North Tyneside Council
Report to Cllr Carl Johnson, Cabinet Member for Environment and Transport
Date: 3 September 2020

Title: North Tyneside Metropolitan Borough Council Response to the Department of Transport, Transport Decarbonisation Plan: Local Authorities

Portfolio:	Environment and Transport	Cabinet Member:	Councillor Carl Johnson
Report from Service Area:	**Environment Housing and Leisure**		
Responsible Officer:	**Phil Scott, Head of Environment, Housing and Leisure**	**Tel: (0191) 643 7295**	
Wards affected:	**All**		

PART 1

1.1   Executive Summary:

Government is seeking views to inform the development of a Decarbonisation Plan for Transport aimed at achieving net zero emissions across all modes of transport.

The Authority declared a Climate Emergency in July 2019 and a key part of the associated Action Plan (in development) relates to decarbonising transport within the Authority's own fleet as well as supporting the decarbonisation of transport across the Borough.

This report seeks approval from the Cabinet Member for Environment and Transport to submit a response, attached as Appendix 1, to a consultation questionnaire circulated by the Department of Transport aimed at shaping development of a Decarbonisation Plan for Transport.

1.2   Recommendation:

It is recommended that the Cabinet Member for Environment and Transport:

(1) notes the contents of the report;

(2) agrees that the Authority should respond to the questionnaire; and

(3) approves the draft response attached in the Appendix.

1.3   Forward Plan:

It has not been possible to give 28 days' notice of this matter however it requires determination to meet the Authority's response deadline to the government's questionnaire on the Decarbonisation of Transport by the 31 August 2020.

1.4   Council Plan and Policy Framework

The proposals in this report relate to a number of priorities in Our North Tyneside, the Council Plan 2020 to 2024, in particular:

- Our places will:
- Recognise the climate emergency by further reducing the Borough's overall carbon footprint. This will include reducing the council's carbon footprint, along with encouraging and enabling everyone to reduce their carbon footprint.
- Provide a clean, green, healthy, attractive and safe environment.
- Have an effective transport and physical infrastructure – including our roads, pavements, street lighting, drainage and public transport

1.5   Information:

1.5.1   Background

Climate change is one of the most pressing environmental challenges we face, and the UK is committed to tackling it. Government has legislated to end the UK's contribution to climate change by 2050 and transport is the largest emitting sector of greenhouse gases (GHG) in the UK, contributing 28% of UK domestic emissions in 2018. Since 1990, other sectors have reduced emissions dramatically whilst transport emissions have only fallen by 3%. Government acknowledge that an accelerated pace is needed to go further and faster to decarbonise this sector.

Government recognises the need for clean, place-based solutions to meet the needs of local people. Additionally, different places require bespoke solutions and as such Government wishes to better understand the action the Authority has taken to date to decarbonise transport, its plans for the future and its's views on the role the Government should take to best support decarbonisation activities at a Borough level. The responses of the Authority to the Department of Transport Consultation will be integral to producing the transport decarbonisation plan and supporting its successful delivery.

1.5.2   The Government consultation

On 26 March 2020 the Government announced the creation of a transport decarbonisation plan to cut emissions and achieve net zero emissions across all modes of transport, as announced in 'Decarbonising Transport: Setting the Challenge'.

In order to support the development of the plan, on 8 July, the Department of Transport opened a Consultation about their ideas for:

- the steps we should take to reduce emissions from transport
- creating a plan to ensure the UK transport is net zero in emissions by 2050

The transport decarbonisation plan will be published in late 2020.

1.6   Decision options:

The following decision options are available for consideration by Cabinet Member for Environment and Transport:

<u>Option 1</u>
Decide that the response to the questionnaire be submitted and approve the course of action set out at section 1.2 to allow the response to be submitted.

<u>Option 2</u>
Decide not to submit a response to the consultation.

Option 1 is the recommended option.

1.7   Reasons for recommended option:

Option 1 is recommended as this will allow the Authority to contribute to the Government's consultation and help it shape the Decarbonisation Plan for Transport.

1.8   Appendices:

Appendix 1: North Tyneside Metropolitan Borough Council Response to the Department of Transport, Transport Decarbonisation Plan: Local Authorities.

