

Transport Decarbonisation Policy Position Statement

V7.0 October 23 2023



Context

The UK is not decarbonising fast enough to meet its commitments to reach net zero carbon by 2050. Emissions from travel are now the largest emitting sector nationally, representing 24 per cent of all emissions in 2020, with 91 per cent of these emitted directly from vehicles.

'Tailpipe' emissions will continue to reduce as both road and rail-based vehicles are electrified or otherwise decarbonised. However, to meet budget-based commitments, a more integrated approach is required to decarbonisation. One which includes reducing the need to travel by cars, vans and lorries; and gets people and goods moving around the region by more active modes (walking, wheeling, cycling and scooting) and public transport (bus, tram, train, ferry and hovercraft).

Embodied carbon emissions – those emissions from the construction and maintenance of transport infrastructure and manufacturing of new vehicles – are substantial. They are potentially greater than tailpipe emissions and will become a growing proportion of the net zero challenge as we move to zero emission vehicles and more sustainable travel patterns. Making better use of existing road and rail infrastructure will help avoid these embodied emissions and make better use of public funds.

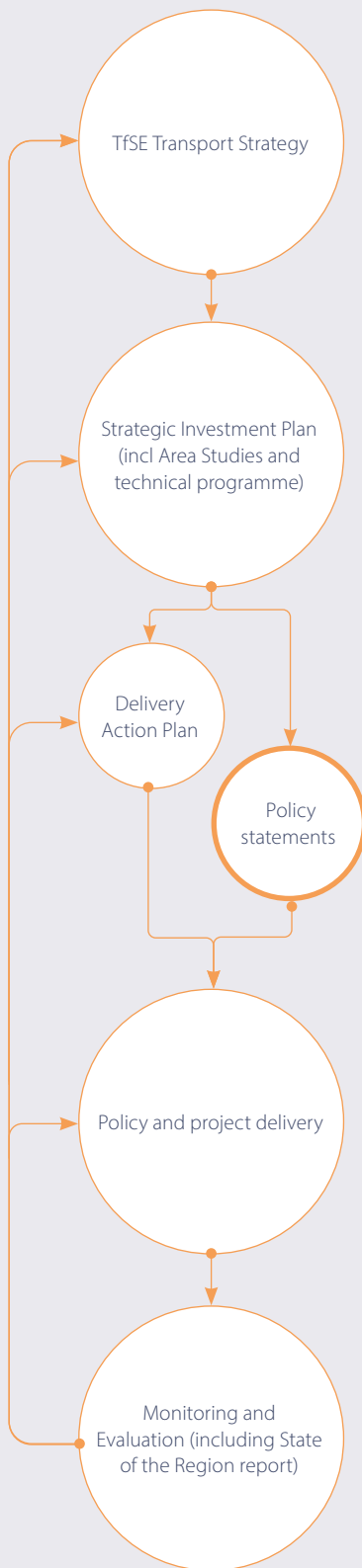
Meeting the climate challenge will involve a dynamic mix of policy and operational decisions, including:

- improving digital connectivity and reducing the need to travel;
- improving bus, cycling and walking/wheeling journeys;
- shifting private vehicle journeys to rail; and
- innovative technologies and ways of working to reduce the peak demand our transport network has been designed to accommodate.

This will require targeted investment in the multi-modal solutions laid out in our Strategic Investment Plan.



Transport for the South East



The south east needs a different approach if we are to address the challenge of decarbonisation whilst ensuring no part of the south east is left behind. Doing nothing is not an option and “business as usual” will not work either. The goals we seek require an integrated, multi-modal approach that makes best use of what we already have and one which integrates with wider policy for spatial planning and development, digital and energy policy, and local service provision.

Our **Transport Strategy**, published in 2020, sets out how we will tackle these challenges and achieve our goals. In the Transport Strategy, it sets out the following vision for 2050:

By 2050, the south east of England will be a leading global region for net zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step change in connectivity and environmental quality. A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life.

To support our vision, Transport for the South East submitted a **Strategic Investment Plan** to government in 2023. We have engaged widely with stakeholders to ensure what we put forward in the plan aligns with both their needs and their expectations in a sustainable and financially responsible manner. It is a plan developed by the south east, for the south east.

