



Divergence in Decarbonisation Policy - Transport for the North

Decarbonising Transport: Obstacles, Options and Opportunities

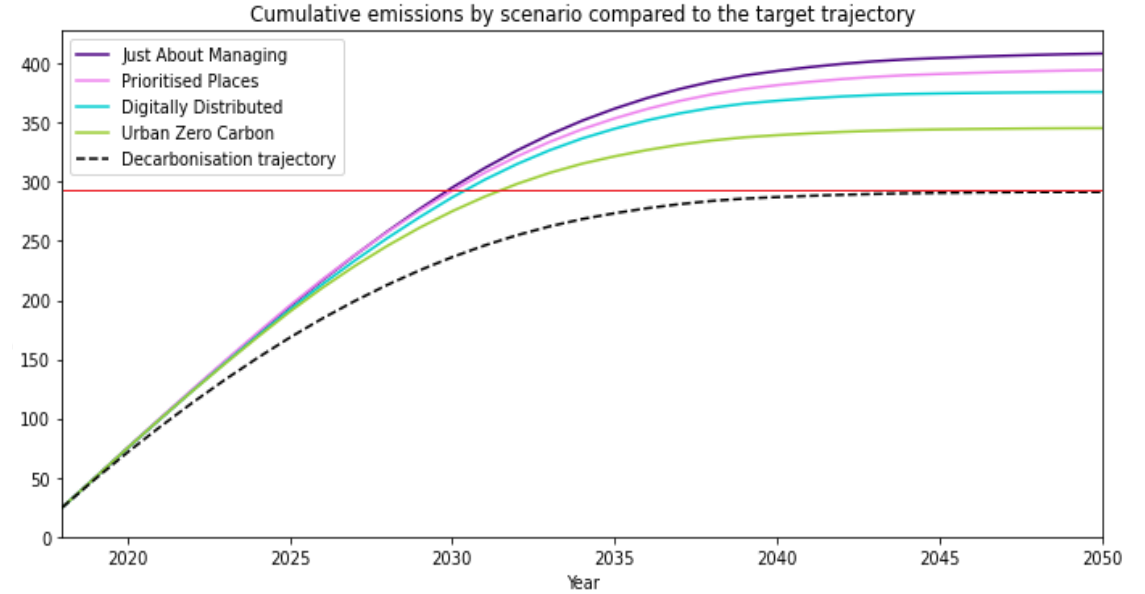
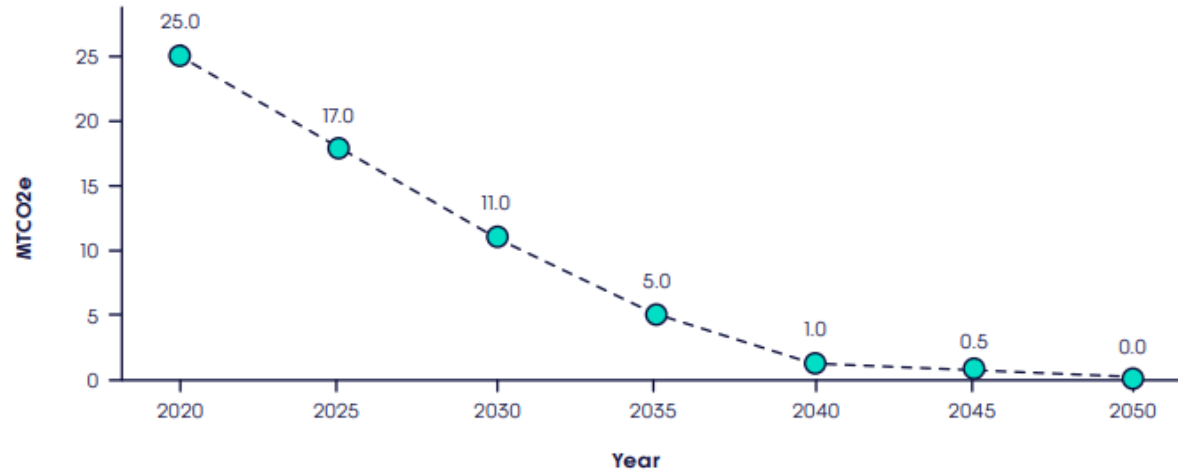
16th May

Peter Cole – Head of Decarbonisation



TfN's Decarbonisation Trajectory

Figure 2: TfN's Decarbonisation Trajectory



56% reduction in emissions from 2018 to 2030

Close to zero by 2045

96% reduction in emissions from 2018 to 2040

A total carbon budget of approximately 300 mega-tonnes of CO₂e

Decarbonisation Pathways

		2025	2030	2035	2040	2045
Zero-emissions share of sales ²¹	Cars	55%	100%	100%	100%	100%
	Vans	40%	100%	100%	100%	100%
	HGVs	26%	44%	95%	100%	100%
BEV high mileage CO ₂ reduction ²²	Cars	20%	20%	20%	20%	20%
Public transport CO ₂ reduction on baseline	Bus	15%	40%	70%	90%	100%
	Rail	0%	25%	75%	100%	100%
Reduction in distance travelled relative to baseline growth	Cars	1-4%	3-14%	3-14%	3-14%	3-14%
	Vans ²³	5%	10%	10%	10%	10%
	HGVs	3-5%	11-15%	6-15%	6-15%	6-15%
Conventional vehicle efficiency CO ₂ reduction ²⁴	Cars and vans	3.6%	3.6%	3.6%	3.6%	3.6%
	Artic HGVs	22%	22%	22%	22%	22%
	Rigid HGVs	13%	13%	13%	13%	13%
Share of car sales	Large cars ²⁵	27%	22%	17%	10%	10%

