

WP06 CARBON TRANSITION STRATEGY

WP06 Carbon Transition Strategy Update

7 April 2022

Please note that the following recommendation/s is/are subject to consideration and determination by the Board before taking effect.

RECOMMENDATION

It is recommended that:

- (a) The Board approves the process outlined in this paper for finalising the Carbon Transition Strategy for the peninsula.

1. Background/Introduction

The Peninsula Transport STB is drafting a Carbon Transition Strategy for the region. Work Package 6 (WP06) is one of the accompanying technical work streams being used to progress development of the Peninsula Transport Strategy in 2022.

The document has been prepared alongside the recently published Peninsula Transport Vision. The draft Vision is “Transforming transport across the peninsula to enable our society and economy to thrive and our unique and outstanding environment to flourish” and is underpinned by five cross-cutting goals, including the key goal to “deliver affordable, zero-emissions transport for everyone”.

The Carbon Transition Strategy will be used as part of the evidence and recommendations in the development and publication of a full Peninsula Transport Strategy in 2022. This builds on the contextual analysis and engagement presented in the Regional Evidence Base (REB), published in 2019, and the Economic Connectivity Study (ECS), published in 2020.

WP06 has been developed with engagement with Officers and stakeholders, including co-opted members and the wider business community.

2. Emerging decarbonisation issues

The Peninsula Board recognised the centrality of decarbonisation for the transport sector and agreed that a low carbon future must be at the heart of the Peninsula Strategy at its March 2020 meeting. The analysis and engagement for WP06 reflects this strategic aim and has looked across transport modes, behaviours and policies to identify opportunities to reduce the carbon impacts of travel. The unique characteristics of the region, including infrastructure limitations, geography/remoteness, and the different types of place, means that those who live, work, and visit the region are often currently dependent on private cars for access.

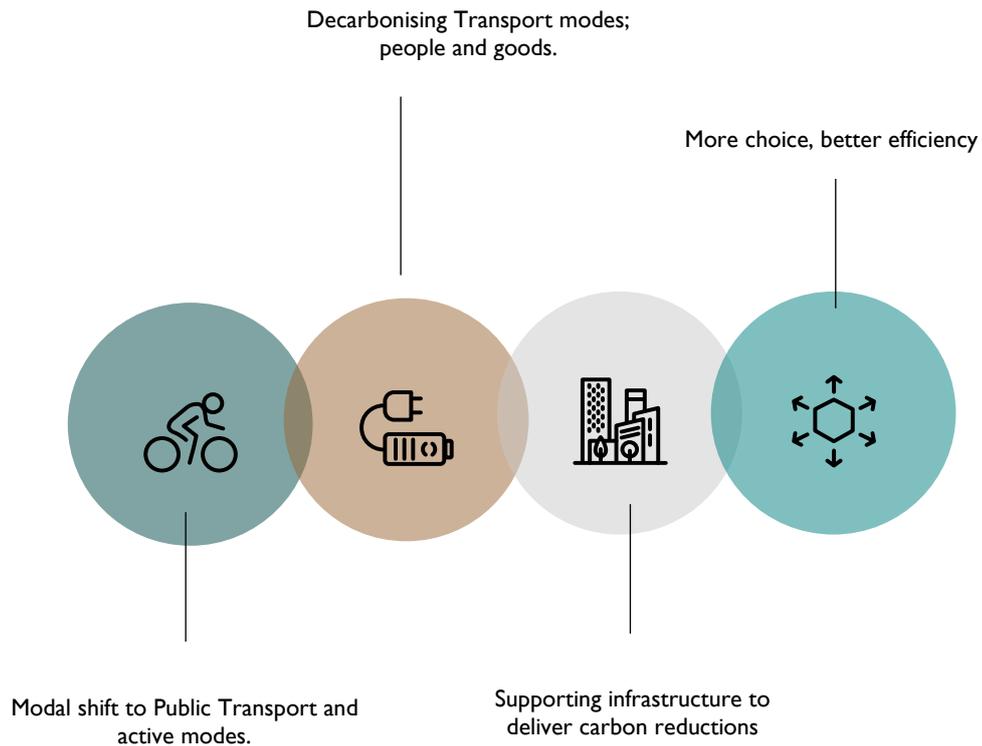
Each of the Local Authorities in the Peninsula Transport STB region has declared a “climate emergency” and are looking to reduce greenhouse gas (GHG) emissions from transport and increase resilience of the transport network. A coordinated response across the region will ensure that the range of “needs” and “opportunities” associated with transport and mobility are tackled consistently, with carbon reduction in mind.

Needs:	Opportunities
<ul style="list-style-type: none"> • Communities in large rural areas • Connectivity and accessibility • Reflecting changing work patterns • Making the region more attractive to younger people to overcome • Overcoming high deprivation levels in some places • Social interaction • Access to services dependent on improved transport or mobility • Climate emergency declarations - carbon neutral and net zero ambition • Active, sustainable and green travel • Protecting & valuing the environment • Reducing need and distance of travel • Productivity and rebalancing the economy • Supporting the Industrial Strategies • Addressing seasonality impacts (e.g. visitor economy and busier transport networks) • Employment and housing growth • Access to the Peninsula and network resilience • Overcoming the reliance on private cars • Balancing local and strategic connections • Social and economic recovery from COVID-19 	<ul style="list-style-type: none"> • Good community engagement and support • Co-operation between stakeholders in Peninsula – one voice • Wide range of industries • Social equality • Green industry • Uniqueness of Peninsula region • Exploiting technology • Sustainable travel as response to environmental challenges • Influence policy development • Network planning and reliability • Future travel solutions • Mobility “hubs” • Strategic connections within and to/from Peninsula • Electrification of transport network • Expand successful policies across region • Changes to digital communication networks

