

KESWICK TOWN COUNCIL

**Council Offices
50 Main Street
Keswick
CA12 5JS**


Email: townclerk@keswicktowncouncil.gov.uk

13th August 2021

A meeting of Keswick Town Council will be held at the Council Chamber, Town Hall, Keswick on Thursday 19th August 2021 at **7.30 pm**.

Any members of the public who wish to raise matters under item 6 on the agenda are asked to notify the Clerk no later than 24 hours before the meeting by email to townclerk@keswicktowncouncil.gov.uk

Yours sincerely



**Vivien Little
Town Clerk**

AGENDA

1. **Apologies**
To receive apologies for absence.
2. **Minutes**
To authorise the Chairman to sign as a correct record the minutes of the Town Council meeting held on the 15 July 2021 (pages 13-17).
3. **Requests for Dispensations**
The Clerk to report any requests received since the last meeting for dispensations to speak and/or vote on any matter where a member has a disclosable pecuniary interest.
4. **Declarations of Interests**
To receive declarations by elected and co-opted members of interests in respect of items on this agenda.

Members are reminded that, in accordance with the Code of Conduct, they are required to declare any disclosable pecuniary interests or other registrable interests which have not already been declared in the Council's Register of Interests. (It is a criminal offence not to declare a disclosable pecuniary interest either in the Register or at the meeting). Members may, however, also decide, in the interests of clarity and transparency, to declare at this point in the meeting, any such disclosable pecuniary interests which they have already declared in the Register, as well as any other registrable or other interests.

If a member requires advice on any item involving a possible declaration of interest which could affect his/her ability to speak and/or vote, he/she is advised to contact the Clerk at least 24 hours in advance of the meeting

5. **Police Report**
To receive the report of the Allerdale Rural Neighbourhood Policing Team.

6. Matters to be received from the Public

Such matters may be received throughout the meeting, however items raised should not be discussed for longer than ten minutes and the Chairman reserves the right to curtail repetitious matters. Public participation shall not be longer than half an hour throughout the meeting.

7. Matters to be raised by Councillors

An opportunity for Councillors to raise any **unforeseen** matters, with the consent of the Chair, which do not require a decision – items raised should not be discussed for longer than 10 minutes.

8. Applications for Development

- i) To examine applications for development and agree observations to be submitted to the Lake District National Park Authority (LDNPA) (list enclosed – Planning Group report to be circulated prior to the meeting).
- ii) To receive update on National Park planning decisions.

9. Licensing Applications

To receive Licensing Group report on licensing applications received.

10. Mayor's Report

To receive details of the Mayor's engagements and meeting attendance for the period 9 July 2021 – 12 August 2021.

11. Planning Motion

To consider a motion from Councillor Daniels to ask Keswick Town Council to support a motion from Steve Reed, MP, Shadow Secretary for Communities and Local Government, the wording as follows:

'Planning Works best when developers and the local community work together to shape local areas and deliver necessary new homes; and therefore calls on the Government to protect the right of communities to object to individual planning applications.'

12. Transport for the North Consultation

To consider a motion from Councillor Lansbury as follows:

"This Draft Decarbonisation Strategy (enclosed) brings together the region's leaders to speak with one voice on the actions needed to tackle climate change. It is the culmination of efforts from TfN and our partners across the North to create the tools, capability and evidence that will help shape our pathway to near net zero emissions by 2045." Councillor Lansbury asks if this Council wishes to prepare a response to this strategy. It is important that the rural areas and all the problems of transport distribution are included in this high level strategy (report to follow).

13. Reports from Ward Representatives

To receive reports from the following representatives:

- i) LDNPA North Distinctive Area Parishes Representative
- ii) Allerdale Borough Council
- iii) Cumbria County Council

14. Payment of Accounts

To authorise the payment of accounts for August 2021 as approved by the Inspection Committee (to be circulated at the meeting):

- i) For the Town Council
- ii) For the Trusts

15. Quarterly Budgets

To receive for information the quarterly budgets comparison (to follow).

16. Traffic Concerns

To consider a motion from Councillor Harwood.

17. Policy Adoptions

To adopt the following policies for Keswick Town Council

- i) Data Protection Policy
- ii) Data Breach Policy
- iii) Privacy Policy

18. Clerk's Report

To consider the Clerk's report.

Prior to the following business the Chairman will move the following resolution:

'That under the Public Bodies (Admission to Meetings) Act 1960, the public and representatives of the press and broadcast media be excluded from the meeting during the consideration of the following items of business as publicity would be prejudicial to the public interest because of the confidential nature of the business to be transacted'

19. Staffing Committee

To receive for information the minutes of the Staffing Committee meeting dated Friday 16 July 2021 (pages 5-6) and Monday 2 August 2021 (pages 7-9).

To: All Councillors, Police, Press

KESWICK TOWN COUNCIL

Minutes of the meeting of Keswick Town Council held at St John’s Church, Church Lane, Keswick on Thursday 15th July 2021 at 7.30 p.m.

Present:

Chairman
Councillor Alan Dunn

	Councillors	
David Burn	Markus Campbell-Savours	Allan Daniels
Steve Harwood	Sally Lansbury	Tony Lywood
Duncan Miller	Adam Paxon	Peter Terry
Paul Titley		

Also present were Vivien Little (Town Clerk), 1 member of the press, and 2 members of the public

57. Apologies

Apologies for absence were received from Councillor Boardman.

58. Minutes

RESOLVED that the Chairman be authorised to sign as a correct record the minutes of the Town Council meeting held on 17th June 2021 (pages 8-12).

59. Requests for Dispensations

The Clerk reported that no requests for dispensations had been received.

60. Declarations of Interests

Councillor Harwood declared a personal interest in Planning application number 7/2021/2179 as the applicant was his son and their partner. He would remain in the room and vote on the item.
Councillor Titley declared a personal interest in Planning Application number 7/2021/2181 as his daughter lived next to the address. He would remain in the room and vote on the item.
Councillor Campbell-Savours declared a personal interest in application number 7/2021/2169 as he lived close to the applicant. He would remain in the room and vote on the item.

61. Police Report

RECEIVED the report of the Allerdale Rural Neighbourhood Policing Team.

62. Matters to be received from the Public

1 member of the public requested to speak regarding Planning Application 7/2021/2169. The member of the public spoke in support of the application. Whilst the Council accepted his point of view, the recommendation of the Planning Group stood, and the Town Council would not change their comments to be submitted on this item.

63. Matters to be raised by Councillors

No matters were received from Councillors.

64. Applications for Development

- i) **RESOLVED** that the following observations be submitted to the Lake District National Park Authority:

Plan Ref.	Description of Development
	Location
T/2021/0104	Fell 1 dead willow tree - 5 day notice

4, St. Johns Old School, Church Lane, Keswick, CA12 5PZ
For information only, no comments required

- T/2021/0110
 Tree 1 - Oak - Fell - Tree has Honey fungus and decay at base of tree. Tree leaning towards buildings, footpath and road. Tree 2 - Ash - Fell - Tree has Ash die back and damage to root system. Tree next to buildings, public footpath and road. Trees 3 to 7 - Oaks - Remove deadwood
 Keswick Ministries, Skiddaw Street, Keswick, CA12 4BY
Support - subject to new semi mature trees being planted where trees are recommended to be felled
SUPPORT
- 7/2021/2167
 Replacement of a collapsed boundary wall with a wooden fence
 3, Shu Le Crow Gardens, Keswick, CA12 4HG
Object – given its location within the conservation area we object to the replacement of a previously stone wall with a wooden fence. To preserve the historic character of this area we feel this boundary feature should be reinstated as a stone wall
OBJECT
- 7/2021/2168
 Change of use from launderette (Sui Generis) to Retail Bakery (Class E(a))
 Launderclean, 24, Helvellyn Street, Keswick, CA12 4EN
No comments made
SUPPORT
- 7/2021/2169
 Gable and dormer extension, minor alterations to existing approval ref. 7/2020/2288
 16, Springs Road, Keswick, CA12 4AQ
Object – 16 & 17 Springs Road are 2 adjoining semi- detached dwellings where a prominent feature is that the roof is hipped on both sides – typically seen in many locations in the town. This application proposes to reform the roof on one side only at no. 16 with a new gable end and rear dormer. This is a major change to what was previously approved on application 7/2020/2288. It would completely unbalance the form of this block in an unacceptable way which would be detrimental to the character of the area
OBJECT
- 7/2021/2173
 Replacement windows and internal alterations
 40 , St Johns Street, Keswick, CA12 5AG
No comments made
SUPPORT
- 7/2021/2178
 Flat roof terrace
 18 A, St Johns Street, Keswick, CA12 5AS
Support in principle- subject to the balustrade detail matching the existing balcony at 20 St. Johns Street
SUPPORT
- 7/2021/2179
 Proposed new entrance porch and ground floor wc extension
 121 Windebrowe Avenue, Keswick, Cumbria, CA12 4JB
No comments made
SUPPORT

- 7/2021/2180 Side extension
Oakden, Ambleside Road, Keswick, CA12 4DL
Object – we support the principle of extending the existing ground floor accommodation but object to the removal of the existing mature boundary hedge in a visually prominent location within the conservation area
OBJECT
- 7/2021/2181 Change of use of guest house (c1) to dwelling (C3)
Parkfield, The Heads, Keswick, CA12 5ES
Support but clarification is requested on why the Change of use from guest house (C1) to dwelling (C3) is required.
SUPPORT
- 7/2021/2188 New conservatory to front of dwelling
Tall Trees, Lonsties, Keswick, Cumbria, CA12 4TD
No comments made
SUPPORT

ii) **RECEIVED** update on National Park planning decisions.

65. Mayor's Report

RECEIVED details of the Mayor's engagements and meeting attendance for the period 18 June 2021 – 8 July 2021 .

66. Reports from Ward Representatives

RECEIVED reports from the following representatives:

- i) Allerdale Borough Council – Councillor Daniels informed Councillors that he had attended the opening of four new houses built by KCHT, helped with a grant from Allerdale Borough Council of £250,000.
Councillor Lansbury had attended a meeting of the Transport for the North, as they began to consult on decarbonisation of transport in the north. There was another session planned for 14 July, but this would not be specific to Allerdale. A number of Councillors and members of staff were undergoing the certified Carbon Literacy training.
Councillor Campbell-Savours brought Councillors up to date on progress regarding the leisure pool. Friends of Keswick Leisure Group has been set up, and the Overview and Scrutiny Committee were scrutinising the decision at their meeting this week.
Councillor Lywood questioned if there had been any progress on the parking signs after Councillor Fitzgerald's visit last month. The temporary AA signs paid for by LNDPA were about to be put into place, however there was no progress with any funding from Allerdale Borough Council.
- ii) Cumbria County Council - Councillor Lywood provided an update on the TRO for St John's Street. There would be an assessment in February 2022, when the temporary order runs out. At this stage it could be made permanent or extended for another 18 months. If this does continue, there would be a consultation and money would need to be found to do the works necessary. There was discussion regarding the success of the Speed Indication Device on Chestnut Hill. Councillor Terry expressed concern that there didn't appear to be much difference caused by it, however a number of the other Councillors felt that it had improved the situation.
- iii) LDNPA North Distinctive Area Parishes' Representative – **RECEIVED** the report from Dr Geoff Davies.

67. Payment of Accounts

RESOLVED that the accounts for July 2021 as approved by the Inspection Committee be authorised for payment for:

- i) For the Town Council, vouchers 65-94, amounting to £54,298.13 (fifty four thousand two hundred and ninety eight pounds and fourteen pence)
- ii) For the Trusts, vouchers HP52 – FP61, amounting to £6,109.17 (six thousand one hundred and nine pounds and seventeen pence)

68. Allotments at Hawthorns, Penrith Road, Keswick

Consideration was given to a report from the Clerk.

RESOLVED that the updated Terms of Reference be approved.

69. Public Transport Links

Consideration was given to a motion from Councillor Lywood seeking support for an initiative to link public transport to the areas of high unemployment that are now not connected to Keswick, which is in dire need of more workers within our tourism industry.

RESOLVED that the Town Council fully support this motion.

70. Climate Change Working Group Update

- i) Consideration was given to a motion from Councillor Lansbury regarding the 'Great Big Green Week' and whether Keswick Town Council should take part in this.
RESOLVED that Councillors support the idea in principle and that Councillors will consider ways to get involved.
- ii) **RECEIVED** an update from Councillor Boardman.

71. Correspondence

Consideration was given to the following:

- i) Update from Councillor Boardman on the Highways Information Asset Management System Launch Briefing for Parish Councillors.
RECEIVED the update from Councillor Boardman.

Prior to the following business the Chairman moved the following resolution:

'That under the Public Bodies (Admission to Meetings) Act 1960, the public and representatives of the press and broadcast media be excluded from the meeting during the consideration of the following items of business as publicity would be prejudicial to the public interest because of the confidential nature of the business to be transacted'

72. Back up report

Consideration was given to the report from the Clerk.

RESOLVED that the recommendations contained within the report be agreed.

73. Christmas Lights Contract

Consideration was given to the report from the Clerk.

RESOLVED that the recommendations contained within the report be agreed.

74. Staffing Matters

Consideration was given to the report from the Clerk.

RESOLVED that the recommendations contained within the report be agreed.

75. Staffing Committee

RECEIVED for information the minutes of the Staffing Committee meeting dated Monday 21 June 2021 (pages 1-2) and Monday 5 July 2021 (pages 3-4).

The meeting closed at 9.09 p.m.

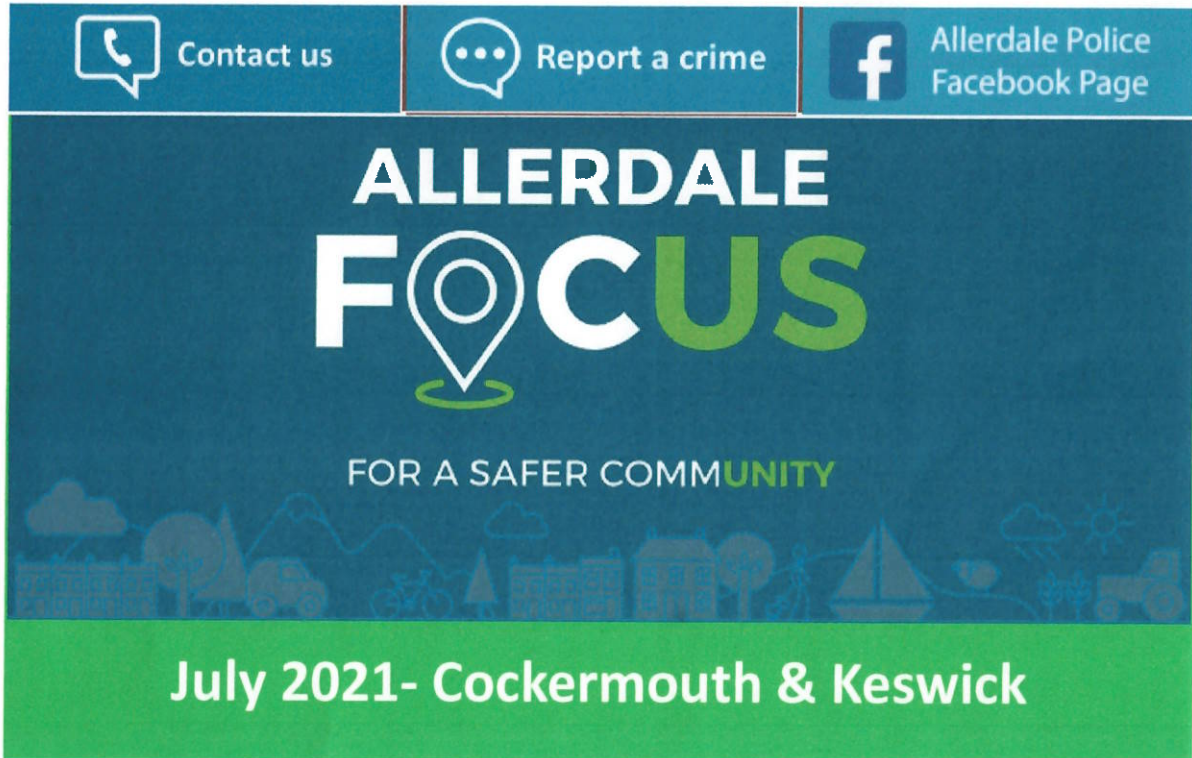
Chairman

Date

Ania Mlynczak

From: Cumbria Police <CumbriaPolice@public.govdelivery.com>
Sent: 16 July 2021 11:33
To: Ania Mlynczak
Subject: July 2021- Cockermouth & Keswick

[View in browser](#)



The banner features a dark blue background with a green bar at the bottom. At the top, there are three buttons: 'Contact us' with a phone icon, 'Report a crime' with a speech bubble icon, and 'Allerdale Police Facebook Page' with the Facebook 'f' logo. The main text reads 'ALLERDALE FOCUS' in large white and green letters, with a location pin icon over the 'O' in 'FOCUS'. Below this is the tagline 'FOR A SAFER COMMUNITY' and a row of small icons representing various community elements like houses, trees, a boat, and a person. The bottom green bar contains the text 'July 2021- Cockermouth & Keswick' in white.

