Implications of the Government’s Transport Decarbonisation Plan

A Catalyst for Change or a Missed Opportunity?

ADEPT Lunch & Learn Seminar
Friday 24th September 2021

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Agenda

01. Key themes within the Transport Decarbonisation Plan
02. Delivering infrastructure for ‘green growth’
03. Beyond the infrastructure – culture and policy
04. Roles and responsibilities of local government – a clear way ahead?
Key themes within the Transport Decarbonisation Plan
A reminder of the challenge

Domestic GHG emissions from transport have been broadly flat for the last 30 years.

- **% Greenhouse gas emissions by transport mode, 2019**
  - 55.4% - Cars and taxis
  - 15.9% - Heavy goods vehicles
  - 15.7% - Light duty vehicles
  - 5% - Domestic shipping
  - 2.5% - Buses and coaches
  - 14% - Rail
  - 12% - Domestic aviation
  - 0.4% - Motorcycles and mopeds
  - 0.6% - Other road transport
  - 19% - Other transport

- **Noise**
  - Negative impacts of noise cost £7-10bn per year

- **Health**
  - Physical inactivity costs the NHS £1bn per year

- **Air quality**
  - Poor air quality could cost health & social care services £5.3bn by 2035

- **Congestion**
  - Poor journey time reliability & negative impacts on local environments
Transport Decarbonisation Plan - The story so far

A welcome publication but does it go far enough?

4 Core Themes:

1. Transition to Cleaner Fuels and phasing out Petrol / Diesel
2. Modal Shift, Cycling Walking and PT
3. Decarbonising Through Places
4. Funding & appraisal

Collective work of UK’s local authorities and sub-national transport bodies will be relied upon to deliver national change

No new funding - spending review to come

Local Authority Toolkit in the post

KPIs and Incentives coming

I believe that the struggle for decarbonised transport, clean development and clean air is as important as the struggle for clean water was in the 19th century.

Grant Shapps,
Secretary of State for Transport
‘Do everything’, be ambitious and act fast

An **80%** carbon reduction pathway for transport 2020-2030

Adapted from: RTPI (2021) Net Zero Transport: The role of spatial planning and place-based solutions
Importance of carbon budgets

Important to note that there are no future scenarios in which the UK can meet its carbon reduction milestones over the next two decades whilst car traffic is allowed to grow, even if EV uptake accelerates significantly...

Centre for Research into Energy Demand Solutions
There is an urgent need to review and stop doing some of the things which councils and highways and planning departments have always done which are not consistent with climate emergency.

Local Government Association Guidance
Delivering infrastructure for ‘green growth’
Requirements of assessment approach

- Low carbon, resilient infrastructure
- Record outcomes and inform future appraisals
- Influence whole lifecycle carbon
- Accuracy of assessment

CONCEPT | FEASIBILITY | DESIGN | DELIVERY | MONITORING

- Low carbon, resilient infrastructure
Understanding whole life impact

**User emissions**
- Modal-shift to active and shared modes
- Changes in traffic flows, speeds and journey lengths
- Induced demand – new private vehicle trips

**Embodied**
- Construction, operation, maintenance and end of life

**Additional impacts & opportunities**
- Tree planting
- Tree loss
- Sustainable energy generation
What does an optimised scheme look like?
Embedding throughout the design process

Leeds City Region Transforming Cities Fund - £317m investment
Leeds Public Transport Investment Programme - £200m investment

Emission calculations, tools and datasets
Professional judgement & specialist engagement
Whole-life carbon reporting
Design challenge
Beyond the infrastructure – culture and policy
Key enablers and practical steps
Influencing demand

- Land use planning and technology
- Accelerate switch in fuels
- Behavioural change programmes
- Taxes and charging
- Lessons from Nordics
Roles and responsibilities – A clear way ahead?
Mind the gap…

To what extent does existing infrastructure and policy commitments fill the emission gap?

What measures are needed to fill that gap?
COP26 – catalyst for action?
Contact

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Search ‘Decarbonising UK Transport’ at wsp.com