

Appendix 2: National Transport Decarbonisation Plan

The national Transport Decarbonisation Plan was published in July 2021 and is available here: <https://www.gov.uk/government/publications/transport-decarbonisation-plan>. The Plan contains a range of new commitments and proposals, reiteration of previous announcements and is accompanied by a range of associated documents:

- Consultation on when to end the sale of new, non-zero emission heavy goods vehicles
- Proposals for a new road vehicle CO2 emission regulatory framework for the United Kingdom
- A “Jet zero” consultation: a consultation on the strategy for the aviation industry to reach net zero carbon.
- A “Transitioning to zero emissions cars and vans 2035 Delivery Plan” containing plans and proposals to achieve the phase out of conventionally powered cars and vans
- Outcome of consultation on Electric vehicle smart charging consultation outcomes
- Rail environment policy statement – bringing together existing policy and initiatives in the rail sector on carbon emissions, air quality, biodiversity, social value, noise, water, waste and litter and graffiti

The Plan set out almost 80 commitments and actions relating to several different themes:

Accelerating Mode Shift to public transport and active transport

Restates existing announcements on funding for bus and rail. Proposals for rail are in the forthcoming Integrated Rail Plan.

The need to reduce travel demand and increase the efficiency of car use (through vehicle occupancy) is recognised at various points in the document but there is no specific target or quantification of the vehicle mileage reduction identified as required for cars, vans, or HGVs.

Decarbonising Road Transport

The focus and specific commitments for car and van travel in the Plan are on shifting the fleet to zero emission vehicles, but no reference to national measures to reduce demand for car travel through road pricing or similar initiatives. Congestion charges are mentioned as examples of measures that could be introduced by local authorities.

The 2035 Delivery Plan for decarbonising cars and vans includes a commitment to launching a national electric vehicle infrastructure strategy, and a new £90 million Local EV Infrastructure Fund. This accompanies the Green Paper setting out proposals for a new regulatory framework for vehicle manufacturers which could include a “Zero Emission

Mandate” which would set targets for manufacturers to meet a certain percentage of zero emission vehicles sales each year.

The Plan does include a commitment to review the National Planning Policy Statement on National Networks to review it in the light of developments since its publication in 2014, and to update the forecasts on which it is based to reflect more recent, post-pandemic conditions once they are known.

Decarbonising how we get our goods

The Plan launches a consultation on the government’s intention to phase out the sale of new diesel and petrol Heavy Goods Vehicles (trucks/lorries) by 2035 and (and 2040 for heavier HGVs). The plan also recognises the need for rail freight to grow as a proportion of total freight movement and commits to setting a target for this growth in rail freight.

The Plan also recognises the role of first and last mile deliveries as part of decarbonising freight and suggests pilot projects for consolidation centres, with research on the legal and practical issues around future compulsory consolidation. Government will also pilot allowing some local authorities to franchise delivery and waste collection by different private sector companies to better co-ordinate services and reduce movements.

UK as a hub for green transport tech and innovation

The plan sets out a commitment to help build a skilled workforce for the future of transport, through the existing Green Skills Task Force and National Skills Fund. There is recognition of the role of green private finance in funding the Decarbonisation Plan but no overall investment figure identified for total investment required to deliver the Plan.

Commitments are also set out around shared and future mobility, including a planned consultation on Mobility as a Service Code of Practice, establishment of a “Commute Zero” programme working with large employers and leading companies create effective messaging on sustainable travel behaviours.

The Plan references a Future of Transport: Rural Strategy planned for publication which will recognise distinct challenges in decarbonising rural transport.

Place based solutions to emissions reduction

A reform of local infrastructure funding is announced to drive forward decarbonisation at a local level - based on the new City Region Sustainable Transport Settlement approach. This section of the Plan outlines £12 billion of funding for local transport that has been previously announced, including the £4.8 billion Levelling Up Fund, and £4.2 billion City Region Sustainable Transport Settlement.

The Plan includes a proposal to develop a new toolkit to support local authorities, including guidance on Demand Responsive Transport, mobility and transport hubs, road space reallocation, parking policies, congestion charging and emissions zones, and behaviour change programmes.

The Plan references the role of the planning system in decarbonising transport, in creating communities that are more accessible, safer, more inclusive and in promoting the principles of 20 minute neighbourhoods.

Ongoing work with the Ministry of Housing, Communities and Local Government is cited to place cycling, walking and public transport provision at the heart of local plan making and decision taking for new developments.

Reducing carbon in a global economy

The Plan commits to reducing emissions from international as well as domestic aviation and shipping. Alongside publication of the Plan, the government have launched a consultation on committing the aviation sector to a net zero emissions target by 2050, an earlier target for UK domestic aviation to reach net zero by 2040, and for all airport operations to be zero emission by 2040.