Please let us know how useful these newsletter updates are, [Click Here](#)



DACA - Drug Activity Community Appeal

Some residents in the Cockermouth and Keswick area will have received a DACA leaflet through the door, this is a completely anonymous method of letting Police know any concerns you may have in relation to drug activity.

E-Scooters

Officers from the force's roads policing unit are urging people to fully understand the law before buying or riding an E-Scooter.

E-Scooters are illegal to use on roads, footpaths, cycle tracks/lanes, bridleways, or byways. The only legal place these privately purchased scooters can be ridden are on private land with the owner's consent.

E-scooters have become popular this year, after the Government permitted the start of trials for rental schemes in July.

However, while the use of rental e-scooters is now legal in some parts of the UK, Cumbria Police are keen to remind people that it remains against the law to ride a privately owned e-scooter in any public place in the UK.

The E-Scooters also are potentially dangerous to riders and other member of the public with some reaching speeds of 30+mph.

E-scooters are classed as a powered transporter and come under the same legislation as motor vehicles, therefore you need a licence and insurance to ride them. They also need to be registered to be ridden on the road and are subject to technical standards such as MOT and vehicle tax.

Sergeant Craig Hynes from the Mobile Support Group said

“Any person who uses an electrical scooter, powered transporter on a public road or other prohibited space as listed above in breach of the law will be committing a criminal offence, therefore can be prosecuted as well having the scooter seized under road traffic legislation.

“I would urge anyone who is considering buying an e-scooter for themselves or for their children to think again unless you have private land in which you can use them.

“We have seen a surge of anti-social behaviour involving these scooters and we are actively enforcing legislation- Please be warned that if you are found riding an E-scooter on a road, footpath, bridleway, or byway we will be seizing the scooter and reporting you for offences, ultimately resulting in penalty points on your driving licence, driving disqualification and or fines.

“Please help keep yourselves and our communities safe.”

[E-scooter trials: guidance for users - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/e-scooter-trials-guidance-for-users)

Police and Crime Commissioner Peter McCall said: “It is against the law to ride a privately owned e-scooter in any public place in the UK and the trial scheme to use hired e-scooters on roads can for some people, lead to confusion.

“The legislation for hiring an e-scooter is the same as if hiring a car, and people using them must follow the rules and regulations for using a vehicle on a public highway or they may be awarded penalty points on their driving licence, a fine or be disqualified from driving.

“Keeping people safe on our roads is an issue that everyone can be involved in. Individuals, families, friends and communities all have a role to play in helping to promote safer driving in county. It is only by working together that we can improve road safety and ultimately, help save lives.”

E-Scooters

We understand that buying an e-scooter can be tempting, especially as you can get them from many popular retailers.

What does the law say?

E-scooters are classified as Personal Light Electric Vehicles (PLEVs), so they are treated as motor vehicles and subject to the same legal requirements, such as:

- MOT
- Licence
- Insurance
- Tax

Legal use of an e-scooter

It is legal to use an e-scooter:

- on private land with the permission of the land owner
- when the trial comes in, it will be legal to use the rental e-scooters, from specific companies on the road

Police Reform Act

Section 59 of the Police Reform Act allows police to give road users a warning if they are reported to have used their vehicle in a manner which causes alarm, distress or annoyance. Cumbria police also has the power to seize your e-scooter under section 165 of the Road Traffic Act as you must have the same legal requirements as a motor vehicle.

E-Scooter trials in the UK

The government is currently running trials of electric scooters (e-scooters) across the UK.

In Cumbria trials are taking place in Whitehaven.

- the trial e-scooter are limited to 15.5mph or lower.
- you may use a trial e-scooter on the road (except motorways) and in cycle lanes.
- you must not use an trial e-scooter on the pavement.
- you should also refer to the terms of use of the e-scooter operator before renting a trial e-scooter
- you must not use a mobile phone when using an e-scooter
- you may use a screen to display navigation information, but this must be set up prior to setting off
- always ensure bags or other small items you are carrying will not cause a danger to you or others around you – for example, never hang them from the handlebars
- you should not ride an e-scooter while drunk or otherwise intoxicated – you may be prosecuted under drink or drug driving laws as careless and dangerous driving offences also apply to users of e-scooters

Reporting Anti-social behaviour



Are E-Scooters causing a nuisance in your neighbourhood?

Do you have any information about the use of these vehicles, where they're being ridden and who by?

Call your local police on 101. If you want to provide information anonymously, contact the independent crime-fighting charity Crimestoppers on 0800 555 111.

HATE RELATED INCIDENTS

Officers in Cumbria are aware of a number of incidents in recent weeks in which hate related symbols and words have been graffitied in areas of the county.

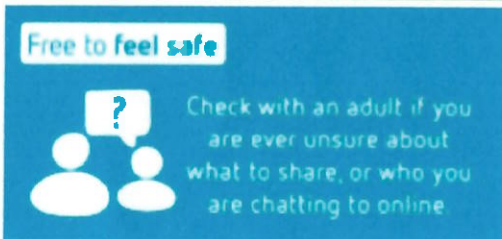
There is no suggestion to believe the incidents are linked and officers would like to remind the public that hate related incidents of any kind will not be tolerated will be dealt with vigorously and appropriately.



Hate related incidents can have a serious impact on communities and individuals, if you have been a victim help and support is available here - [Hate crime services - Victim Support](#)

If anyone has any information regarding hate related incidents or has witnessed a hate incident then please contact police. You can contact us via the [online hate reporting form](#), call us on 101 or in an emergency call 999.

Alternatively you can also contact independent charity Crimestoppers anonymously on 0800 555 111.



School Talks

Online Safety talks have been delivered to various schools in Cockermouth, including Bridekirk, Broughton, Eaglesfield and Broughton Moor school.

Some useful websites for parents and carers can be found below

- [Online Safety \(cumbria.police.uk\)](#)
- [Parents and Carers | Safer Internet Centre](#)
- [Online Safety for Children - Tips & Guides | NSPCC](#)
- [Information, Advice and Support to Keep Children Safe Online \(internetmatters.org\)](#)

**STAMPING OUT
ANTI-SOCIAL
BEHAVIOUR!**

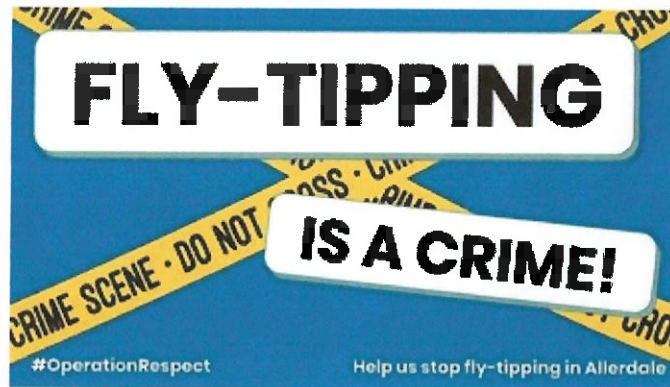
Joint Agency Action

Following a referral into the Allerdale Local Focus Hub action has been taken in relation to ongoing issues in a property on Eskin Street.

This action went through numerous avenues and ended in court action with the housing Agency leading on taking out injunctive procedures.

Flytipping

Allerdale Borough Council are committed to tackling misuse of bring sites, recycling sites and flytipping. As a result Allerdale Borough Council recently issued a fixed penalty notice to someone found to be abusing the bring site on Sullart Street in Cockermouth:



We take fly-tipping seriously and will issue fines in line with our powers where possible.

A recent example of this was a £400 fixed penalty notice that was issued to a person responsible for a large amount of waste being dumped in the Sullart Street car park, Cockermouth.

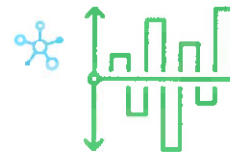
👉 Report fly-tipping: <http://ow.ly/CfJe50FmbBt> #OperationRespect



Crime Figures

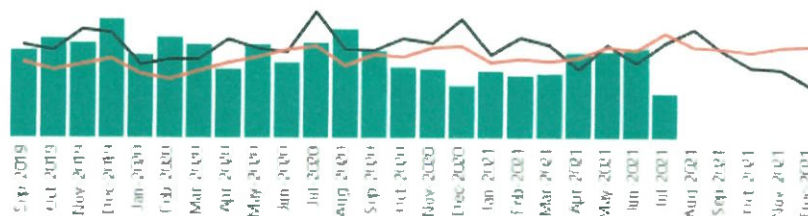
Further information can be found on [Police.Uk](https://www.police.uk)
Click here to visit the website

Please note the data contained on [Police.uk](https://www.police.uk) is not live time



OffenceGroup	Crimes	Same Period Last Year	Difference	% Change
Arson and Criminal Damage	124	158	-34	-21.5%
Burglary	50	87	-37	-42.5%
Drug offences	47	52	-5	-9.6%
Hate Incident	4	2	2	100.0%
Miscellaneous Crimes Against Society	23	18	5	27.8%
Possession of weapons offences	6	7	-1	-14.3%
Public order offences	148	161	-13	-8.1%
Reported Incidents	10	8	2	25.0%
Robbery	3	2	1	50.0%
Sexual offences	46	58	-12	-20.7%
Theft offences	149	225	-76	-33.8%
Vehicle Offences	19	32	-13	-40.6%
Violence against the person	491	537	-46	-8.6%
Total	1120	1347	-227	-16.9%

■ Month Total ● Previous Year ● Average Previous 3 Years



Allerdale Police want you to report all anti-social behaviour and crime

Please report any incidents of crime or antisocial behaviour to us, to help us keep Allerdale safe.

If a crime is in progress always call 999.

To report a non emergency crime please call 101 or complete our non-emergency crime and incident reporting form [here](#).



To receive more policing news, sign up to our other area newsletters by clicking on the links below:

[Workington](#)

[Maryport, Aspatria, Silloth & Wigton](#)

[Cumbria \(covering the whole county\)](#)

101

101@cumbria.police.uk

www.cumbria.police.uk

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This service is provided to you at no charge by [Cumbria Constabulary](#).

Planning Applications received between 9/07/2021 - 12/08/2021

Plan ref	Location	Description of Proposed Development
7/2021/2091	Skiddaw Glen 11a, Blencathra Street, Keswick, CA12 4HW	Demolish single storey extension to rear and form two storey and single storey extension to rear
7/2021/2172	2, High Street, Keswick, CA12 5AQ	Provision of 2 no. conservation style rooflights to the front elevation, replacement of existing rooflight with 1 no. dormer window and 1 no. conservation style rooflight to the rear elevation of the property
7/2021/2185	15, Lakeland Park, Keswick, CA12 4AT	Conversion of part of garage into additional bedroom involving lifting the existing garage roof and replacing
7/2021/2190	Boots The Chemists Ltd, 31, Main Street, Keswick, CA12 5BL	Consent to display 1No. Externally illuminated wrap around fascia. 1No. Externally illuminated projection sign.
7/2021/2191	5, St Herbert Street, Keswick, CA12 4DF	Replacement single & two storey rear extension, replacement windows & doors, front porch, solar panels & garden bike store
7/2021/2195	21, High Hill, Keswick, CA12 5NY	Increasing size of front and rear dormer windows
7/2021/2199	Keswick Youth Centre, The Old Mill, Main Street, Keswick, CA12 5NJ	Proposed temporary car park and store building
7/2021/2200	43, Eskin Street, Keswick, CA12 4DG	Change of use from Class C1 (B&B) to Class C3 for use as a Holiday Let
7/2021/2202	Howe Keld, 5-7, The Heads, Keswick, CA12 5ES	Use of building as seven self-contained, short-term, holiday letting accommodation suites (Use Class C1)
7/2021/2205	13, Briar Rigg, Keswick, CA12 4NN	Alterations and extensions to dwelling including the demolition of flat roofed garage and conservatory and construction of an independent connected annexe
7/2021/2207	Crispin Way, Manor Brow, Keswick, CA12 4BA	Single storey rear extension and alterations
7/2021/2209	Riverside, Crosthwaite Road, Keswick, CA12 5PG	Amendment to design, Condition No. 2 (plans) on planning permission ref. 7/2015/2271 for the construction of a single storey bedroom extension, conservatory, front porch and a first floor extension to accommodate a new stair with access to a first floor seating area
7/2021/2212	Land Adj The Screes, Chestnut Hill, Keswick, CA12 4LR	Amendment to local occupancy to correspond with House Provision SPD May 2021, condition 3 on planning permission 7/2013/2115, Erection of single dwelling
7/2021/2214	2- Twentyman Court, Penrith Road, Keswick, CA12 4HQ	Replace 6 single glazed windows with like-for-like double glazed replacements
7/2021/2216	The Hill, Lonsties, Keswick, Cumbria, CA12 4TD	Replacement of existing conservatory with larger sunroom and minor amendments to existing raised patio to suit new outline
7/2021/2217	85 - 87 Main Street, Keswick, Cumbria, CA12 5DT	Alterations to shop front, installation of air conditioning units and internal alterations
7/2021/2218 (listed Building Consent)	85 - 87 Main Street, Keswick, Cumbria, CA12 5DT	Alterations to shop front, installation of air conditioning units and internal alterations.
7/2021/2222	Peel Green, High Hill, Keswick, CA12 5PB	Extensions, alterations and flood resilience works
7/2021/2226	51, Helvellyn Street, Keswick, CA12 4FP	Change of use from guest house to holiday let

NOTICE TO THE PUBLIC: Interested parties are invited to let the Town Clerk have their comments, in writing or via email to: townd clerk@keswicktowncouncil.gov.uk, prior to the meeting regarding any of the planning applications on this sheet.