1.9   Contact officers:
Phil Scott, Head of Environment, Housing and Leisure, (0191) 643 7295

Paul Nelson, Environmental Sustainability and Street Lighting Manager (0191) 643 6467

Michael Keenlyside, Environmental Sustainability Officer (0191) 643 6505

1.10   Background information:

The following background papers/information have been used in the compilation of this report and are available at the office of the author:

(1) North Tyneside Council Low Carbon Plan 2016 – 2017
      https://my.northtyneside.gov.uk/sites/default/files/web-page-related-files/Low%20Carbon%20Plan%202016.pdf

(2) Decarbonising Transport: Setting the Challenge
      https://www.gov.uk/government/publications/creating-the-transport-decarbonisation-plan

(3) North Tyneside Transport Strategy

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

There are no finance or resource implications directly arising from this report in terms of responding to the questionnaire. There may be financial implications arising in the future from measures relating to the implementation of future Government's proposals. These will be reported to Council / Cabinet, as appropriate, at the time, for a decision before any expenditure is incurred.

2.2 Legal

There are no legal implications directly arising from the content of this report.

2.3 Consultation/community engagement

2.3.1 Internal Consultation

The Authority's response has been developed by officers from Environmental Sustainability, Strategic Transport and Fleet Services. Consultation has also taken place involving the Cabinet Member for Environment and Transport and the Head of Environment, Housing and Leisure.

2.3.2 External Consultation/Engagement

This is an open government consultation and has targeted a range of transport stakeholders who will make their own responses. The Authority has not therefore undertaken any wider consultation at this stage.

2.4 Human rights

There are no human rights implications directly arising from the content of this report.

2.5 Equalities and diversity

There are no equality and diversity implications directly arising from the content of this report.

2.6 Risk management

There are no risk management implications directly arising from the content of this report.

2.7 Crime and disorder

There are no crime and disorder implications directly arising from the content of this report.

2.8 Environment and sustainability

Although there are no direct environmental and sustainability implications from approving this report, decarbonising transport would be expected to improve the environment and sustainability for North Tyneside.

PART 3 - SIGN OFF

- Chief Executive ☒

- Head of Service ☒

- Mayor/Cabinet Member ☒

- Chief Finance Officer ☒

- Monitoring Officer ☒

- Head of Corporate Strategy and Customer Service ☒

Appendix 1

North Tyneside Metropolitan Borough Council Response to the Department of Transport, Transport Decarbonisation Plan: Local Authorities.

Your details

1. Your (used for contact details only):

Name?   Michael Keenlyside

Job title?   Environmental Sustainability Officer

Email?   Michael.keenlyside@northtyneside.gov.uk

2. What is the name of your local authority?

 North Tyneside Metropolitan Borough Council

Climate change

3. To what extent is addressing climate change a priority for your local authority?

 Urgent priority.

Priority

4. Has your local authority declared a climate emergency?

Yes.

Date of emergency declaration

5. What date was your climate emergency declared?

25/07/2019

6. Is the declaration of a climate emergency aimed at:

All Authority activities and the Borough (core and local area).

Climate change lead

7. Who is your climate change lead, if you have one (for contact purposes only)?

Name: Paul Nelson

Email: paul.nelson@northtyneside.gov.uk

Climate change

8. In continuing to reduce the greenhouse gases produced from different forms of transport in different local areas what are the:

	short term (during COVID-19 recovery)?	longer term?
challenges for your local authority in the:	▪ Limited funding and competing pressures on other internal funding streams ▪ Increased dependence on private cars and van-based deliveries among the public following Covid-19	▪ Existing building stock: lack of existing provision for Ultra Low-Emission Vehicles (ULEVs) ▪ Electricity grid may have difficulty adapting to demand from electrification of transport ▪ Re-setting modal share following increased car dependence in Covid-19 period
opportunities for your local authority in the:	▪ Scope to lock in the increase in cycling and walking, with associated health benefits ▪ Scope to support local businesses to pivot to zero-emission deliveries serving areas with high propensity to work from home	▪ Convert more journeys to cycling and walking, with associated health benefits ▪ Changes to planning guidance may present opportunities to support low-carbon lifestyles
priorities for your local authority in the:	▪ Increasing cycling and walking ▪ Supporting local businesses during the recovery period ▪ Securing improved health outcomes	▪ Developing attractive cycling, walking and public transport provision, comparable to that for the car, on major routes

9. What, if any, are the transport measures that your authority has already implemented to tackle climate change?

a. Changes in the Authority's fleet, including taking delivery of 10no new electric vans
b. Implementing a trial of 10no e-cargobikes with local Small and Medium-sized Enterprises (SMEs)
c. Measures to provide new pool e-bikes
d. Creation of new 4km protected cycling route along sea front using Emergency Active Travel Fund (EATF) tranche 1 funding
e. Creation of town centre cycling-walking zones using Emergency Active Travel Fund (EATF) tranche 1 funding
f. The Authority has acquired the necessary materials ready for deployment to potentially roll out a wider programme of 'school streets' type measures in the Autumn term

