



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@fnndecarbonisationstrategy.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: Male

Ethnicity: White

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.

Stephen

WARING

HX3 0DU

Age Group (please tick)

Under 13 13-17 18-24 25-34 35-44 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.

07804 879994

js.waring@hotmail.co.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?

Searching the document revealed about a dozen mentions of modal shift to public transport. This is welcome and very important. Clearly among transport modes rail is already relatively low carbon, and this advantage will increase through further electrification. In our written response to this consultation we call for modal shift to rail for passenger and freight, for an electrification programme based on [Northern Sparks](#) and [TDNS](#) and line openings to broaden the market for rail.

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?

See previous answer.

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

- 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

- 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

- Use the National Planning Framework to '15/20-minute neighbourhoods'.
- Develop appraisal guidance that includes the full impacts of transport projects on carbon

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.
- 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

- 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.

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

Integration of transport modes bus, light-rail/mass-transit, rail and active travel modes.

Importance of providing for leisure travel given its importance to the economy.

Idea of public transport for all – sociable transport, transport for wellbeing.

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

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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Demand reduction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mode shift	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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:

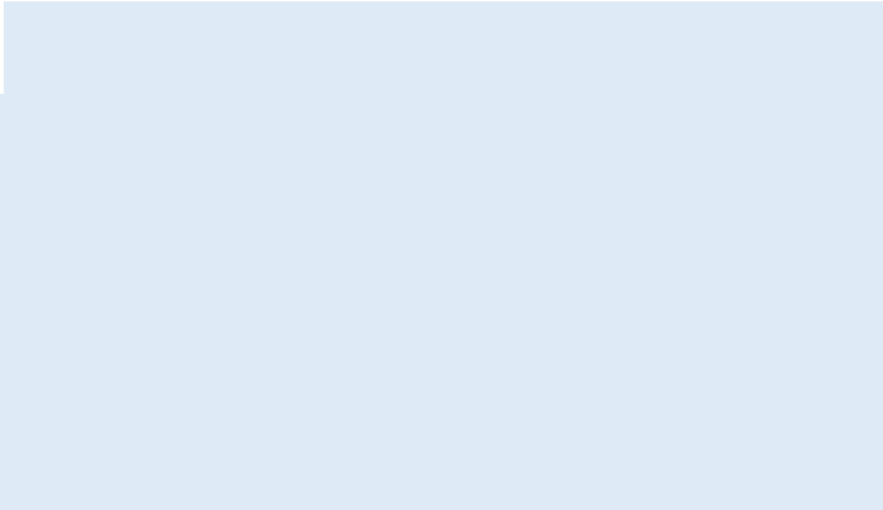
- Incentivise EV uptake (including electric bikes) and development of home charging infrastructure through direct funding and awareness raising (e.g. telematic tests, EV trials).
- Develop charging infrastructure at rural tourist spots to counter range anxiety. These should be developed in such a way 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?

More emphasis is needed on opening up rail travel to wider section of the population, by policies to expand the network and promote reliability and therefore expand confidence in its use.

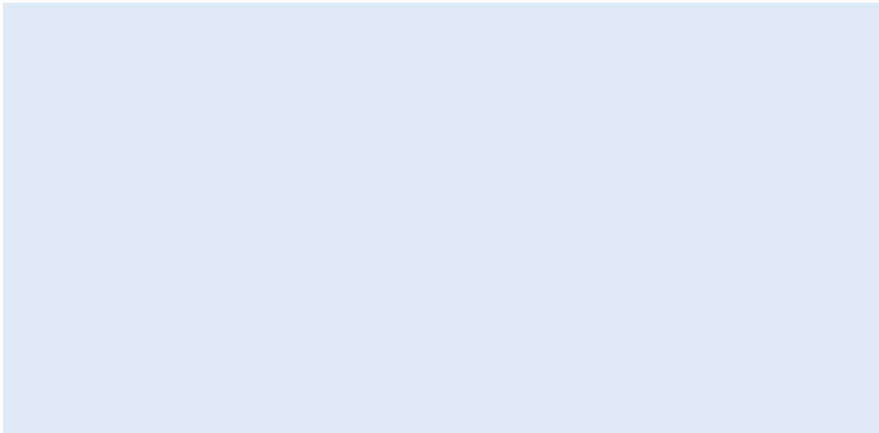
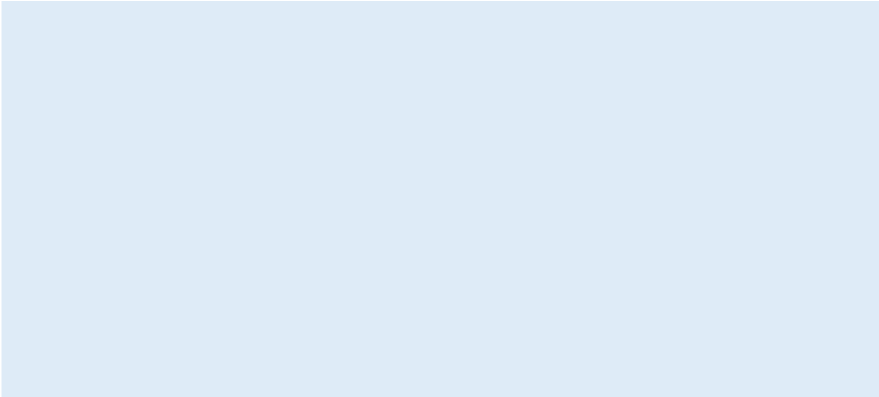
The wider benefits and risks of decarbonising transport

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



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

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?