Decisions Received from LDNPA

Planning Decisions Received between 09/07/2021 & 12/08/2021

Plan Ref	Date of Application	Location	Postcode	Description	KTC Observations	LDNPA Decision	Appeal	Appeal Decision
T/2021/0089	June-21	2 Archway House, Borrowdale Road, Keswick	CA12 5DD	Ash tree (T1 in notification) - Fell to ground level.	OBJECT	GRANTED		
7/2021/2045	July-21	The Stables, Vicarage Hill, Keswick, Cumbria	CA12 5QB	Replacement windows to front and rear of property with uPVC double glazed units	No comments required	Withdrawn		
7/2021/2046	July-21	The Stables, Vicarage Hill, Keswick, Cumbria	CA12 5QB	Replacement windows to front and rear of property with uPVC double glazed units - Listed Building Consent application	No comments required	Withdrawn		
7/2021/2059	April-21	27 Station Street, Keswick, Cumbria	CA12 5HH	Proposed alterations to the front entrance, rear elevation and internal layout to provide local needs dwelling	OBJECT	GRANTED		
7/2021/2093	March-21	11, Wordsworth Street, Keswick	CA12 4HU	Part retrospective application to replace the existing roof of the single storey kitchen to form a first floor outdoor patio area to the rear of the above property	SUPPORT	GRANTED		
7/2021/2105	April-21	Beetholm, Southey Hill, Keswick,	CA12 5ND	Construction of garden studio and replacement windows (specifically to kitchen/living area and east facing bedroom	SUPPORT	GRANTED		
7/2021/2122	April-21	7, Eskin Street, Keswick	CA12 4DH	Removal of back window to be replaced with French windows	SUPPORT	GRANTED		
7/2021/2129	April-21	Little Bield, Chestnut Hill, Keswick	CA12 4LT	Garden room / workshop	SUPPORT	GRANTED		
7/2021/2156	May-21	Elimore House, 15, Brackenrigg Drive, Keswick,	CA12 4JJ	Remove local occupancy, condition 2 on planning permission 7/2004/2080, erection of dwelling	OBJECT	REFUSED		
7/2021/2159	June-21	48, Millfield Gardens, Keswick	CA12 4PD	Extend dwelling to front and side of dwelling including building second storey over part of garage roof	SUPPORT	GRANTED		
7/2021/2161	June-21	24, Poplar Street, Keswick	CA12 5BW	Erection of single-storey rear extension for additional living accommodation	SUPPORT	GRANTED		
7/2021/2164	June-21	St John's House, St John's Street, Keswick	CA12 5AP	Change of use from former Gospel Chapel to self contained one bedroom flat	SUPPORT	GRANTED		

7/2021/2167	May-21	3, Shu Le Crow Gardens, Keswick	CA12 4HG	Replacement of a collapsed boundary wall with a wooden fence	OBIJECT	GRANTED	
7/2021/2168	June-21	Launderclean, 24, Helvellyn Street, Keswick	CA12 4EN	Change of use from launderette (Sui Generis) to Retail Bakery (Class E(a))	SUPPORT	GRANTED	
7/2021/2173	June-21	40, St Johns Street, Keswick	CA12 5AG	Replacement windows and internal alterations	SUPPORT	GRANTED	
7/2021/2179	June-21	121 Windebrowe Avenue, Keswick, Cumbria	CA12 4JB	Proposed new entrance porch and ground floor wc extension	SUPPORT	GRANTED	
7/2021/2181	June-21	Parkfield, The Heads, Keswick	CA12 5ES	Change of use of guest house (c1) to dwelling (C3)	SUPPORT	GRANTED	
7/2021/2188	June-21	Tall Trees, Lonsties, Keswick, Cumbria	CA12 4TD	New conservatory to front of dwelling	SUPPORT	GRANTED	
7/2021/2190	June-21	Boots The Chemists Ltd, 31, Main Street, Keswick	CA12 5BL	Consent to display 1No. Externally illuminated wrap around fascia. 1No. Externally illuminated projection sign.	SUPPORT	GRANTED	

AGENDA ITEM 9. LICENSING GROUP REPORT ON LICENCE APPLICATIONS RECEIVED						
Business Name	Location	Details of Application	Date Consultation Period Ends	Comments	Date Comments sent to ABC Licensing Dept.	
Keswick Town Council	Fitz Park, Keswick	To add licensable activities on Fridays and to extend the licensable hours on Sundays.		Support – no comments made	14.07.21	
Lakeland Gifts (Keswick) Ltd	31 Lake Road, Keswick CA12 5DQ	Supply of Alcohol off the premises Mon – Sun 9.00 am till 21.00 pm		Support - as it is essentially a gift shop with alcohol sales being on a takeaway basis with no drinking or entertainment on the premises, we are happy to support this application.	19.07.21	

KESWICK TOWN COUNCIL

TOWN COUNCIL MEETING 19TH AUGUST 2021

MAYOR'S ENGAGEMENTS & MEETING ATTENDANCE

For period 9th July 2021 – 12th August 2021

Wednesday 14 th July	Opening of new homes on Southey Court for KCHT
Thursday 15 th July	Convention premises tour
Saturday 17 th July	Opening of Convention at the new venue, attended by Deputy Mayor, Councillor Steve Harwood
Sunday 18 th July	Cumbria Firefighters Bob Graham Round Finish
Wednesday 21 st July	Millfield Hotel – Time capsule burial
Wednesday 21 st July	Cheque presentation – Keswick Firefighters
Saturday 24 th July	British Legion Presentation of Awards
Saturday 31 st July	GB News Interview regarding seagulls

Town Clerk

From: daniell3@aol.com allan daniels <danieall3@aol.com>
Sent: 18 July 2021 18:45
To: Town Clerk
Subject: Fwd: Emailing Letter from Steve Reed MP regarding proposed planning reforms.pdf
Attachments: Letter from Steve Reed MP regarding proposed planning reforms.pdf

Hi Vivien is there room on the agenda for this at the next council meeting ,That we support the motion ,Allan

-----Original Message-----

From: Daniels, Allan <Allan.Daniels@allerdale.gov.uk>
To: Allan Daniels <danieall3@aol.com>
Sent: Sun, 18 Jul 2021 18:11
Subject: Emailing Letter from Steve Reed MP regarding proposed planning reforms.pdf

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COVID 19 NOTICE

Please be aware that due to COVID-19, I am involved in providing essential services during this unprecedented national situation. During this period we are experiencing significant pressures and need to prioritise services for the most vulnerable in our communities; as such it may take longer for me to respond to any enquiries. Any email enquiries will be prioritised and the most urgent dealt with quickly.

Allerdale Borough Council
Allerdale House, Workington, Cumbria, CA14 3YJ

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7th July 2021

Dear Councillor,

Re: Planning reforms

The Government has published highly controversial proposals to reform the planning system. One aspect that has raised particular concern is the proposal to remove local residents' right to object to individual planning applications in their own neighbourhood if the area is zoned for growth or renewal.

Last month, the House of Commons called on the Government to protect residents' rights to retain a voice over planning applications, recognizing that the best way to get necessary new homes built is to support communities, councils and developers to work in partnership.

I include below a copy of the motion passed by the House of Commons with support from MPs of all political parties. I urge you to ask your council to pass the same motion so we can show widespread support for the principle of protecting residents' right to a say over individual planning applications in their own area. Many local people have already expressed anger that this long-established democratic right is under threat.

This House believes planning works best when developers and the local community work together to shape local areas and deliver necessary new homes; and therefore calls on the Government to protect the right of communities to object to individual planning applications.

Please let me know if you intend to ask your council to support the motion. I would also welcome other views you may have on the proposed planning reforms and your ideas for how we can best protect the voice of local people and their elected councillors over planning decisions.

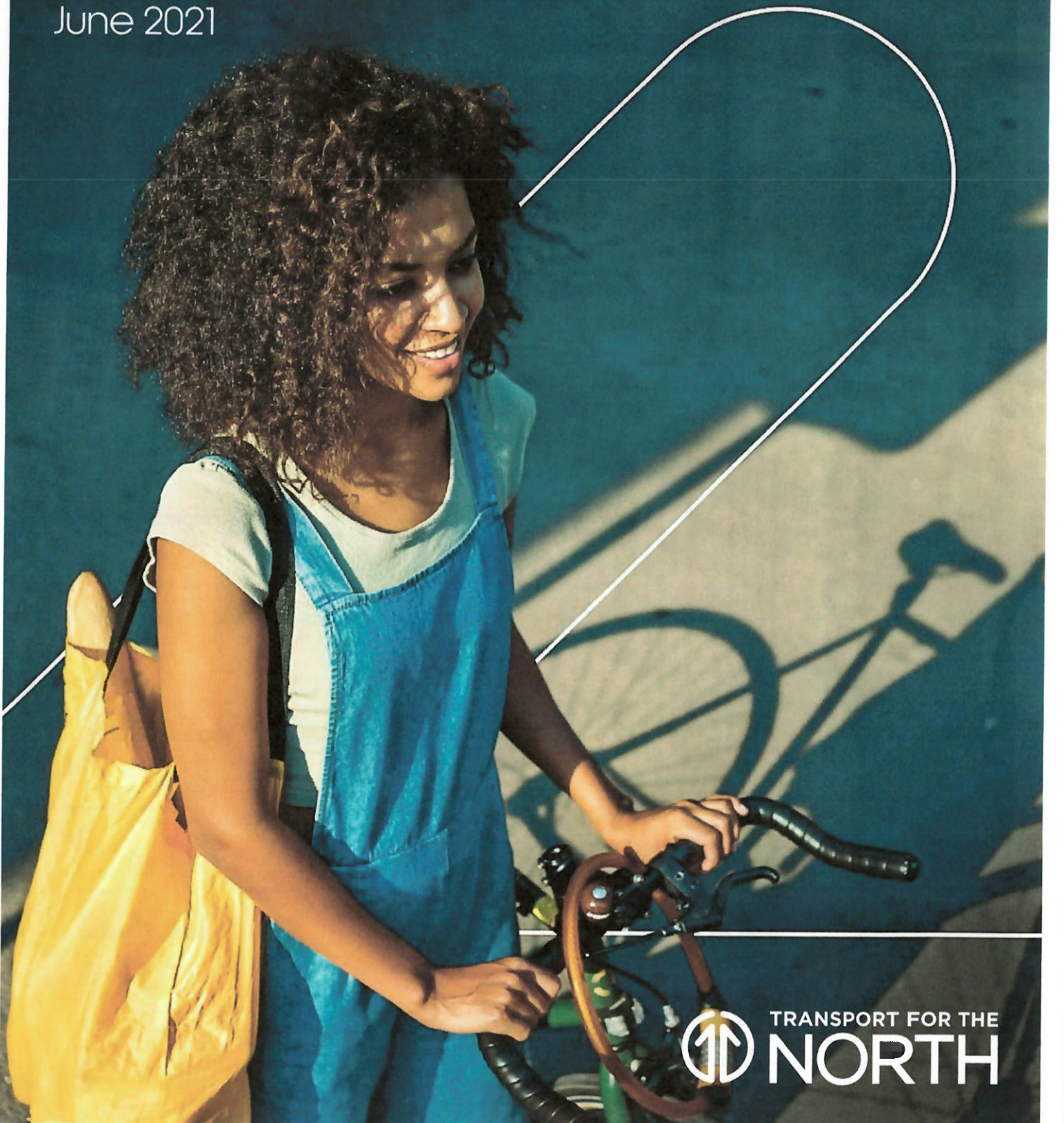
Yours sincerely,

A handwritten signature in blue ink that reads "Steve Reed".

Steve Reed MP
Shadow Secretary of State for Communities and Local Government

Decarbonisation Strategy - draft for consultation

June 2021



How to respond

Our Decarbonisation Strategy has come about from our journey as Transport for the North. Since we were formed as England's first sub-national Transport Body in 2018, we have developed our understanding of what the North needs to deliver a brighter future for those that choose to live, work and play here. We published our Strategic Transport Plan in 2019, through which TfN committed to developing and implementing a 'Pathway to 2050'.

Since that point, we've been busy collating and analysing evidence on the North's surface transport emissions and engaging with various stakeholders to understand the full scale of the transport decarbonisation challenge we face in the North.

Importantly, we've found that huge opportunities for the North also exist, in terms of maximising the wider environmental benefits from decarbonisation; improvements in air quality and an increase in physical activity; addressing existing social exclusion and inequality; creating new jobs and equipping our communities with new skills.

Throughout this journey, we've developed a number of tools, including our [Future Travel Scenarios](#) and a bespoke carbon model, to try and ensure our projections for future emissions and our plans for reducing them are as robust and accurate as possible.

This has allowed us to make a series of recommendations for both national and local policy makers, and to propose a number of priority activities that we feel could and should be undertaken by TfN over the next few years.

This Decarbonisation Strategy brings together these findings and is the culmination of a lot of work to systematically create the tools, capability and evidence for use by our partners, and also to allow us to forge ahead with our proposed decarbonisation activities at pace.

Let us know what you think

We want to know what you think of our draft Decarbonisation Strategy. From Monday 7 June to 12pm on 31 August 2021, we are carrying out a public consultation on our strategy and proposed future decarbonisation activities. Visit our virtual consultation, to let us know what you think and for details of our engagement events, at:

www.transportforthenorth.com/decarbonisation/

Our consultation questions can be answered through our [online form](#) and hard copy forms can be downloaded [here](#).

You can send written feedback to:

Freepost: DECARBONISATION STRATEGY
or feedback@tfn.decarbonisationstrategy.com

For any other queries related to the Decarbonisation Strategy and the public consultation, please contact TfN directly at decarbonisationstrategy@transportforthenorth.com



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	Annex 2: Decarbonisation Modelling Methodology

Acknowledgements

This Strategy document has been informed by policy analysis support provided by Element Energy and Syntia, as well as research undertaken on behalf of TIN by Arcadis, into opportunities to aid clean growth in the North. We would also like to extend our thanks to the Decarbon8 network and in particular Professor Greg Marsden of the Institute of Transport Studies at the University of Leeds for his general advice and his review of both the Strategy document and TIN's No-Carb tool.



Introduction

The science is conclusive - the world is facing a climate emergency.

In the UK, surface transport is the largest contributing sector to greenhouse gas emissions, accounting for 22% of all emissions in 2019, of which more than 95% are from road transport. Furthermore, transport emissions have actually grown overall since 2013, despite modest falls in the last few years¹.

Whilst it is possible that 2020 figures will show a drop in emissions due to reduced levels of travel during the COVID-19 lockdown, this is likely to be temporary, with demand for car travel rebounding more quickly than public transport, approaching pre-pandemic levels.

In our Strategic Transport Plan, published in 2019, Transport for the North (TfN) committed to scoping, developing and implementing a "Pathway to 2050" in line with the then UK law of achieving an 80% reduction in national emissions by 2050 (now superseded by the current UK Government commitment to achieve net zero emissions by 2050). For the surface transport sector, this meant that road transport emissions would need to be near-zero and rail would need to be decarbonised by 2050.

TfN and our partners believe that an acceleration towards a zero-carbon transport network must be at the heart of public policy making and investment decisions. Our ambition for the North is to travel faster and further than national policy, and maximise the clean growth opportunities that decarbonisation can provide for the North. Through this Decarbonisation Strategy, TfN and our partners are committing to a regional near-zero carbon surface transport network by 2045.

The achievement of TfN's vision of a thriving North of England, where world class transport supports sustainable economic growth, excellent quality of life and improved opportunities for all, is contingent on how we can reduce our greenhouse gas emissions across everything that we do, and then, making the right decisions at the right time.

22%
of surface transport
sector's contribution
to total UK emissions
in 2019

95%
of surface transport
emissions come
from road transport

¹https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/828363/2019-05-23.pdf

The Role of TfN

Through its statutory powers, TfN acts as 'one voice' for the North, communicating pan-northern priorities to the Secretary of State for Transport. We have a clear remit to identify the transport infrastructure required to support transformational economic growth in the North, and to prioritise that investment. This places TfN and partners in a strategic position to identify the transport infrastructure and policy measures that are required to achieve the North's decarbonisation ambitions.

When prioritising transport infrastructure delivery in the region, TfN must make decisions based on a knowledge of how those projects and programmes are likely to support or challenge the region's decarbonisation objectives. This Decarbonisation Strategy provides a tool to robustly consider how our Investment Programme is performing in this respect. It will also provide guidance to support an appropriate sequencing of those investments and the mitigation actions that may be needed to deliver transformational economic growth in line with decarbonisation ambitions.

While most of the responsibility for policy implementation lies with national and local government, TfN operates at a geographical and institutional level that allows us to facilitate a regional approach to decarbonisation measures and research, for example, developing a pan-regional electric vehicle charging infrastructure framework. Indeed, a high proportion of the emissions from private road vehicles is generated by longer distance regional-level trips, with our analysis indicating that around 70% of road transport emissions in the North originate from trips on the Major and Strategic Road Networks. This means TfN has both an opportunity and a responsibility to help reduce this significant share of road transport emissions.