10. What do you think the UK government should be doing to:

	short term (during COVID-19 recovery)?	longer term?
reduce the greenhouse gases that are produced from different forms of transport in different places in the:	▪ Amend building regulations to expand EV charging provision along the lines set out in the 2019 consultation ▪ Extend the Government's On-Street Residential Chargepoint scheme ▪ Move quickly on transfer of powers to local authorities over moving vehicle enforcement ▪ Accelerate delivery of ring-fenced funding for authorities which have demonstrated commitment to producing a Local Cycling and Walking Infrastructure Plan (LCWIP)	▪ Require central government organisations to use only ULEVs for fleet ▪ Ensure that reforms to the planning system include strong requirements for sustainable transport ▪ Progress the transfer of powers to local authorities over footway parking ▪ Provide funding for authorities with an LCWIP in place ▪ Increase funding for roll-out of ULEV public transport vehicles ▪ Expand the cost advantage of ULEVs relative to internal combustion engine vehicles for the general public ▪ Set a requirement for all petrol filling stations to offer EV Rapid chargepoints
help local organisations to reduce the greenhouse gases produced from different forms of transport (considering regional diversity and the need for differing solutions) in the:	▪ Support adult cycle training and bike recycling schemes ▪ Support revenue-funded travel behaviour change schemes to be rolled out at scale	▪ Develop a charging mechanism/levy based on parking provision applicable to all land uses ▪ Invest in a national data monitoring exercise (mobile phone data) to quantify levels of active travel and opportunities for investment leading to modal shift
help regional organisations to reduce the greenhouse gases produced from different forms of transport (considering regional diversity and the need for differing solutions) in the:	▪ Implement a trial to accelerate the roll-out of smart ticketing with Mobility as a Service (MaaS)	▪ Update transport appraisal guidance to give greater weight to journey times/convenience for cycling/walking/cargobikes. ▪ Work with Sub-National Transport Bodies to ensure that active travel projects are fully reflected in their plans. ▪ Provide funding opportunities suitable for major public/sustainable transport schemes as alternatives to investment in the Strategic Road Network (SRN)

11. Do you have the necessary information to make informed policy choices in relation to reducing the greenhouse gases produced from different forms of transport in different places?

Yes*
[* see response to q12]

Further information

12. What further information would you find helpful?

The Government should invest in a national data monitoring exercise (mobile phone data) to quantify levels of active travel and opportunities for investment leading to modal shift. This should be continuous monitoring and therefore an enhancement on reliance on Census data.

If the DVLA could disaggregate car emissions classification by area, using local Automatic Number Plate Recognition (ANPR) feeds, this would give greater insight into likely local economic impacts or barriers in upgrading local fleets.

Climate change

13. What are your suggestions on how to reduce the greenhouse gases that are produced from different forms of transport at a local level?

Bikes, e-bikes and cargobikes
- Sustain the roll-out of protected cycling infrastructure at pace, continuing beyond the end of the Covid-19 period.
- The Authority welcomes the Government's recent announcement of provision of adult cycling training and looks forward to further details of this being made available.

Cars, vans and taxis
- Incentivise ULEVs in preference to internal combustion engine vehicles, particularly for vans (recognising recent growth in home delivery), while maintaining incentives for modal shift to walking, cycling and cargobikes.

Buses
- Work with the bus industry to rapidly decarbonise the fleet, linking future subsidy to the more rapid adoption of ULEV bus vehicles, while recognising the impact of Covid-19 on operators' investment plans.
- Provide additional Government funding to enable authorities to adopt local minimum vehicle emissions standards for public transport contracts.

Heavy goods vehicles
- Work with industry to secure access to electric recharging and hydrogen refuelling facilities for fleet vehicles, e.g. through arrangements for companies to allow others to use their refuelling facilities.
- Increase powers for local authorities to restrict access to the local road network for HGVs in certain emissions classes.