Stimulating clean growth in the North

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?

Promotion of public transport and active travel modes as sociable activities and “transport for wellbeing”. Not just about carbon-reduction but also better air quality, reduced congestion – promoting physical and mental health. The benefits of travelling together.

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	2	2	1	1	1

For each of the 'priority activities to 2025' identified by TfN, which role 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	1	2	2

Hydrogen

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

CGA4: Supply chain support for future hydrogen infrastructure solutions

Policy	CGA3:	CGA4:
Your answer	2	1

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	2	2	2	2	1	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	1	2	2	2

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	2	1	1

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	1	2

Awareness Raising and Behaviour Change

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

Policy	SD11:	SD12:
Your answer	1	2

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

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- CGA3:** Undertake or support a pan-northern hydrogen transport refuelling study
- CGA4:** Supply chain support for future hydrogen infrastructure solutions

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

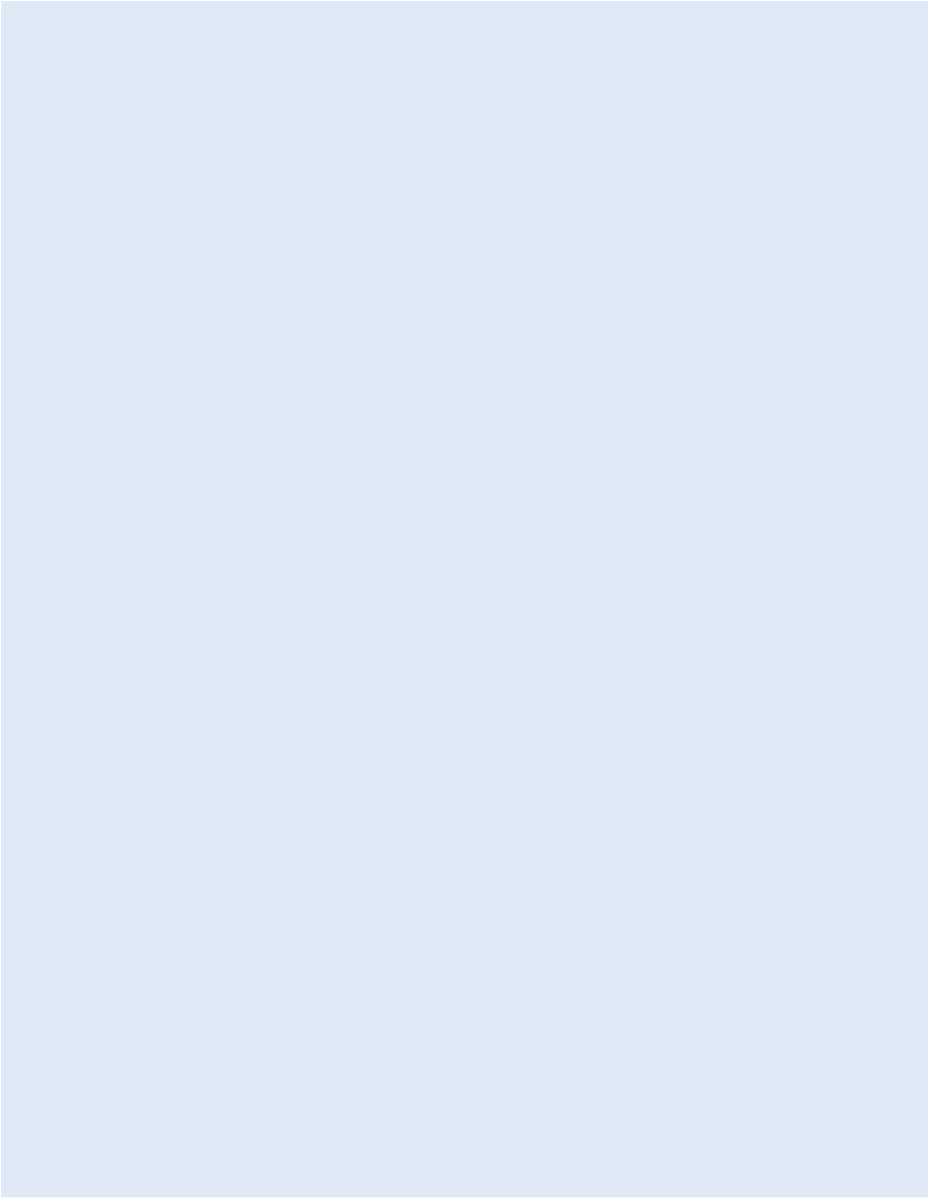
Are there any other potential activities that you feel have not been considered and could be effectively delivered by TfN?

PLEASE SEE RAILFUTURE'S WRITTEN RESPONSE TO THIS CONSULTATION.

We highlight these points:

- The high energy-efficiency of electrified railways (80%) compared with alternatives (battery 65%, hydrogen 34% or less).
- Northern Sparks and TDNS suggest the majority of as yet unelectrified lines in the North should be electrified. These reports should be the starting points for PGA4 (p3 in Annex A of the strategy), and a rolling programme of electrification should start now.
- Electric trains are high performers in terms of acceleration, reliability, comfort and ease of maintenance, leading to the "sparks effect".
- Bi-mode or multi-mode trains are costlier to maintain. Less reliable and less energy-efficient.
- Attracting modal transfer of passengers and freight to rail, by opening new lines and providing new train services, can provide early benefits in terms of carbon reduction whilst other transport modes are catching up.

The aim should be to attract more and more people to low carbon transport and make rail an asset serving the whole community.



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