TfN is also uniquely placed to assist our partners in the development of place-based solutions by analysing emissions at a more disaggregate level and providing enhanced evidence, data platforms and intelligence to inform bespoke local and regional strategies. This can in turn support national policies to take account of spatial and social variation.

At a project level, TfN has a responsibility to ensure that the design and construction of our projects and programmes reduce lifecycle carbon and to encourage partners to adopt similarly ambitious policies.

The North is also extremely well placed to support the testing and trialling of many emerging technologies that will be crucial to transport decarbonisation in the UK, including through existing initiatives such as the UK's first Hydrogen transport hub in the Tees Valley, Zero Carbon Humber and HyNet North West. Through partnerships and co-working with Local Authorities, Local Enterprise Partnerships, Transport providers and regional academic and industry players, TfN is committed to promoting the North as hub for innovation, research and the testing of emerging technologies.

Finally, TfN needs to lead by example. Whilst the focus of this strategy is upon understanding, measuring and reducing the emissions from surface transport in the North and the construction and operation of the proposed schemes within our Investment Programme, it is important that we look to reduce the emissions resulting from TfN directly as a result of our everyday business. These are called our 'organisational emissions'.



The Role of TfN

The full range of activities and goods, through which an organisation might generate greenhouse gas emissions is illustrated in Figure 1. These emissions sources are split into three types – known as Scope 1, 2 and 3. Different emissions sources will be of relevance to different types of organisations, particularly in relation to Scope 3. For TfN these organisational emissions are likely to include:

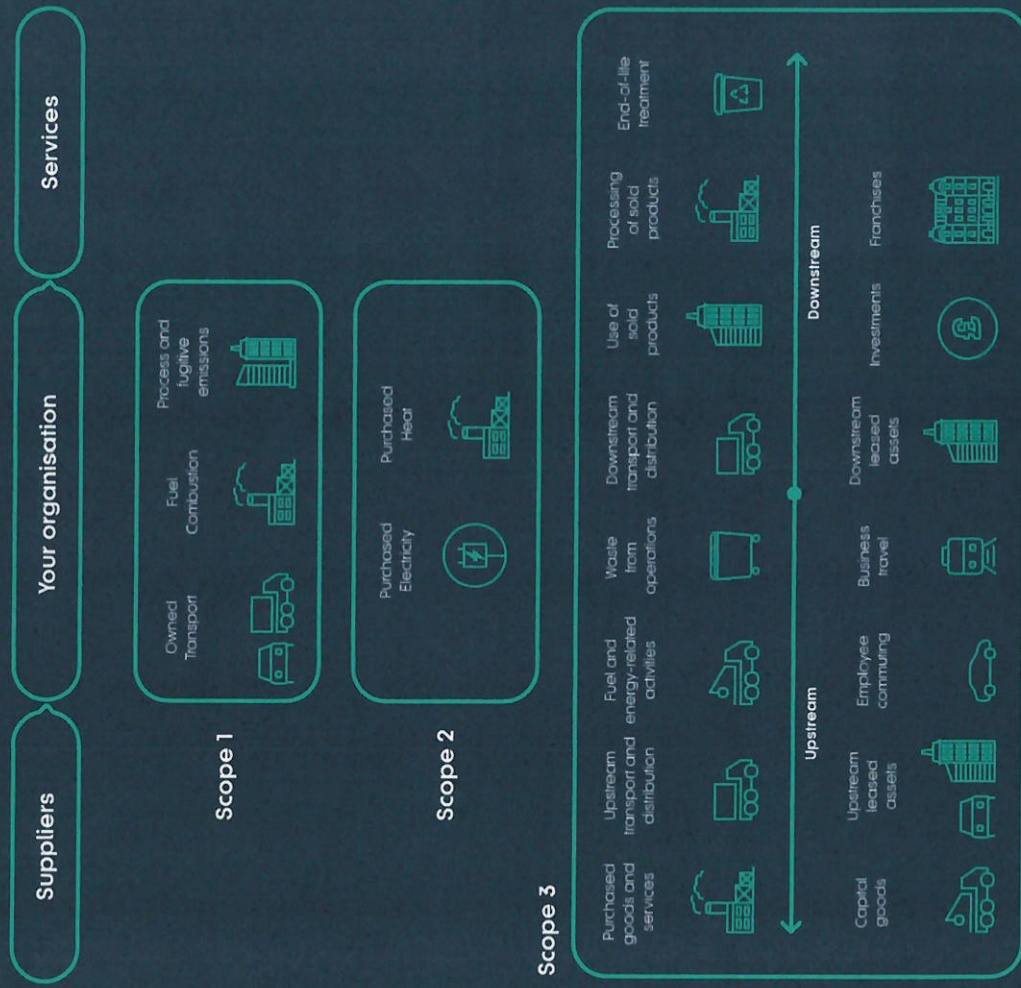
- Scope 1 emissions, which are direct emissions resulting from activities that TfN can control, such as the gas used to heat our offices
- Scope 2 emissions, which are indirect emissions resulting from the generation of any power that we use within our offices
- Scope 3 emissions, which cover indirect emissions as a result of our operations that are outside of TfN's direct control, albeit we can influence them through our working practices. This includes things like the emissions from the manufacture and transport of goods we use, like stationary and IT equipment, and also services we purchase like cleaning and catering. It also includes emissions generated by our employees commuting and business travel, along with those generated by the disposal of our waste and our water consumption.

TfN is committed, by 2022, to understanding the carbon footprint of its organisational Scope 1 and 2 emissions and agreeing a target date for reducing these emissions to net-zero.

In the same timeframe, TfN will also develop a suitable carbon footprint scope for measuring its organisational Scope 3 emissions. This will reflect data availability, our environmental goals and the sources we can influence.

Emissions generated from the design, construction and operation of schemes within our Investment Programme, along with changes to the emissions generated by surface transport in the North as a result of TfN activity, are the main focus of this strategy document. Our approach to measuring these emissions and our Decarbonisation Trajectory are covered within Chapters 2 to 6.

Figure 1: Carbon Footprinting – Organisational Boundaries*



Why a Decarbonisation Strategy?

To achieve a near-zero emissions surface transport network in the North by 2045, there must be a clear understanding of the policies and measures required to bridge the gap between future emissions projections and future emissions targets. TIN's Decarbonisation Strategy reflects work undertaken to define four plausible baseline emissions trajectories, based on our Future Travel Scenarios, and to identify and assess the gap between each trajectory and TIN's Decarbonisation Trajectory.

We have also undertaken policy analysis to understand the policy ambition and suite of policy measures that could fill the policy gap for each scenario. This provides insights into the key, low-regret policy measures required under all scenarios, as well as the areas where TIN and partners are likely to require additional national support to achieve decarbonisation ambitions.

In terms of local action, this policy analysis provides tested, evidence based packages of measures that can be used by our partners and other organisations across our region, when developing their own plans.

Building upon these findings, this strategy lays out the North's minimum expectations in relation to both local and national decarbonisation policy ambitions. It is intended to provide an overarching framework for our partners

and other organisations across the region to meet their decarbonisation responsibilities and ambitions.

The Strategy also recognises the importance of considering embodied carbon and climate change adaptation and resilience, drawing on the experience of our delivery partners, Highways England and Network Rail in these areas.

Finally, this strategy outlines TIN's key commitments to enabling the decarbonisation of surface transport in the North. Developed through research and engagement with partners, regional research bodies and industry, these relate to activities that would benefit from coordination at the regional level and can be most effectively undertaken by TIN. As part of this analysis, a key consideration for TIN has been how the decarbonisation of transport can support our partners' economic growth ambitions, championing clean growth opportunities across our region. Cross-sectoral co-operation and planning will be essential if the North is to deliver both a decarbonised transport system and capitalise on the possibilities from green industrial revolution, especially with the energy generation and distribution sector.

The timeline for undertaking these activities is outlined within Chapter 9, Priority Actions to 2025.

This strategy builds upon the four objectives in TIN's Strategic Transport Plan:

- **Transforming economic performance** We want to understand the full range of clean growth opportunities within the North as a result of transport decarbonisation.
- **Increasing efficiency, reliability, integration and resilience in the transport system** We want to integrate decarbonisation measures into existing and future programmes and projects in order to maximise efficiency and reliability gains (such as the electrification of our railway network). We also need to ensure that climate change adaptation and resilience is a key consideration in policy and project development.

→ **Improving inclusivity, health and access to opportunities for all** The decarbonisation of transport in the North provides an important opportunity for reducing transport-related social exclusion. We want to ensure that decarbonisation measures optimise co-benefits relating to physical health, improved air quality and increasing levels of mobility for all communities and areas in the North.

→ **Promoting and enhancing the built, historic and natural environment** While environmental conservation is the ultimate driver for decarbonisation, we need to consider the localised impacts of decarbonisation policies and measures. For example, local air quality, reduced noise levels, and the environmental impact of new infrastructure and operations required as part of the decarbonisation agenda (e.g. electrification infrastructure).



TfN's Decarbonisation Trajectory

What is TfN's Decarbonisation Trajectory?

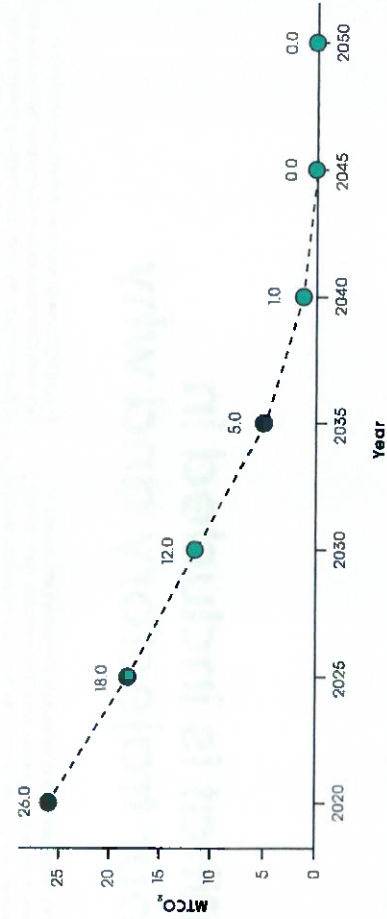
Our route to a decarbonised transport system is illustrated by a measurable, evidence based and time-bound carbon emissions reduction curve, which starts with 'where we are now' and travels towards alignment with the objectives of the Paris Agreement. i.e. deep emissions reductions over the coming decades towards a zero-emissions transport system before 2050

This journey is called our Decarbonisation Trajectory, with the shape of the curve being dictated by a series of interim emissions reduction milestones that ensure a rate of progress aligned to the Climate Change Committee's Carbon Budgets as a minimum.

Our agreed Decarbonisation Trajectory is shown in Figure 2, with the headlines being:

- A 55% reduction in emissions from 2018 to 2030, achieved mostly through mode-shift and demand reduction.
- A 95% reduction in emissions from 2018 to 2040, reflecting longer-term decarbonisation measures, such as a high proportion of zero-emissions vehicles in the vehicle fleet
- A close to zero date of 2045 for carbon emissions from surface transport in the North. This is a challenging benchmark reflecting the ambition of our partners and their desire to push further and faster than current national policy.

Figure 2: TfN's Decarbonisation Trajectory



Why 2045?

A decarbonisation trajectory set at a regional scale is, by its nature, a compromise between areas that have set different decarbonisation timescales and have different geographies, demographics and patterns of passenger and freight demand.

A number of our partners have set ambitious, economy-wide decarbonisation targets with net-zero dates pre-2040 for their authority areas. The contribution of transport emissions reductions to these economy-wide targets will depend on progress in other sectors and the assumed availability of negative emissions measures, but it is clear that these authorities are aiming for transport emissions being close to zero by 2040.

In preparing a Decarbonisation Trajectory, TfN seeks to achieve a compromise by moving faster than current national policy and the Climate Change Committee's (CCC) advised trajectory, while being mindful of the varying levels of progress that our partners have made in terms of their own climate change responses. In this way, TfN's Decarbonisation Trajectory considers the ambitions of the whole region, but does not override or specify local place-based targets.

Indeed, the deep emissions reductions achieved by our most ambitious partners over shorter timescales will be

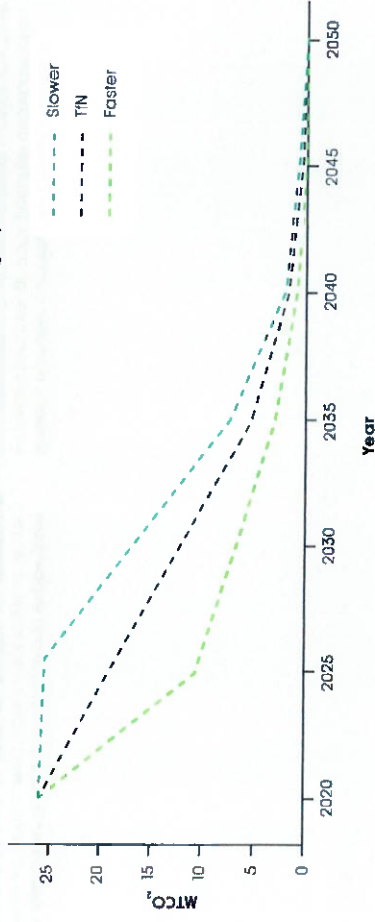
needed if the region is to align itself, as a whole, with the level of reductions suggested by TfN's Decarbonisation Trajectory

The **interim points** along our trajectory effectively represent an average for the region, with some areas' local transport systems decarbonising more quickly, while some may decarbonise slightly slower. The **end point** of our Decarbonisation Trajectory means that by 2045, emissions from surface transport in the North will need to be close to zero.

Figure 3 illustrates how different places within the North may move ahead with different trajectories, helping to achieve an average regional trajectory, but with all places reaching close to zero by the agreed end date

Aligned to this, the programmes and projects that together make up TfN's Investment Programme should collectively emit close to zero carbon dioxide emissions by 2045. It is also true that many of these projects and programmes may actively help reduce emissions in the longer term, for example, rail schemes may lead to a reduction in car vehicle and road freight mileage. This consideration will be important as we look to benchmark ourselves against our trajectory over the coming decades.

Figure 3: TfN's Decarbonisation Trajectory reflects an average across local authorities that can decarbonise slightly slower or slightly faster



What is included in our trajectory and why

TfM's Decarbonisation Trajectory comprises emissions from surface transport sources. This includes cars, vans and Heavy Goods Vehicles (HGVs), as well as bus and rail.

In recognition of TfM's remit, the Decarbonisation Trajectory relates to emissions from vehicle mileage that takes place on the transport network within the North, including through trips (e.g. Scotland to the South of England), as illustrated by the pink roads in Figure 5.

Other forms of transport with significant emissions profiles include aviation and shipping (both domestic and international), which together accounted for 1% of the UK's total emissions in 2019 (compared to 22% from surface transport sources). Eight percent of this was generated from aviation, of which 98% was from international aviation⁴.

TfM recognises the need for aviation and shipping to be included in national targets and for strong national strategy in this area which aligns UK aviation strategy with the Paris Agreement.

In April 2021, the Government announced that the UK's sixth Carbon Budget will incorporate the UK's share of international aviation and shipping emissions for the first time. These modes lie outside of TfM's jurisdiction and therefore, at this point, emissions from aviation and shipping are not accounted for within TfM's Decarbonisation Trajectory. Nevertheless, we are committed to considering alongside our partners and the Climate Change Committee, as to how we can update our trajectory to include the emissions from aviation and shipping generated by the North. We propose to undertake this activity during 2021, as the Government's emerging policy framework to achieve the reductions set out within the sixth Carbon Budget are fully understood. Our commitment to undertaking this activity is recorded in Chapter 9 - TfM's Priority Decarbonisation Actions.

TfM believes that the emissions from all flights from airports in the North need to be fully aligned with the requirements of the Paris Agreement. This means operating within a defined carbon budget for UK aviation as part of a wider international budget.