The Strategic Investment Plan is supported by thematic plans, including one about **decarbonisation**. This document builds on the thematic plan and presents Transport for the South East’s position on transport decarbonisation in achieving our vision. It also sets out the actions Transport for the South East will lead on and deliver with our partners.

What we're going to do to deliver our 2050 vision



We will continue to work with our local transport authorities as well as planning authorities, network operators (including National Highways and Network Rail), statutory bodies and communities to deliver the interventions and infrastructure improvements across the network identified in the Strategic Investment Plan. We have identified three priorities to support delivery:

- advocacy and promotion;
- guidance and policy development; and
- furthering the evidence base.

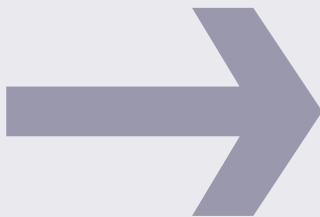
Advocacy and promotion

It is recognised that the scale of transport decarbonisation required in the south east is extensive, with a suite of integrated and effective sustainable transport needed to meet the challenge.

When setting out this challenge, it was recognised that each local authority has a unique range of people, place and movement types. This insight was utilised to develop a People, Place and Movement Framework, which recognises the efficacy of policies and interventions will vary considerably, but the guiding principle is deploy a framework where we plan for people and places, over planning principally for vehicles.

Action 1 – Advocate for sustainable transport investment

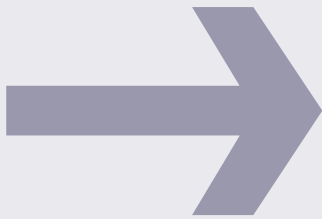
Through our Strategic Investment Plan, we will look to advocate and promote investments which align with the principles of transport decarbonisation, which are both integrated and effective. For example, highways-based interventions which facilitate travel by car rather than public transport are likely to negatively impact decarbonisation and unlikely to be prioritised.



Guidance and policy development

To achieve our aim of decarbonising the south east's transport networks and contributing to the UK's national net zero carbon and carbon budgeting commitments. As a result, we will need to further the plans already developed.

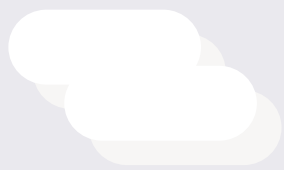
This includes the Decarbonisation Pathways Report, which presented the state of play of decarbonisation in the south east, including forecasting what decarbonisation trajectories would look like based upon the delivery and operation of interventions set out within the Strategic Investment Plan.

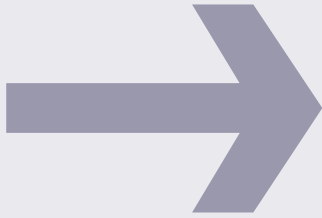


Action 2 – Facilitate the further development of national and local partners' work

Further develop the work produced within the decarbonisation pathways report to inform the development of our own and our national and local partners' decarbonisation-adjacent policies, plans and strategies.

To effectively present the challenge and opportunities of transport decarbonisation it is recognised our constituent local authorities require an effective evidence base to support the case for funding decarbonisation-aligned interventions.

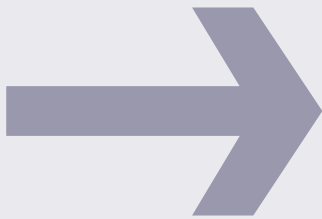




Action 3 – Develop a carbon assessment tool

Promote the further development of the carbon assessment tool developed jointly with other Sub-national Transport Bodies to better assess the impact of local transport interventions on emissions.

It is also recognised that decarbonisation constitutes one of numerous priorities when conveying the roles and benefits of specific investments. There is a need to secure investment which works across and integrates all modes for the greatest community benefit while ensuring the region is on a clear pathway to net zero by 2050.

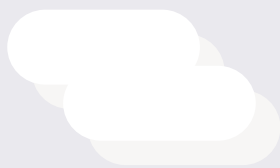


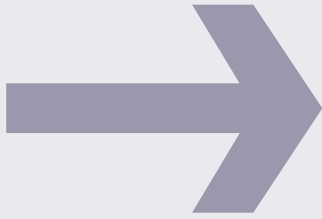
Action 4 – Develop guidance on investment prioritisation

Develop guidance on how to prioritise interventions which reduce emissions through influencing the demand and reasons for travel, alongside the delivery of interventions facilitating modal shift and zero emission vehicle uptake.