Drawing on the existing local and national policy context, including the DfT’s Transport Decarbonisation Plan (published in July 2021), and the economic, social and environmental context of transport in the Peninsula Transport region, four key themes were developed to reflect the priority areas for decarbonisation have been identified (see

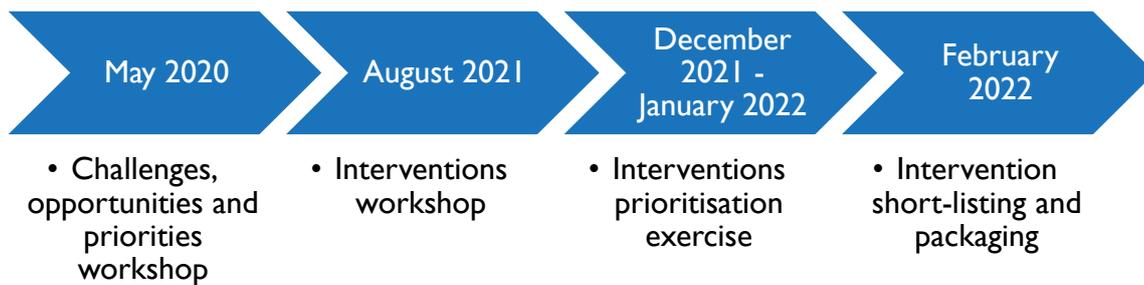
Figure 1).

Figure 1: Four key decarbonisation themes for the Peninsula Transport region



3. Developing the Peninsula Transport Carbon Transition Strategy

An interim draft of the Peninsula Carbon Transition Strategy has been prepared, building on feedback from Stakeholder Workshops and prioritisation of interventions, alongside the development of the Peninsula Transport Vision document and other work packages.



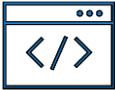
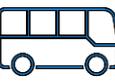
Through the workshop process, key challenges identified included the transboundary nature of policies and interventions, and the need for strategic approaches both within and beyond the peninsula. The analysis, review, and feedback has been used to determine the main decarbonisation themes across the region (summarised in

Figure 1).

A set of approximately 90 draft interventions were compiled, aimed at addressing decarbonisation issues including those with place-based, behavioural and/or a modal focus, for review with stakeholders. The 36 highest scoring interventions have been packaged into complementary groups based upon their alignment to the four strategy themes, noting that some interventions support multiple themes.

Six 'types' of intervention have been presented across the packages to illustrate the potential co-dependencies and role of each intervention in supporting decarbonisation (Figure 2).

Figure 2: The six 'types' of intervention for supporting decarbonisation in the peninsula

	Alternatives to Travel	Reducing the need for people to physically access opportunities and key services.
	Aspirational Active Travel	Supporting a culture where those who can travel by active modes feel confident and empowered to do so.
	Creating Better Public Places	Cities, towns and villages where people and business can thrive.
	Decarbonisation Light	The continuation of historic mobility trends, albeit with reduced carbon impacts at the point of use.
	Policy Enabler	Policies which provide optimal conditions for other activities to occur and their impacts on carbon to be maximised.
	Seamless Public Transport	The creation of public transport network where attractive door-to-door journeys are available for the majority.

The intervention packages have been modelled against the carbon trajectory to 2050 to highlight the relevant contributions of different measures in meeting carbon reduction targets.

Alongside Officer and Member feedback, it is proposed that the Peninsula Transport Carbon Transition Strategy will be finalised by:

1. Ensuring that the recommendations from the Government's electric vehicle infrastructure strategy¹ (published on 25th March) are reflected in the report: this includes reviewing the assumptions and data used to model the packages of interventions reflect those of the electric vehicle infrastructure strategy;
2. Circulation by email of the draft Final Report for comments from Officers, co-opted Members and Board Members;
3. Updating the draft list of interventions to allow for modifications, additions and, if necessary, deletions following dialogue and feedback from Officers, co-opted Members and Board Members;
4. Presentation and sign-off of the final Peninsula Transport Carbon Transition Strategy report at the June 2022 Peninsula Transport Board Meeting, including highlighted opportunities and recommendations for interventions to be taken forward further in the Full Peninsula Transport Strategy; and
5. Publication of the Carbon Transition Strategy on the Peninsula website.

¹ Taking charge: the electric vehicle infrastructure strategy

Recommendation: The Board approves the process for finalising the Carbon Transition Strategy for the Peninsula.

4. Financial Considerations

The costs of drafting the Peninsula Carbon Transition Strategy document are from allocated funds from the Department of Transport (DfT).

5. Legal Considerations

There are no specific legal considerations.

6. Risk Management Considerations

The Peninsula Transport Programme Management Group reviews risk and assigns the required mitigation actions across the Peninsula Transport work packages on at least a monthly basis. The group reports monthly to the DfT in compliance with the terms of the DfT's funding support letter.

These policy/proposals have been assessed and all necessary safeguards or action have been taken/included to safeguard the STB position.

7. Reasons for Recommendation

The recommendation is proposed so that the Peninsula Carbon Transition Strategy can be prepared and approved in a timely manner to inform the development of the Full Peninsula Transport Strategy during 2022.

The Peninsula Carbon Transition Strategy has been developed through a robust and formal process: collecting data; looking for best practice and case studies from other geographical areas; ensuring alignment with key Governmental policy, and, gaining wider input from industry, the LEPS, Local Authority officers, and other stakeholders.

This process will help meet the DfT requirements to research, develop and publish a transport strategy for the Peninsula STB region and contribute to the development of the Strategy Implementation Plan (SIP).