Manchester Airports Group has pledged to become a net-zero airport by 2036, and in 2020 launched a competition for the first airline to operate a zero-emission commercial flight from one of its airports. The contest, an industry first, will see the successful carrier win five years' free landing fees⁵.

Some residual emissions from aviation and shipping are assumed within the current Government target of net-zero emissions for the whole economy, by 2050. It is important to note that, at this point, by excluding aviation and shipping from our trajectory, surface transport emissions will need to be zero by 2050.

As the vehicle fleet transitions to electric propulsion there will be an increasing demand for electricity, ultimately from zero carbon sources. The CCC's Sixth Carbon Budget analysis sets out that electricity carbon intensity will need to fall by as much as 75% between now and 2030 and be close to zero by 2040, suggesting that indirect emissions will be small in the medium to long term. Indirect emissions associated with electricity are not included within our Decarbonisation Trajectory, but we have carried out high-level analysis of electricity grid emissions, the results of which are outlined in Chapter 3.

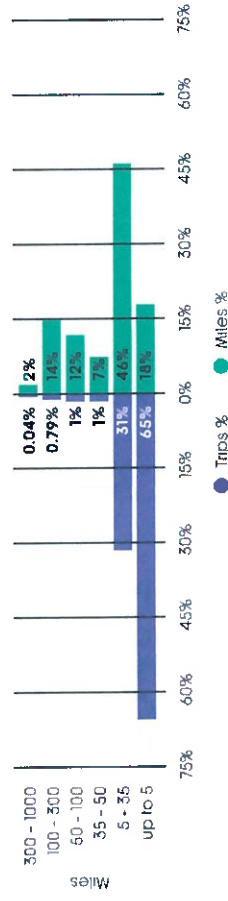
TfM's Decarbonisation Trajectory set at a regional level, also recognises the importance of scale when attributing longer distance journeys against the decarbonisation budgets of smaller areas of spatial governance. For example, some authorities with relatively small populations may be assigned relatively large emissions because they happen to have a segment of motorway that passes through their boundary, or a large source of traffic, such as a seaport, if through traffic dominates local traffic, the ability of that authority to influence the carbon outcomes are low⁶.

Similarly, a smaller authority may choose to discount emissions from through traffic from their decarbonisation plans, resulting in the responsibility for considering those emissions slipping between the gaps of different areas and levels of spatial governance.

Figure 4, compiled from National Travel Survey data, demonstrates that although approximately 95% of passenger trips (all modes) occur at a spatial scale that would suit consideration by a district, county or combined authority, these trips only account for about 65% of all miles travelled.

The remaining 35% of total miles travelled occur on journeys over 35 miles in distance, and whilst some of the longest trips would extend even outside of a pan-Northern locus, the majority of trips over 35 miles will be best considered at a pan-Northern level.

Figure 4. Percentage of trips (all modes) and percentage of all miles, by trip length⁷



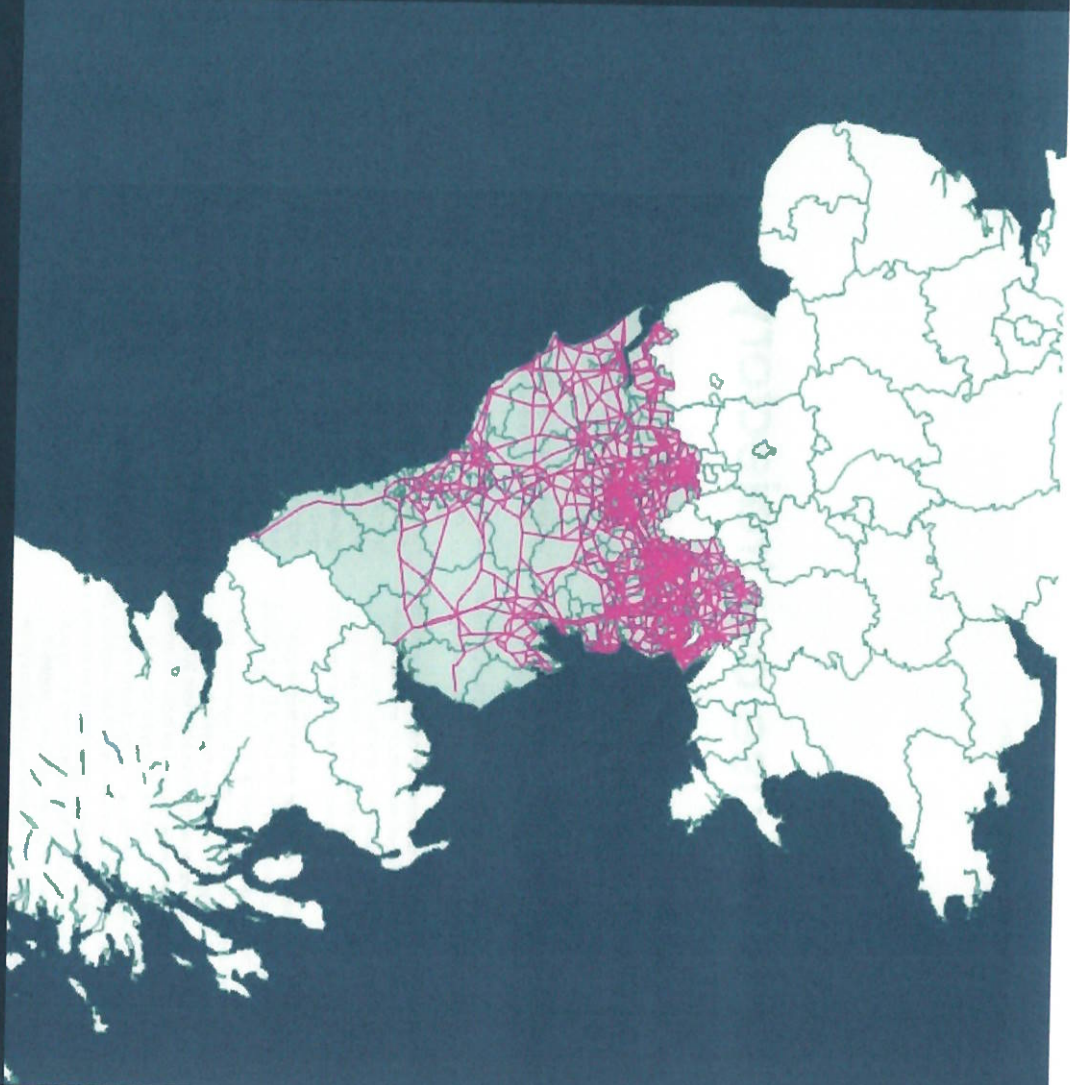
⁴Manasse, G. (2020). The Role of Sub-National Transport Bodies in Carbon Governance. Decarbon8 working paper, 3.
⁵Source: Ashraf, M., Woodard, Z. and Anable, J. An exploratory analysis of long distance travel in England. 9th Annual Meeting of the Transportation Research Board (TRB). Jan 2020. Washington DC.

⁶https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/557336/2019-2020

⁷WAC launches zero-emission flight competition worth over £1million | manairports.com

What is included in our trajectory and why

Figure 5: Map of the Northern boundary in which TIN operates. The blue section represents the areas that TIN covers and the pink roads represent the key roads within this boundary



How we use our trajectory

Providing guidance

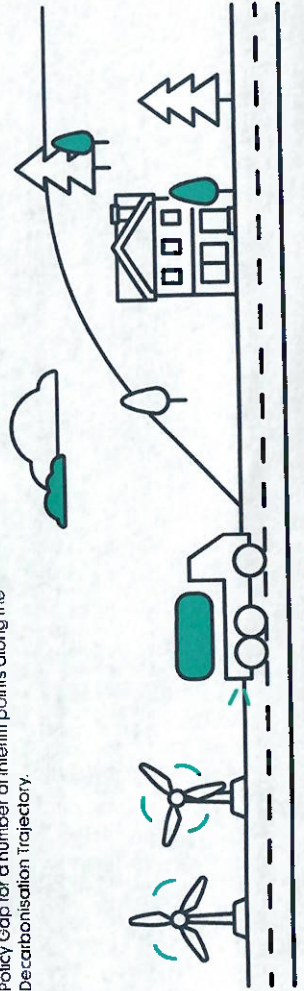
To understand the impact of our Investment Plan in terms of carbon emissions, we need to understand a number of things:

- Where are we likely to be living and working in the future, and what will our travel habits and patterns look like?
- What national and local transport policy is likely to be in place that may affect the carbon emissions of transport?

Once we understand the answers to these two questions, we can work out the approximate carbon emissions from surface transport at a number of set points in the future. These are our future baseline emissions, and when you join these points together, it forms our baseline trajectory.

Of course, the future is not certain, and for that reason TIN has created and modelled a number of **Future Travel Scenarios**. These scenarios have given us the ability to calculate transport emissions change by scenario and area type - providing four plausible baseline emission trajectories. The scenarios were finalised in late 2020, and their underlying assumptions account for both the economic shock due to the COVID-19 pandemic and a range of plausible outcomes for longer-term behavioural trends that could be affected by COVID-19, such as remote working. We will add to these any increase or reduction of emissions stimulated by our projects and programmes within our Investment Programme at any given point. Chapter 3 explains more about the characteristics of each Future Travel Scenario and how they have been used.

If our baseline trajectories exceed our Decarbonisation Trajectory at any point in the future, the gap between the two is known as the **Policy Gap**. As part of the preparation of this strategy, TIN has modelled the Policy Gap for a number of interim points along the Decarbonisation Trajectory.



Making the right decisions

At a strategic level, we need to understand how TIN's Investment Programme (IP) affects the future projected emissions from surface transport in the North.

A number of Intervention Sequencing Strategies, which could deliver our IP, are due to be appraised against our enhanced environmental, social and economic criteria, to understand the full range of benefits that could be delivered by each Sequencing Strategy. As part of this process, changes to surface transport emissions generated in the North as a result of these schemes will be modelled so that we understand what local and national decarbonisation policy commitment will be required at different points in the future to allow the schemes to be delivered within the parameters of TIN's Decarbonisation Trajectory. Ultimately, we will be asking the question: 'What needs to be true, if the North is to effectively decarbonise its surface transport as well as enjoy the significant connectivity, economic and environmental benefits that our IP will deliver?'

Recognising that the development of local and national policy is ultimately the responsibility of our partners and national government respectively, and that our actual future travel habits may occur differently from the four plausible Future Travel Scenarios we have modelled, TIN will work with individual scheme sponsors to embed consideration of the Decarbonisation Trajectory within the business case development process for individual projects within our Investment Programme.

This means that when the time comes to start to develop each individual project, over the next 30 years, we will work with scheme sponsors to assess whether the carbon impact of the project is consistent with the Decarbonisation Trajectory, given the prevailing external policy context, travel habits and patterns. Recognising the detailed, and sometimes extended, consenting and design processes that precede the construction of major infrastructure projects, we will work with scheme sponsors to assess the carbon impact of the project at both the concept / early design stage and then again once the detailed design is known, pre-construction.

In relation to the early design stage assessment, where a project may not deliver operational emissions in line with our Decarbonisation Trajectory, TIN will expect mitigation measures to be developed as part of the project. Mitigation could take the form of fundamental design changes, influencing national government for further policy support or implementation of further local transport decarbonisation policy measures

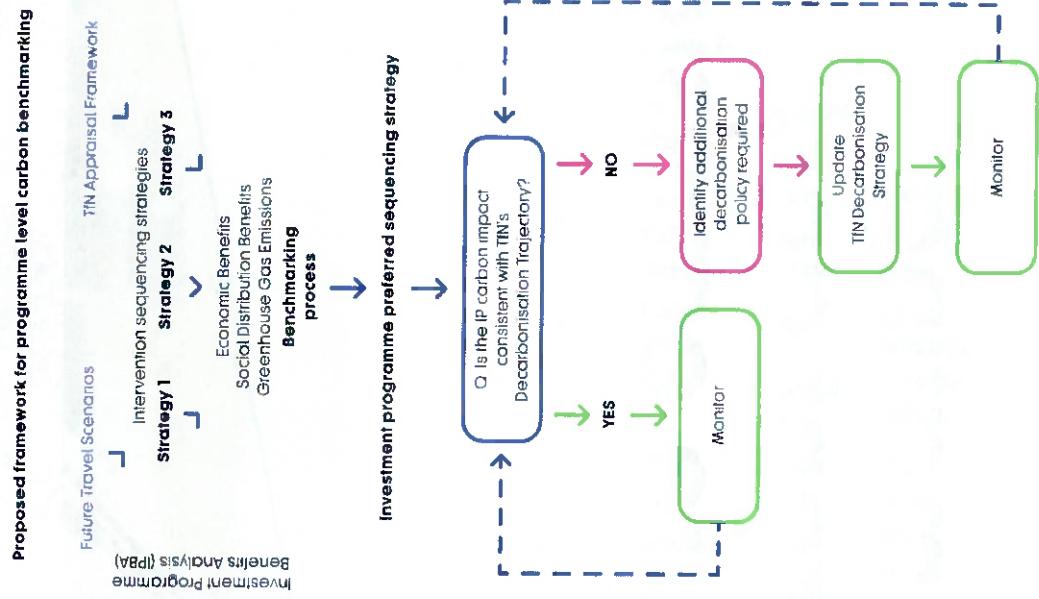
Following detailed design and before the start of construction, we will model the expected changes to surface transport emissions in the North during the expected year of opening to understand the potential success of any mitigation measures employed. If those changes to emissions are not consistent with our decarbonisation trajectory, we will work with scheme sponsors to consider additional mitigation measures such as investigating further options to provide the same transport outcomes, through to employing carbon sequestration measures such as integrating tree planting into schemes or investigating the feasibility of using innovative carbon 'absorbing' construction materials.

If it is not possible to mitigate the project's impact upon emissions, the recommended delivery of the project may be re-sequenced within the Investment Programme to a date when the future travel context enables the project to operate within the Decarbonisation Trajectory. For example, a particular road project may be re-scheduled to a point when the majority of additional traffic generated is by zero emission vehicles.

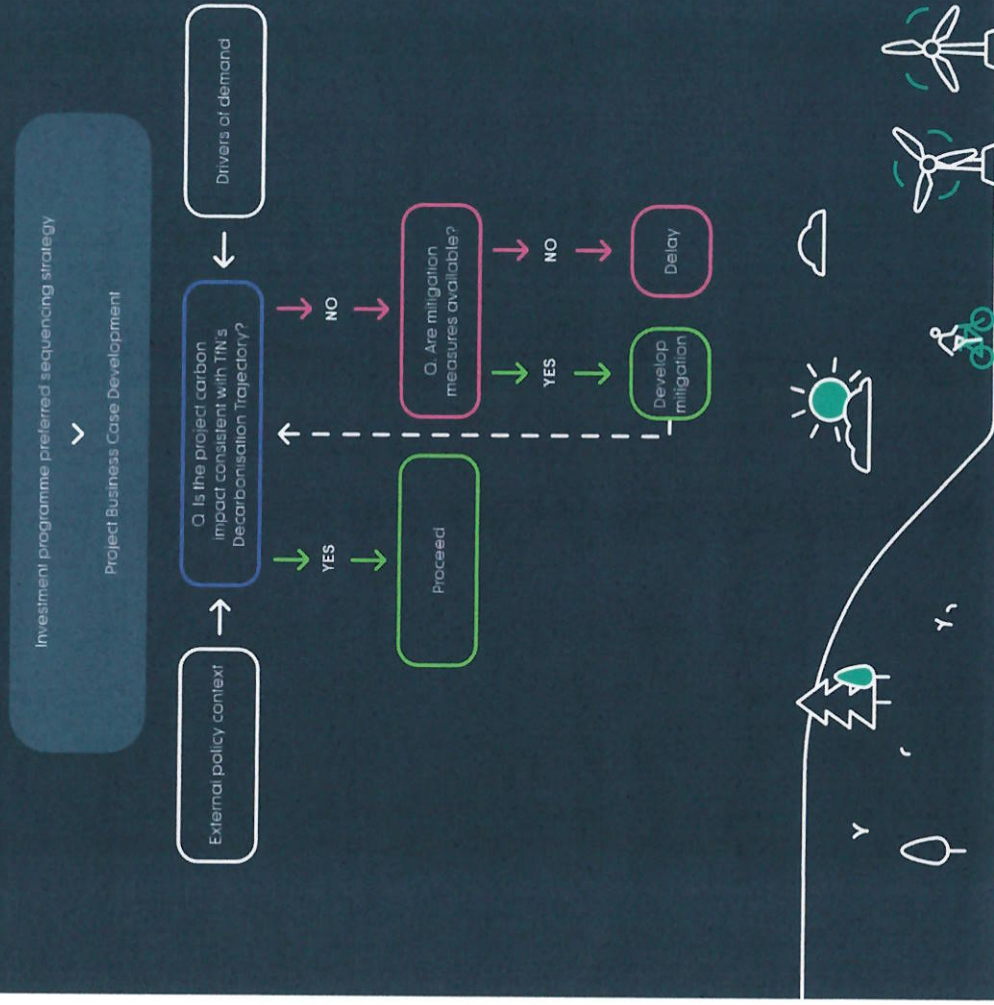
Our approach to incorporating the consideration of our Decarbonisation Trajectory within our decision making at both a strategic and project level is illustrated in Figure 6.