TfN's new Strategic Transport Plan

Strategic Ambitions

Decarbonisation of surface transport

Near zero by 2045

Enhancing social inclusion and health

1 million people fewer at risk of TRSE by 2050

Transforming economic performance

£118bn more GVA by 2050

Supporting metrics

Reliability

Access to jobs

Rail Freight

Road Safety

Access to stations

"Right share"

Air quality

Medium term pan-Northern target (2030)	Long term pan-Northern target (2050)	Baseline (year)
56% reduction, to 11 million tonnes by 2030	Reduce total northern surface transport CO2 emissions to near zero by 2045	25 million tonnes (2018)
Share of trips made by public transport increases to 10% by 2030 (Rail to 2%, Bus to 8%)	Share of trips made by public transport increases to 15% by 2050 (Rail to 3%, Bus to 12%)	Rail: 1.5%, bus and coach: 5.5% (2018 and 2019 average)
Share of trips made by active modes increases to 33% by 2030	Share of trips made by active modes increases to 36% by 2050	Active modes: 29% (2018 and 2019 average)
Zero overall regional increase in private car vehicle mileage to 2030	Zero overall regional increase in private car vehicle mileage on the North's road network to 2045 compared to 2018 ¹⁶²	Private car vehicle mileage: 78.2 billion km (2018)
Overall increase in rail freight mode share.	Double rail's share of freight carried to 17% by 2050, measured as tonne km	8.5% (2018)
Uptake of public EV charging points at scale and pace across the North to support TfN's regional decarbonisation trajectory to 2045, increasing to at least 123,500 by 2030	Uptake of public EV charging points at scale and pace across the North to support TfN's regional decarbonisation trajectory to 2045, increasing to at least 123,500 by 2030	6,400 (2022)

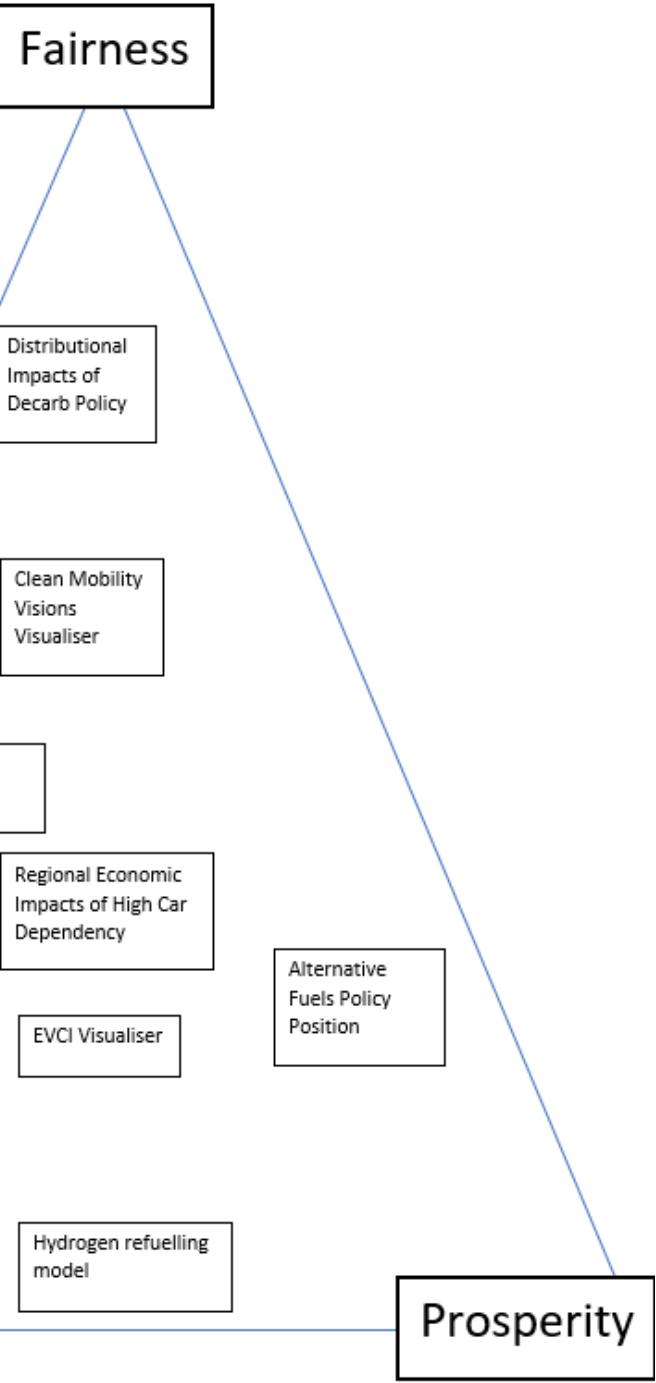
TfN Approach to Roads

- Roads are critical for the North's economy and its communities.
- Investment and policies need to be *Outcome Focussed* (STP ambitions, what's the vision?)
- Travel is good – and we want more choice.
- Invest is safety and resilience.
- Prioritise modal shift, shared modes, increased car occupancy as solutions for congestion.
- *Whole-network* approach to funding and planning.
- Appraisal needs to reflect Vision and Validate.
- Acknowledge challenge of translating policy 'on the ground'.

Restrained Radicalism?

TfN Strategy Update

TfN Decarbonisation
Activity Scoping



- Inclusive Transport Decarbonisation

Electric Vehicle Charging Infrastructure Framework

A 'whole network, whole system' approach to electric vehicle charging across the North of England
October 2022



Transport-related social exclusion in the North of England



Socially inclusive transport strategy

Draft for consultation, November 2022



Thank You

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