Developing and supporting partnerships to consider zero carbon, port to port freight corridors

PGA2: Facilitating large ZEV truck trials in the North

PGA3: Support partners to aggregate large orders of ZEV vans, truck and buses across the North

PGA12: Supporting freight information democratisation schemes

| Policy | SD9: | CGA7: | PGA2: | PGA3: | PGA12 |
|---|---|---|---|---|---|
| Your answer | 1 | 2 | 3 | 3 | 3 |

## Rail

CGA8: Supporting our partners to attract testing and pilots of new low emission train technologies (inclusive of PGA6)

PGA4: Identify appropriate routes for electrification

PGA5: Work with Train Operating Companies (TOCs) and Freight Operating Companies (FOCs) to exploit operational efficiency opportunities (inclusive of PGA7)

| Policy | CGA8: | PGA4: | PGA5: |
|---|---|---|---|
| Your answer | 3 | 3 | 3 |

## Project-level Carbon

SD10: Developing an embodied carbon database for major infrastructure developments

PGA13: Influence government to seek augmented DFT appraisal guidance

| Policy | SD10: | PGA13: |
|---|---|---|
| Your answer | 3 | 3 |

## Awareness Raising and Behaviour Change

☐ SD11: Engagement and awareness-raising activities

☐ SD12: Behaviour change research

| Policy | SD11: | SD12: |
|---|---|---|
| Your answer | 2 | 3 |

**Of the 'priority activities to 2025' identified, choose the three which you consider to be the top priority for urgent action?**

## Decarbonisation Strategy

- ☒ SD1: Regional route-map for transport decarbonisation
- ☐ SD2: Developing place-based decarbonisation pathways for rural typologies.
- ☐ SD3: Formation of decarbonisation working group/s with TfN partners
- ☐ SD4: Exploring the relationship between transport decarbonisation and transport-related social exclusion (TRSE) (inclusive of PGA11)
- ☐ SD5: Research into embodied carbon analysis for strategic transport infrastructure programmes
- ☐ SD6: Programmatic assessment of Investment Programme (IP) against TfN Decarbonisation Trajectory
- ☐ SD7: Consideration of emissions from aviation and shipping generated by the North

## Electric Vehicles and Fuel Efficiency

- ☒ CGA1: Develop a regional ZEV charging framework (inclusive of PGA1)
- ☐ CGA2: Supporting local partners in the development of local ZEV charging infrastructure
- ☐ PGA14: Increase awareness of fuel-efficient driving styles

## Hydrogen

- ☐ CGA2: Supporting local partners in the development of local ZEV charging infrastructure
- ☐ CGA3: Undertake or support a pan-northern hydrogen transport refuelling study
- ☐ CGA4: Supply chain support for future hydrogen infrastructure solutions

## Demand Management

- ☒ SD8: Supporting the development of scalable digital solutions for incentivising greener, shared and active mobility in rural areas.
- ☐ CGA5: Supporting a Demand Management Narrative for the North
- ☐ CGA6: Supporting local partners in the development of Mobility Hubs
- ☐ PGA10: Consider role of micro-mobility/shared mobility in first and last mile journeys at train stations
- ☐ PGA8: Develop infrastructure to improve regional public transport network
- ☐ PGA9: Research on the effects of home-working upon productivity and agglomeration.

## Freight

- ☐ SD9: Low carbon urban freight scenarios
- ☐ CGA7: Developing and supporting partnerships to consider zero carbon, port to port freight corridors
- ☐ PGA2: Facilitating large ZEV truck trials in the North
- ☐ PGA3: Support partners to aggregate large orders of ZEV vans, truck and buses across the North
- ☐ PGA12: Supporting freight information democratisation schemes

## Rail

- ☐ CGA8: Supporting our partners to attract testing and pilots of new low emission train technologies (inclusive of PGA6)
- ☐ PGA4: Identify appropriate routes for electrification
- ☐ PGA5: Work with Train Operating Companies (TOCs) and Freight Operating Companies (FOCs) to exploit operational efficiency opportunities (inclusive of PGA7)

## Project-level Carbon

- ☐ SD10: Developing an embodied carbon database for major infrastructure developments
- ☐ PGA13: Influence government to seek augmented DFT appraisal guidance

## Awareness Raising and Behaviour Change

- ☐ SD11: Engagement and awareness-raising activities
- ☐ SD12: Behaviour change research

**Are there any other potential activities that you feel have not been considered and could be effectively delivered by TfN?**

The micro-mobility / shared mobility priority activities to 2025 should not be restricted to first mile / last-mile journeys at rail stations. These modes have the potential to replace the need for shorter car journeys in urban areas. Such modes also have the potential to appeal to users who may not previously have considered travelling by active modes of transport (e.g. e-bikes make cycling to work a more attractive proposition).

A comprehensive EV strategy for the entire road network across the TfN region must be developed. This is to ensure that drivers do not suffer range anxiety due to limitations of battery life. There may also need to be different service operating patterns to allow for difference in fuelling frequencies.

TfN should support and encourage local authorities to update their parking standards to require all new spaces to include provision for EVs (either active or passive). EV provision must be embedded in the design of new developments.

TfN should support and monitor the development of autonomous technologies. These technologies have the potential to improve the efficiency of journeys (e.g. platooning of vehicles on motorways).

TfN should explore the potential for “big data” to assist with decarbonisation. Open data can help public and private sector companies and organisations develop new transport apps and services. These services can help make journeys more efficient and help people make more informed travel choices.

TfN should monitor the development of Vehicle to grid (V2G) technology. This technology allows the two-way transfer of electricity between a vehicle and the electricity network. This enables a vehicle to feed power back into the network during times of high electricity demand.

TfN should support the development of delivery consolidation centres to facilitate sustainable first mile / last-mile collection and delivery services in urban areas (e.g. by cargo bikes).

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