Furthering the evidence base

Long term management of the region's transition to net zero and its carbon budget will remain critical. TfSE will work with our partners in effective monitoring of transport emissions and to maintain a workable strategy to manage total emissions beyond 2050 in line with the goals of the Paris Agreement.

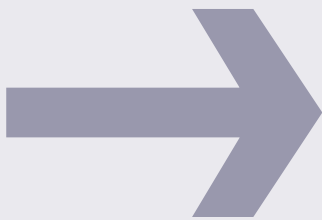




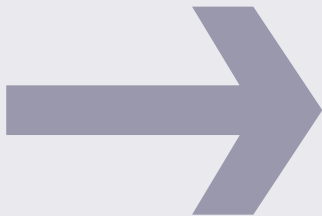
Action 5 – Develop trajectories aligning with the UK’s carbon budgeting approach

Work with stakeholders to present the paramount need to deliver policies and projects which align with the UK’s adopted carbon budgeting approach, including identifying budget-based trajectories and intervention pathways for all local transport authorities.

One of the most significant opportunities for managing demand and capacity on our roads, as well as reducing travel emissions, is from road pricing and amending parking supply and charges. Both have the potential to reduce travel demand and encourage a shift away from less efficient or sustainable vehicles.

**Action 6 – Investigate the potential of road pricing**

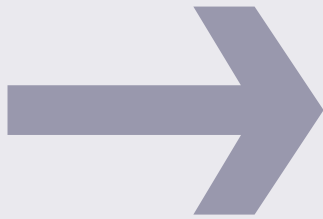
Undertake a study on the potential for different road pricing mechanisms to establish the feasibility and impacts of such interventions. This will include stakeholder engagement with central government, local partners, and businesses.

**Action 7 – Promote the need for national road user charging**

Advocate for studies of road user charging at a national level to understand the impacts across the south east on different communities and realising our 2050 vision, and how it could operate in practice.



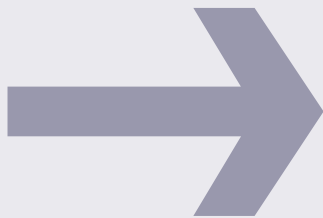
A better understanding of embodied emissions (i.e. the emissions it takes to make a physical product like a car) will assist future policy decisions on managing emissions. This includes but is not limited to the manufacturing of vehicles, construction of infrastructure, alternative fuel vehicles, and domestic and international aviation and maritime transport.



Action 8 – Investigate the impact of embodied carbon emissions

A number of national organisations are undertaking studies to assess the impact of embodied carbon emissions. TfSE will explore whether or not these studies can be used as an input for future work.

TfSE will work with central government, other Sub-national Transport Bodies, and local authority partners to develop its analytical framework. This will ensure we are better able to quantify and assess the impacts of policies and interventions, including the impact of interventions on carbon emissions, to inform decision-making at the highest levels.



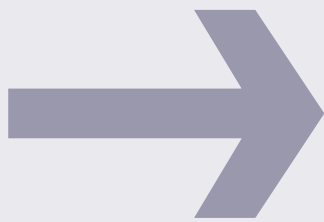
Action 9 – Develop a stakeholder-informed analytical framework

Develop our analytical framework with central government, local partners, other Sub-national Transport Bodies, and our wider stakeholders including academia and the private sector.



A monitoring and evaluation framework and plan will allow us to accurately measure inputs such as expenditure and staff resource. This also applies to scheme outputs such as length of road space reallocated to more sustainable modes of travel, improvements in journey time reliability, or reductions in collisions and carbon emissions.

Monitoring and evaluation will also allow us to establish lessons learnt to feed back into strategy and scheme development.



Action 10 – Produce a partner-driven monitoring & evaluation framework

Work with partners to develop monitoring and evaluation frameworks and scheme specific plans to measure carbon emissions and gather insights and lessons learnt.

Next steps

Reflecting our status as the Sub-national Transport Body for the south east we will work with our delivery partners and other stakeholders to implement the actions included in this policy position statement. We will tailor our approach to the mode, scale, and level of development of each prioritised intervention.

We will use our Monitoring and Evaluation Framework to report our progress against these actions on an annual basis.

Contact us

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