How we use our trajectory

Figure 6: Framework for assessing a project against TIN's Decarbonisation Trajectory



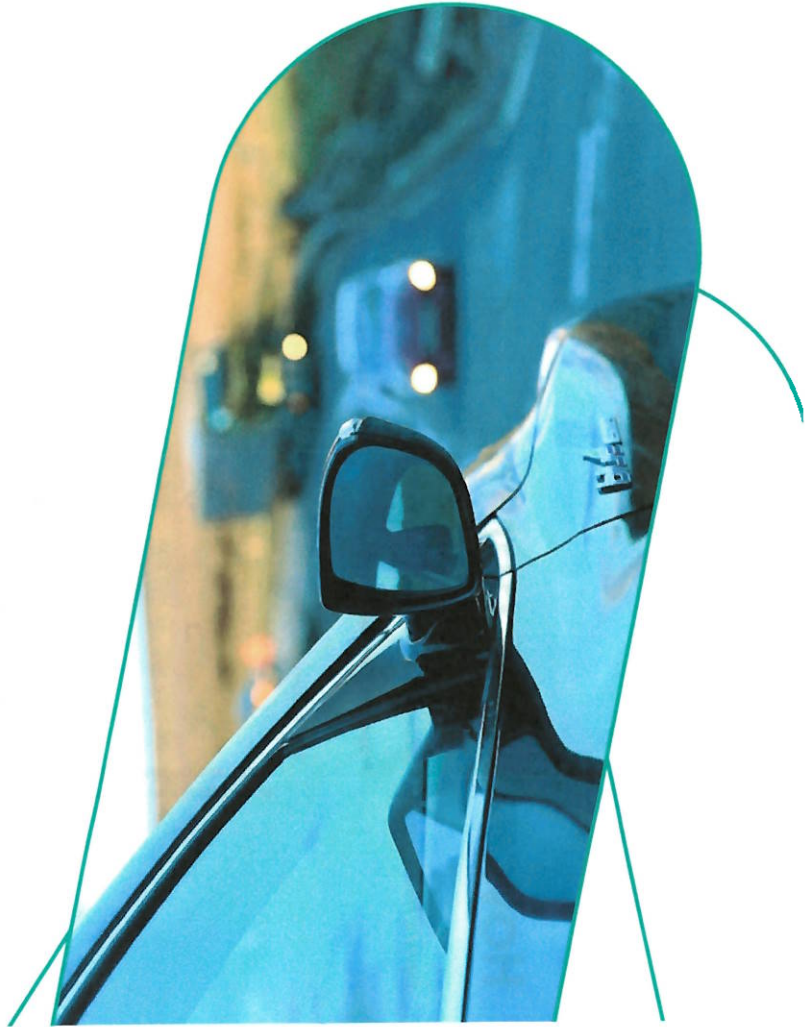
Proposed framework for project level carbon benchmarking



Estimating current and future emissions

Estimating current and future emissions is key to identifying the policy gap between baseline and decarbonisation trajectories. TIN's Northern Carbon Modelling Tool, NoCarb, was developed for this purpose, taking in historic demand fleet and emissions data as well as those associated with TIN's Future Travel Scenarios.

This chapter outlines the context and rationale behind TIN's Future Travel Scenarios, and how they have been used during our Decarbonisation Pathway work as a tool for exploring plausible futures for which emissions can be estimated. As the starting point for all four Future Travel Scenarios, the Chapter goes on to outline baseline emissions estimates for 2018, before presenting the unique emissions trajectory of each Future Travel Scenario.



Future Travel Scenarios

TIN's Future Travel Scenarios explore how trends in society, the economy and national policy could influence the level and distribution of travel demand in the future. By using a series of different Future Travel Scenarios, we aim to future-proof our decision-making as much as possible, making it resilient to wide-ranging and cross-sector uncertainties.

The Future Travel Scenarios represent factors* that are external to TIN's direct control, acting as 'reference cases' to test the performance of TIN strategies and policies against objectives. They form the starting point for TIN's Decarbonisation Pathways.

In each scenario, the level of national government ambition and support for decarbonisation in the North is different, as is the level of support from wider society and the level and distribution of travel demand¹.

Assessing the decarbonisation 'policy gap' - that is, the gap between each Future Travel Scenario's emissions trajectory and TIN's Decarbonisation Trajectory - will allow TIN to develop a resilient Decarbonisation Strategy that can adapt to different future circumstances. The policies and measures that are likely to bridge this policy gap are captured in TIN's Decarbonisation Pathways, which address the different levels of additional action required under each of TIN's four Future Travel Scenarios. This recognises that the same action applied in different scenarios will result in different levels of efficacy in terms of the emissions reductions required.

The Future Travel Scenarios were developed in partnership with Local Authority partners, national delivery partners and academic experts and informed by local strategies and priorities. The scenarios represent uncertainty across the following five external factors:

1. Growth in the population and economy;
2. Spatial planning policy and economic distribution;
3. National policy on environment and sustainability;
4. Technological change and advancement; and
5. Social and behavioural change.

The key elements of the scenarios can be summarised using the following set of 'what if' questions:

- **Scenario 1: Just About Managing** - What if society keeps developing broadly following existing trends? This scenario sees a gradual shift in lifestyles and travel, public and political behaviours do not alter, and we don't give up certain 'luxuries', leaving major developments and change to be shaped by market forces
- **Scenario 2: Prioritised Places** - What if society becomes focused on quality of life, place-making and community, rather than primarily economic growth? This scenario is led by a change in priorities, with its biggest driver being the push for a fairer redistribution of economic prosperity.
- **Scenario 3: Digitally Distributed** - What if Northern Powerhouse ambitions² are realised by using technology solutions to create connections and agglomeration across towns and cities? This scenario is led by technology and some policy influence, as we fully embrace technological change, work remotely, and use an accessible service-based transport system with connected and autonomous shared mobility options.
- **Scenario 4: Urban Zero Carbon** - What if society achieves Northern Powerhouse ambitions by using policy interventions to maximise energy efficient city growth and urban densification? This scenario is led by public and political attitudes to climate action and urban place-making, with the biggest drivers being strong Government policy, resulting in fast action on zero-emission transport systems and places, with integrated planning across energy, spatial and other sectors.

TIN's Future Travel Scenarios Report provides a comprehensive overview of the process undertaken to develop the new Future Travel Scenarios. It also delves into the contextual factors underlying each scenario and the expected implications on transport.

¹A list of travel-related development, policies and measures under each Future Travel Scenario can be found in the [Future Transport Measures and Solutions Annex](#).
²New national policy changes up to December 2020 are reflected within the Scenarios.
³As set out in the [Northern Powerhouse Industrial Economy Strategy](#).

Modelling carbon emissions in the North

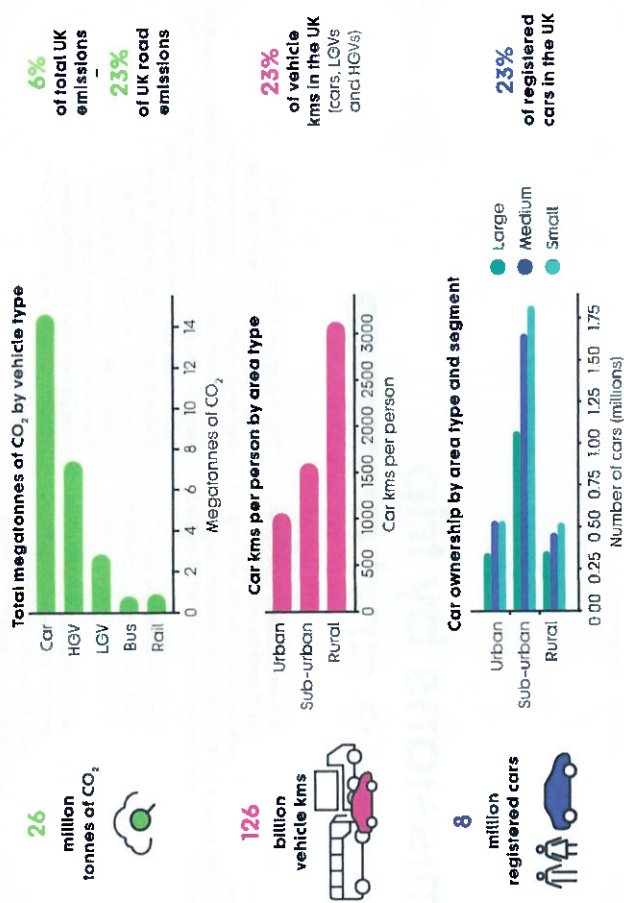
Over the past two years, TIN's Technical Assurance, Modelling and Economics (TAME) team has been developing and refining the Analytical Framework: a consistent set of data, modelling tools and appraisal approaches designed for TIN's programmes of transport strategy and business case development. TIN's NoCarb model forms part of the Analytical Framework and draws on other framework elements and data sources to estimate future vehicle emissions. These inputs relate to:

1. The composition of the vehicle fleet by size and fuel type;
2. The distribution of travel demand;
3. Emissions per kilometre travelled for each distinct type of vehicle

- Using these inputs, NoCarb carries out two core functions
1. Projecting the make-up of future fleets using sales scenarios; and
 2. Calculating emissions using fleet, emissions and demand inputs

The first step involves projecting the make-up of the vehicle fleet under each of TIN's Future Travel Scenarios, while the second step estimates emissions based on the composition of the fleet and distance travelled in a given year. Estimates of kilometres travelled by each vehicle type under each of the Future Travel Scenarios were produced using TIN's travel demand modelling tools. Further information on NoCarb and these travel demand modelling tools is provided in Annex B, available at www.transportforthenorth.com/about-us/nocarb/

Figure 7: Headline figures related to surface transport emissions in the North in 2018



Baseline emissions in the North

Figure 7 provides headline figures related to baseline surface transport emissions in the North. At 26 mega-tonnes of CO₂, surface transport emissions in the North represent nearly one quarter of UK road emissions and 6% of total UK emissions. Over half of those emissions were generated by cars, with HGVs and vans producing 28% and 11% of surface transport emissions respectively. Bus and rail, on the other hand, represent just 5% of emissions

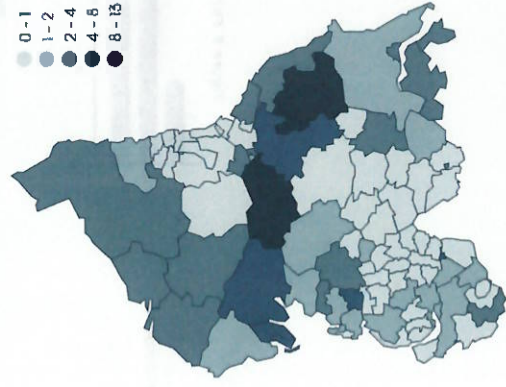
A total of 126 billion kilometres were travelled in the North in 2018, representing 23% of vehicle kilometres travelled in the UK. The majority of the North's travel was through sub-urban areas, though distance per head was much higher for those in rural areas

The North had 8 million registered cars in 2018. Large and SUV cars, which typically have higher emissions intensity, made up nearly one quarter of those cars and just under one third of new car sales in that year. This reflects a national trend over the last two decades, which has seen a gradual increase in the purchase of larger cars

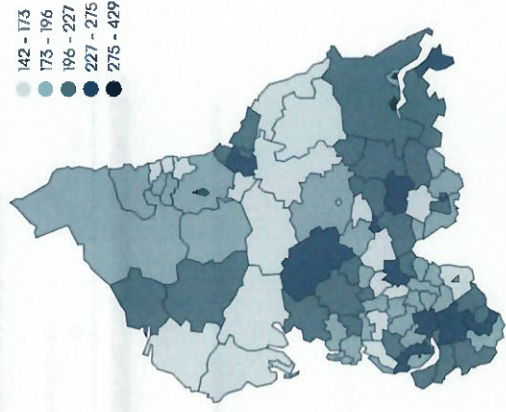
Urban areas typically showed lower CO₂ intensity and emissions per head of population than rural areas. However, there was some variation within area types, with coastal areas having slightly more fuel-efficient cars

70% of emissions in the North were on the Major and Strategic Road networks, indicating that a high proportion of emissions from private road vehicles is generated by longer distance regional-level trips

CO₂ Emissions (tonnes) per head of population



Emissions Intensity (gCO₂/km)



Emissions by trip purpose and distance

The next two sections show how emissions vary by travel and traveller type in the North of England at a regional level. We have used disaggregate trip data from the National Travel Survey to carry out this illustrative analysis, as some of the parameters are not currently included within NoCarb.

The majority of car emissions in the North related to non-employment related travel, with 67% generated by other travel, 24% by commuting and the remaining 9% by business travel.

Through an increase in remote working and social distancing measures, the pandemic has demonstrated the potential for car emissions to be reduced across trip purposes. In the short-term, as we wait for a greater proportion of the vehicle fleet to be replaced by zero-emissions vehicles, reducing car travel will play a vital role in meeting decarbonisation targets¹.

Three-quarters of car trips in the North were under 5 kilometres, and just under 90% under 10 kilometres. Given their short distance, a notable proportion of these trips could be switched to walking, cycling, e-bikes, or public transport. Medium and long-distance trips, on the other hand, made up the majority of car emissions, with trips over 10 kilometres generating 54% of car emissions. Trips over 50 kilometres, while only representing 1% of car trips, were responsible for 14% of emissions. The difficulty of shifting these trips to cleaner modes demonstrates the importance of decarbonising the vehicle fleet in order to meet decarbonisation targets in the medium and long-term.