Strategic priorities

We presented 6 strategic priorities that we will explore over the coming months to enable us to take a view across all transport modes and identify the policies for the plan. The 6 strategic priorities mentioned in 'Decarbonising transport: setting the challenge' are:

   a. accelerating modal shift to public and active transport
   b. decarbonisation of road vehicles
   c. decarbonising how we get our goods
   d. UK as a hub for green transport technology and innovation
   e. reducing carbon in a global economy
   f. place-based solutions for emissions reduction

Accelerating modal shift to public and active transport

- Help make public transport and active travel the natural first choice for daily activities
- Support fewer car trips through a coherent, convenient and cost-effective public network; and explore how we might use cars differently in future
- Encourage cycling and walking for short journeys
- Explore how to best support the behaviour change required

Decarbonisation of road vehicles

- Support the transition to zero emission road vehicles through:
  - regulatory framework
  - strong consumer base
  - market conditions
  - vehicle supply
  - refuelling and recharging infrastructure
  - energy system readiness
- Maximise benefits through investment in innovative technology development, and development of sustainable supply chains

   a. accelerating modal shift to public and active transport
   - Re-phrase the reference to 'short journeys' – with the right infrastructure, especially allowing for the growth of e-bikes, cycling can cover journeys not traditionally seen as 'short'. The Government should explore how to make e-bikes more affordable and accessible for many people to support this.
   - 'Exploring how we might use cars differently in future' should include MaaS, shared mobility platforms and seamless multi-modal transport options.

   b. decarbonisation of road vehicles
   - This priority should reflect that everyone is capable of taking some action in respect of modal shift (avoid – shift – improve) including shift from a more polluting to less polluting vehicle.
   - Please consider whether this could include measures to standardise payment, or introduce a single account payment system, for EV charge points.

Decarbonising how we get our goods

- Consider future demand and changing consumer behaviour for goods
- Transform 'last-mile' deliveries – developing an integrated, clean and sustainable delivery system
- Optimise logistics efficiency and explore innovative digitally-enabled solutions, data sharing and collaborative platforms

UK as a hub for green transport technology and innovation

- Utilise the UK's world-leading scientists, business leaders and innovators to position the UK as an internationally recognised leader of environmentally sustainable technology and innovation in transport
- Build on expertise in the UK for technology developments and capitalise on near market quick wins

c. decarbonising how we get our goods

- Transforming 'last mile' delivery should include encouraging delivery to a collection point rather than the home address (to facilitate "trip chaining").

d. UK as a hub for green transport technology and innovation

- This should include opportunities for local technology and transport innovation SMEs to participate in trials of new transport solutions/data gathering.

Reducing carbon in a global economy

- Lead international efforts in transport emissions reduction
- Recognise aviation and maritime are international by nature and require international solutions
- Harness the UK as a global centre of expertise, driving low carbon innovation and global leadership, boosting the UK economy

Place-based solutions

- Consider where, how and why emissions occur in specific locations
- Acknowledge a single solution will not be appropriate for every location
- Address emissions at a local level through local management of transport solutions
- Target support for local areas, considering regional diversity and different solutions

e. reducing carbon in a global economy

- It is important that the Government seeks to lead international efforts to secure rapid change well in advance of the 2050 deadline, particularly in sectors which show a rising trend in emissions. It is a concern, for example, that the document states that the total greenhouse gas emissions from UK domestic and international shipping could increase by around 80% between 2016 and 2050 (Setting the Challenge, 3.39).

f. place-based solutions for emissions reduction

- Targeted support for local areas may be appropriate in certain circumstances.
- Regional variations in health levels should be factored in when setting local emissions-based policies.

Your fleet

15. Approximately how many vehicles are in your local authority's fleet?

370 (including horticultural and street cleansing vehicles).

16. Approximately what number of your vehicles are:

	in total?	that are ultra-low emission?	that are zero emission?
cars	6	0	0
vans	200	0	10
trucks	50	0	0

17. Approximately how many buses in your:

	there in total?	ultra-low emission?	zero emission?:
local bus fleet are	unknown	unknown	unknown

18. Has your local authority already set any targets to decarbonise your fleet in the future?

Yes.

Targets for decarbonisation

Draft targets identified but to be agreed with Cabinet Member.

19. What are your targets?

 As above.

Barriers

20. What are the barriers, if any, to decarbonising your local authority's fleet?

Available HGV replacement electric vehicles for municipal fleet.

Your fleet

21. What is the approximate percentage of vehicles that are kept in:

Car parks and depots?   80%

Employees' residences?   20% (HPC Vehicles)

Other locations overnight? 0

Total: 100%

22. Do you need to modify any of your vehicles for specific purposes?

No. They are bespoke from the manufacturer.

Number of modified vehicles

23. Approximately how many?

N/A

Final comments

24. Do you have any other comments?

No.