Figure 8: Megatonnes of CO₂ in the North by road network: local roads, the Major Road Network (MRN), the Strategic Road Network (SRN) and all of them combined

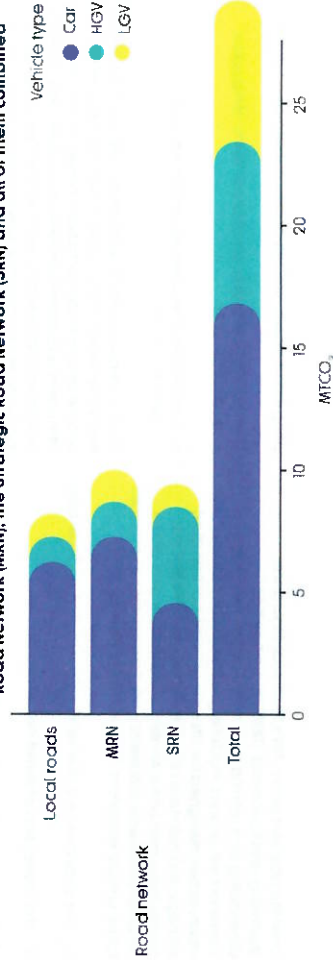


Figure 9: Percentage of car emissions in the North by trip purpose

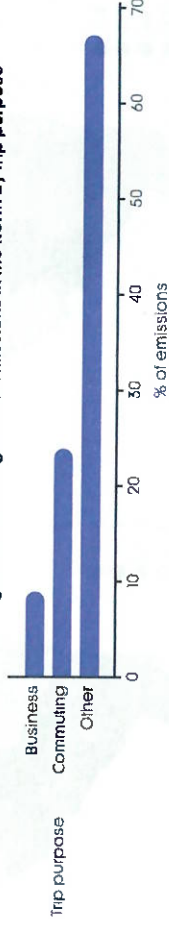


Figure 10: Percentage of car trips by distance

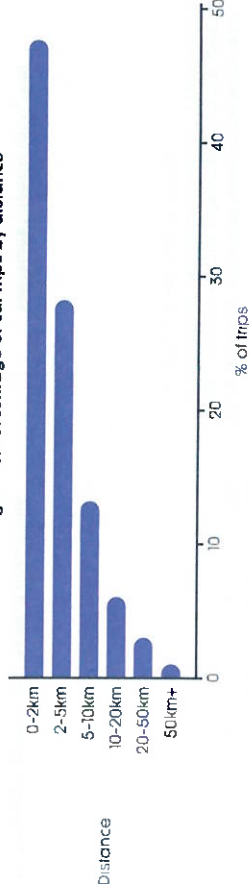
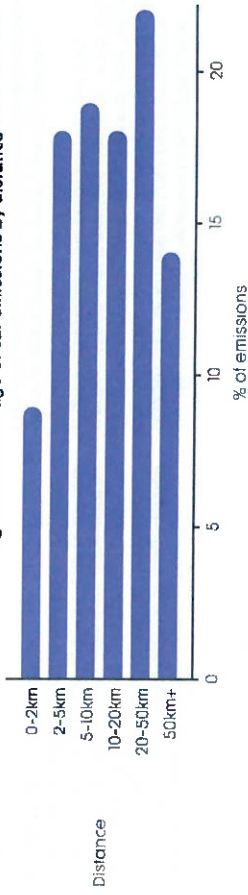


Figure 11: Percentage of car emissions by distance



¹The CCC estimates that 36% of mitigation will come from 'demand reduction', which includes mode-shift in the period to 2025.

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Decarbonisation Strategy - draft for consultation

Distributional impacts

Distribution of emissions by employment group²⁸

Different sections of the community produce varying rates of emissions. Our analysis²⁹ suggests that individuals in managerial and professional occupations produced the highest car and van emissions per capita out of all employment groups (Figure 12), representing around half of car and van emissions in 2018. Alternatively, non-working individuals produced the lowest car and van emissions per capita (representing less than 2% of total emissions in 2018).

Individuals in managerial and professional occupations were similarly responsible for the majority of rail emissions, making up over 60% of the total distance travelled by rail.

With the lowest total emissions of all modes, bus travel was slightly skewed towards those in routine and manual occupations and unclassified individuals (representing 38% and 15% of bus emissions respectively). Individuals in managerial and professional occupations, on the other hand, represented just 22% of bus emissions in 2018. These figures align with evidence that lower income groups are more likely to use buses than those on higher incomes, as the cost of bus travel is lower than trains and cars³⁰. This highlights that, to effectively reduce surface transport emissions, proportionately greater focus will be needed on transport decarbonisation measures that are likely to affect higher-income groups.

Figure 12: Tonnes of CO₂ per capita by employment group

Employment Group	CO ₂ (tonnes) per capita
Managerial and professional occupations	1.5
Intermediate occupations and small employers	1.1
Routine and manual occupations	0.8
Never worked and long-term unemployed	0.4
Not classified (including students)	0.3

²⁸These employment groups relate to the Office for National Statistics' [Socio-economic categories \(SOC-SEC\)](#).
²⁹The analysis was derived from the National Travel Survey 2017, filtered to only include trips that took place in the North. The share of emissions was assumed to be equivalent to the share of car, van and tax licenced travel by each group. For the purpose of the analysis, it was not possible to isolate unique trips, so there may be some instances where trips were counted more than once (i.e. where people from the same household travelled together). Looking exclusively at trips undertaken by car, van or driver (or for passengers over 15 years old), the trends explained in the section are even more extreme. For example, the share of emissions increases from 50% to 54% for individuals in managerial and professional occupations and increases from 32% to 40% for men. The share of car and van emissions does not reflect the type or age of vehicles, meaning that newer, lower-emitting cars may slightly offset some of the emissions by higher-income groups.

³⁰ONS, [Widdows et al. \(2016\) p. 10](#), [ONS, Widdows et al. \(2016\) p. 10](#), [ONS, Widdows et al. \(2016\) p. 10](#), [ONS, Widdows et al. \(2016\) p. 10](#).

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Decarbonisation Strategy - draft for consultation

Distribution of emissions by gender

Responsible for 52% of car and van travel in the North, men produced slightly higher car and van emissions per capita than women (Figure 13). This is equivalent to the gender split of drivers, with 52% of trips recorded as having a man as the main driver. Trips taken by men also had slightly lower car occupancies, with an average of 1.93 people in a car or van compared to 2 for women.

Men represent just over half of rail emissions, making up 56% of rail travel in the North. The opposite is true for bus travel, with 56% of bus emissions produced by women.

Figure 13: Tonnes of CO₂ per capita by gender

Gender	CO ₂ (tonnes) per capita
Men	1.1
Women	0.9

Distributional impacts

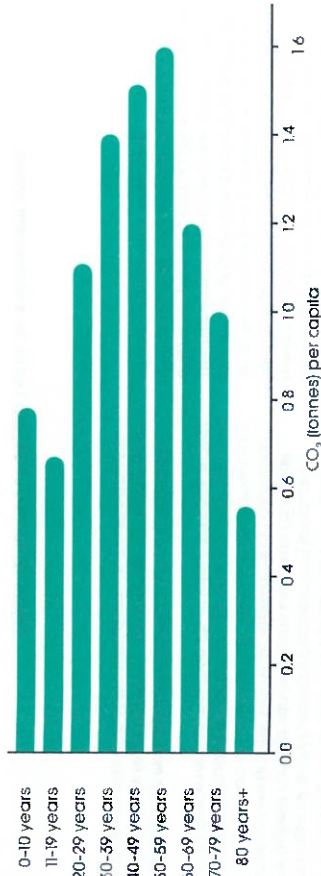
Distribution of emissions by age

Over 50% of car and van emissions and 60% of rail emissions, were produced by people aged 30–60 years old. Covering most of the working age population, this likely reflects more commuting, business and escort¹⁵ trips.

50–60 year-olds had the highest share of car and van emissions per capita out of all age groups (Figure 14), while teenagers and people over 80 had the lowest per capita emissions.

Bus travel was weighted more towards groups outside of the typical working age. 11–19 year-olds represented the highest share of bus emissions at 22%, and 60–69 and 70–79 year-olds together represented 29% of bus emissions

Figure 14: Tonnes of CO₂ per capita by age group¹⁵



¹⁵Such as driving children to school or other activities. Emissions have been assigned to passengers as well as drivers.

What this means for decarbonisation

While this section provides a high-level overview of how emissions can vary across groups, it is not an exhaustive list, nor does it capture the complex relationships between income, gender, age, disability, location (to name a few) and carbon consumption. For example, research suggests that low-income individuals in rural areas experience the worst effects of transport poverty, with high transport costs and low public transport access¹⁶. Nevertheless, emissions intensity and emissions per head is often higher in rural

areas compared to urban and sub-urban areas. This means that these individuals could be disproportionately disadvantaged by targeted decarbonisation measures, such as emissions-based fees for road-use charging.

Considering the impact of decarbonisation methods on different groups is critical to ensuring that the gap between disadvantaged and privileged groups is narrowed rather than widened. This is discussed further in Chapter 5.



Future emissions estimates

Scenario 1: Just About Managing

Under Just About Managing, economic growth continues at a moderate rate and is largely market-driven, consumption-led and unequal (both geographically and socially). While there is global climate change awareness, as people become more conscious of regular disasters, the policies introduced under this scenario are not radical enough to meet the UK carbon budgets and the net-zero target of 2050.

The main consequence of this scenario is that highway networks become increasingly congested, and public transport levels remain similar to today. This is also reflected at the global scale, meaning that extreme weather events become more common in the UK, leading to frequent disruption to transport networks.

Mode	Demand growth ^a 2018-2050	CO ₂ emissions in 2030 (mega-tonnes)	CO ₂ emissions in 2050 (mega-tonnes)
Car	28%	10.9	0.0
Van	47%	1.7	0.0
HGV	6%	8.0	7.0
Rail	85%	0.6	0.4
Bus and shared mobility	-3%	0.3	0.0
Active travel	4%	0.0	0.0

What if society continues to develop in line with existing trends?

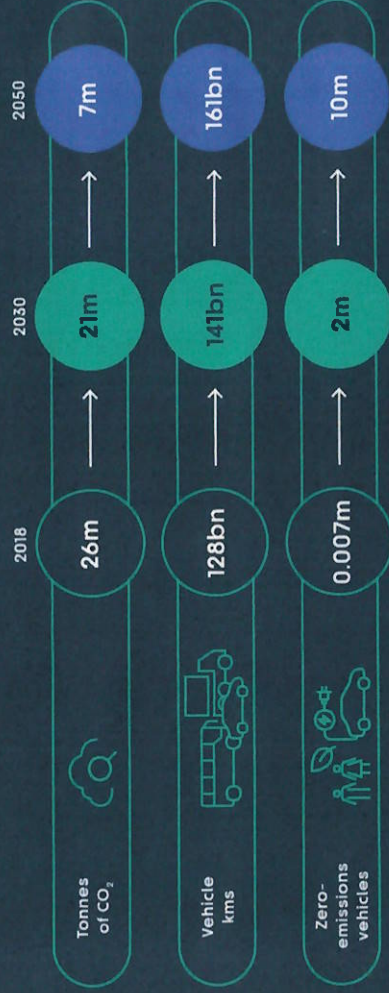
- Existing trend of urbanisation and growth distribution continues. Little change in demographics and from travel behaviour seen today.
- No translocation in level of economic growth. Reactive political direction results in a rigid economy, lacking agility and vulnerable to economic shocks.
- Net Zero 2050 target not met - climate change and travel disruption becomes more extreme.
- Technology uptake driven by existing policy. Electric Vehicle (EV) uptake at slowest rate of all four scenarios and some autonomy in the fleet. Continuation of shared transit and public transport use as seen pre-2020.
- Continued trends of active travel, with increases experienced during 2020, although any further step-change increase would require a continued and committed impetus.
- Moderate growth in remote working. Continuation of freight transportation as seen today.

Area type	Population in 2050 (millions)	Vehicle kilometres in 2050 (billions)	CO ₂ emissions in 2050 (mega-tonnes)
Urban	3.9	219	0.8
Sub-urban	9.8	90.0	4.8
Rural	2.3	49.0	1.5

Increases in car and van demand are largely offset by a growing share of zero-emissions vehicles. However, due to the higher costs associated with zero-emissions HGVs, most continue to be run on diesel. This makes up almost all residual emissions in 2050, which stand at just under 25% of 2018 levels.

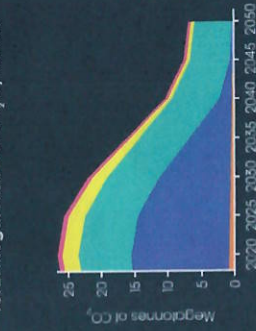
Vehicle type	Fuel type	Share
Car	BEV	99%
Car	PHEV	1%
Van	BEV	98%
Van	PHEV	2%
HGV	BEV	27%
HGV	Diesel	73%

^aDue to differences in modelling, demand growth for cars, vans and HGVs was measured as a growth in total vehicle kilometres travelled while bus and active travel was measured as a growth in the number of trips.



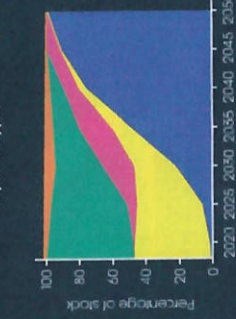
Mode breakdown

Total megatonnes of CO₂ by mode



Fuel breakdown

Share of car and van fleet by fuel type

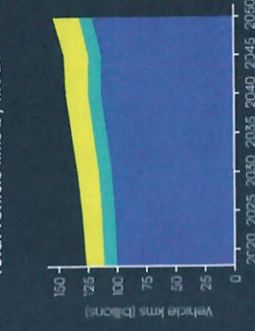


Area breakdown

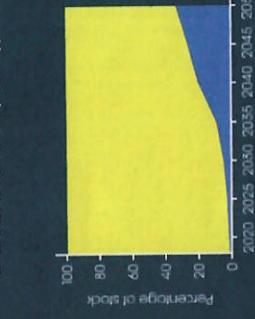
CO₂ emissions (tonnes) per head of population: 2030



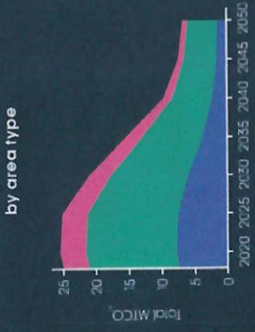
Total vehicle kms by mode



Share of HGV fleet by fuel type



Total megatonnes of CO₂ by area type



Future emissions estimates

Scenario 2: Prioritised Places

Prioritised Places sees a focus on work-life balance and social equity within and between places. This involves a shift in the UK's political and economic direction to ensure that no place is left behind. Every area, including cities, towns and rural and coastal areas, has a bespoke local economic strategy, supported by investment in local assets and economic and social infrastructure. This scenario is led by zero-emission transport network before 2050.

Mode	Demand growth 2018-2050	CO ₂ emissions in 2030 (mega-tonnes)	CO ₂ emissions in 2050 (mega-tonnes)
Car	30%	10.0	0.0
Van	47%	1.6	0.0
HGV	1%	7.6	6.7
Rail	122%	0.6	0.4
Bus and shared mobility	17%	0.3	0.0
Active travel	13%	0.0	0.0

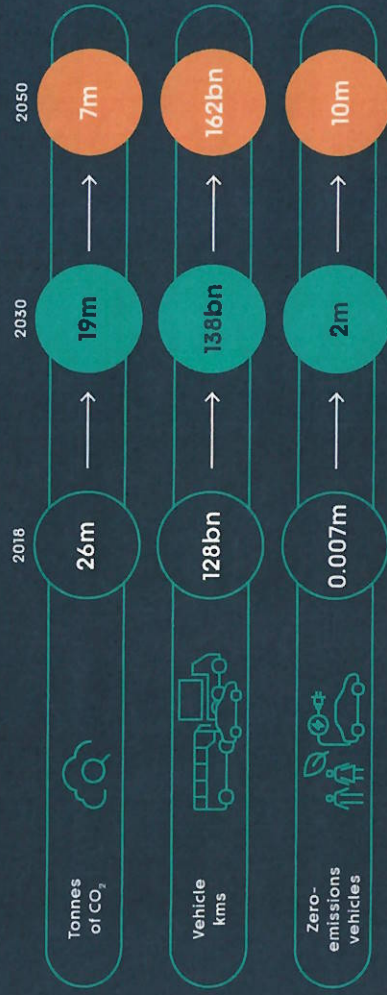
What if society becomes more focused on place, place-making and community than growth or connectivity?

- Bespoke local strategies, focusing on quality of life, place-making and community, rather than primarily economic growth. Slower growth in cities, more in towns and rural/coastal areas
- No transformation in level of economic growth, but society is more equitable and there is a fairer distribution of prosperity across the region
- Moderate growth in electric vehicles and some autonomy, especially in cities. Realisation of benefits for vulnerable groups, people with disabilities and extending Autonomous Vehicle (AV) networks to more isolated areas
- More active and public transport within communities. People value face-to-face interaction
- Focus on work-life balance and social equity within and between places.

Area type	Population in 2050 (millions)	Vehicle kilometres in 2050 (billions)	CO ₂ emissions in 2050 (mega-tonnes)
Urban	3.8	20.7	0.7
Sub-urban	9.6	87.8	4.5
Rural	2.7	53.4	1.4

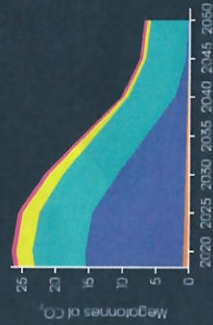
Similar to Just About Managing, increases in car and van demand are largely offset by a growing share of zero-emissions vehicles. Most HGVs also continue to run on diesel, though only a marginal increase in demand means that the emissions are slightly lower than in a Just About Managing scenario.

Vehicle type	Fuel type	Share
Car	BEV	99%
Car	PHEV	1%
Van	BEV	99%
Van	PHEV	1%
HGV	BEV	27%
HGV	Diesel	73%



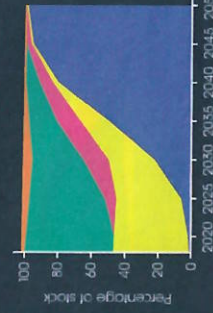
Mode breakdown

Total megatonnes of CO₂ by mode



Fuel breakdown

Share of car and van fleet by fuel type



Area breakdown

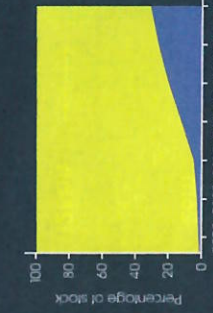
CO₂ emissions (tonnes) per head of population: 2030



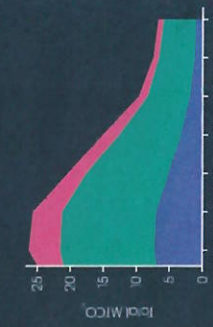
Total vehicle kms by mode



Share of HGV fleet by fuel type



Total megatonnes of CO₂ by area type



Future emissions estimates

Scenario 3: Digitally Distributed

This scenario sees a future where digital and technological advances accelerate, transforming how we work, travel and live. In general, we embrace these technological changes and the move towards a distributed, service-based transport system, with the biggest drivers being technical advances and a willingness to embrace mobility-as-a-service and shared mobility.

Long-term climate change targets are nearly met, but there is slow progress in the short-term due to a general preference for individualised mobility over traditional public transport.

Mode	Demand growth 2018-2050	CO ₂ emissions in 2030 (mega-tonnes)	CO ₂ emissions in 2050 (mega-tonnes)
Car	44%	9.6	0.0
Van	74%	1.6	0.0
HGV	4%	7.9	1.2
Rail	78%	0.6	0.0
Bus and shared mobility	11%	0.3	0.0
Active travel	6%	0.0	0.0

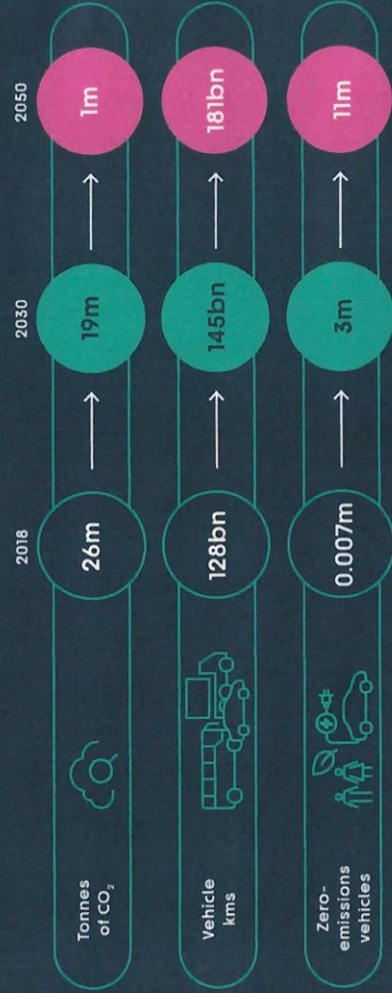
What if society achieves Northern Powerhouse Independent Economic Review (NPIER) outcomes by using technological solutions to create connection and agglomeration across towns and cities?

- Growth dispersed between cities and towns and less city-centric.
- High uptake of EV, Ultra Low Emissions Vehicles (ULEVs), Zero Emissions Vehicles (ZEVs) and driverless vehicles results in near-zero emissions in 2050 (but slow progress in the short-term). Some fiscal and regulatory action to influence technology use, but congestion persists in places due to availability of transport options. Increased digital remote working and dispersed employment means trip lengths are longer but less often.
- Freight warehousing, distribution and logistics centres are distributed.
- Transformational economic growth as towns and cities see polycentric agglomeration and become more interdependent, due to better skills-matching within geographical areas.

Area type	Population in 2050 (millions)	Vehicle kilometres in 2050 (billions)	CO ₂ emissions in 2050 (mega-tonnes)
Urban	4.0	24.4	0.1
Sub-urban	10.6	101.4	0.8
Rural	2.6	54.9	0.3

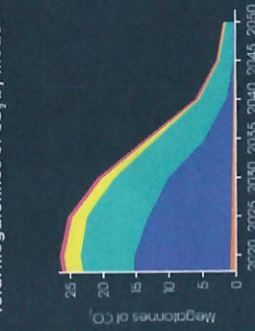
Similar to Just About Managing and Prioritised Places, emissions in 2050 show slow progress in reducing emissions. However, with over 85% of HGVs running on hydrogen or battery electric fuel cells in 2050, this scenario sees the benefits of decarbonising HGVs earlier, leaving just over 1 MTCO₂ of residual emissions in 2050.

Vehicle type	Fuel type	Share
Car	BEV	100%
Van	BEV	100%
HGV	BEV	38%
HGV	Diesel	14%
HGV	Hydrogen	47%



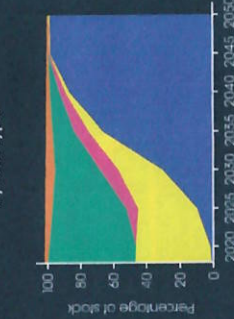
Mode breakdown

Total megatonnes of CO₂ by mode



Fuel breakdown

Share of car and van fleet by fuel type

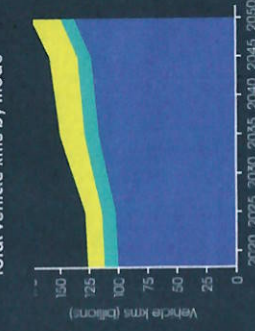


Area breakdown

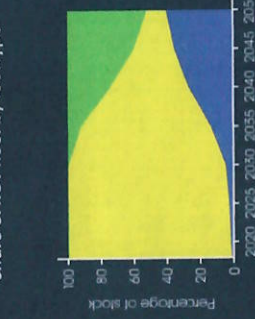
CO₂ emissions (tonnes) per head of population: 2030



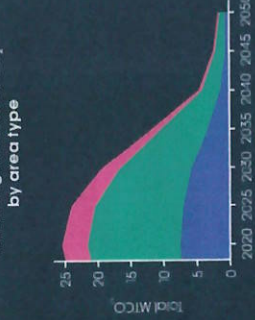
Total vehicle kms by mode



Share of HGV fleet by fuel type



Total megatonnes of CO₂ by area type



Future emissions estimates

Scenario 4: Urban Zero Carbon

This scenario sees a significant shift in public attitudes towards action on climate change, and a strong government response to meet it. Transport and energy planning and systems are adapted and integrated to deliver effective clean networks. Almost all road transport is powered by electric drivetrains ahead of 2050, with an increasing supply of low-carbon hydrogen available for some vehicles.

This scenario is led by attitudes to climate action and urban placemaking, with the biggest drivers being strong government policy and urban densification.

Mode	Demand growth 2018-2050	CO ₂ emissions in 2030 (mega-tonnes)	CO ₂ emissions in 2050 (mega-tonnes)
Car	10%	71	0.0
Van	50%	12	0.0
HGV	-3%	7.6	1.1
Rail	193%	0.6	0.0
Bus and shared mobility	21%	0.3	0.0
Active travel	30%	0.0	0.0

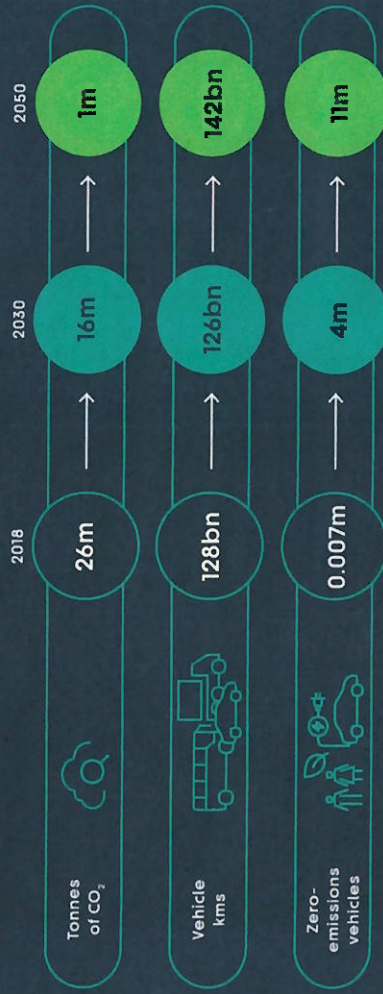
What if society achieves NPIER outcomes by using policy intervention to maximise energy-efficient city growth?

- Cities and large towns become more dense but attractive places to live. Large rural settlements may benefit, others will see reduction in population and employment without support of national policy
- Transformational economic growth primarily through urban agglomeration and place-making
- Strong fiscal and regulatory action set us on a pathway to near-zero carbon before 2050. Increased devolution leads to integrated transport and energy systems which deliver clean networks
- Urban living reduces remote working and increases urban freight consolidation centres
- Increased public and active transport, including shared mobility, as public and private travel becomes blurred
- All new vehicles have a high level of autonomy, but are not fully autonomous by 2050. Shared AVs are well integrated into urban transport systems to complement public transport, but this doesn't extend to rural areas or small towns. Opportunities are not available to all, both geographically and due to attitudes and abilities with technology, sharing and data use

Area type	Population in 2050 (millions)	Vehicle kilometres in 2050 (billions)	CO ₂ emissions in 2050 (mega-tonnes)
Urban	4.9	20.6	0.1
Sub-urban	10.0	78.8	0.8
Rural	2.3	42.4	0.2

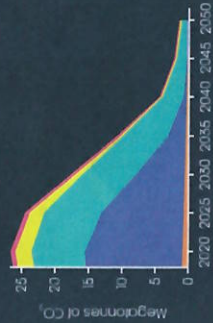
This scenario sees increased demand across public transport and active modes, with a decrease in HGV demand. Consequently, it sees the lowest residual emissions (attributed to a small number of diesel HGVs) out of all scenarios in 2050 at just over 1 Mt CO₂.

Vehicle type	Fuel type	Share
Car	BEV	100%
Van	BEV	100%
HGV	BEV	58%
HGV	Diesel	14%
HGV	Hydrogen	47%



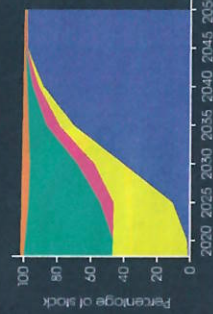
Mode breakdown

Total megatonnes of CO₂ by mode



Fuel breakdown

Share of car and van fleet by fuel type



Area breakdown

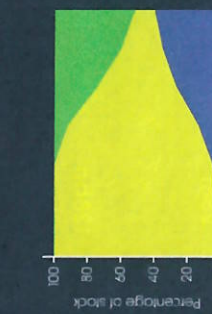
CO₂ emissions (tonnes) per head of population, 2030



Total vehicle kms by mode



Share of HGV fleet by fuel type



Total megatonnes of CO₂ by area type



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Decarbonisation Strategy - draft for consultation

Future Travel Scenarios compared

Just About Managing sees the highest emissions overall as public transport use and active travel remains largely unchanged from today's levels and there is a slower uptake of zero-emissions cars and vans in the short-term and HGVs in the long-term. Prioritised Places sees slightly more ambitious emissions reductions in the short-term compared to Just About Managing through an emphasis on localised activity and use of public transport, though a failure to sufficiently embrace technology sees a high proportion of diesel-run HGVs and similar emissions to Just About Managing in 2050.

With high-density living, a rapid uptake of zero-emission vehicles and strong government action on climate change, Urban Zero Carbon sees the lowest emissions in all years and is near-zero by 2050. Digitally Distributed sees slower progress in the short-term due to more dispersed growth, slightly slower uptake of zero-emission vehicles and a preference for individualised transport.

Residual emissions in 2050 across all scenarios are due to diesel-run HGVs, reflecting the critical challenge of embracing alternative technologies for these vehicles.

In 2030, emissions are likely to continue to vary significantly across different parts of the region, although progress is made in reducing emissions across all area types.

Year	Just About Managing	Prioritised Places	Digitally Distributed	Urban Zero Carbon
2020	25	25	25	25
2025	20	20	20	20
2030	15	15	15	15
2035	10	10	10	10
2040	5	5	5	5
2045	2	2	2	2
2050	1	1	1	1

Figure 15: Total emissions in each scenario

Figure 16: CO₂ emissions per person (tonnes) in 2030 under each Future Travel Scenario, broken down by TIN's geographic zones

Scenario 1: Just About Managing

Scenario 2: Prioritised Places

Scenario 3: Digitally Distributed

Scenario 4: Urban Zero Carbon

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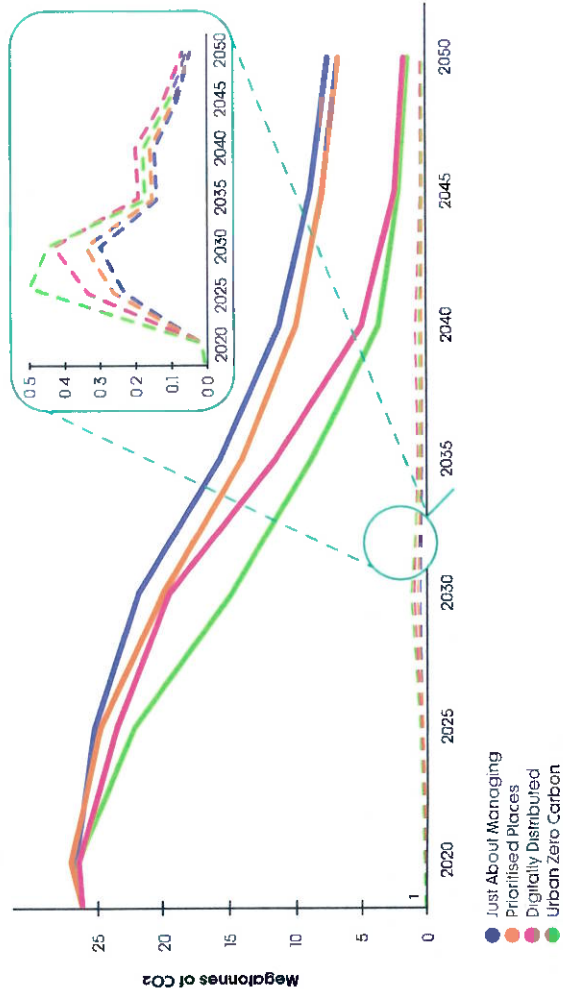
Decarbonisation Strategy - draft for consultation

Indirect emissions

As the vehicle fleet transitions to electric propulsion there will be an increasing demand for electricity. Using the electricity carbon intensity assumptions from the CCC's Balanced scenario, we have carried out high-level analysis of how electric vehicle use under each scenario will affect indirect emissions associated with increased electricity demand¹⁰. As Figure 17 shows, the emissions are very low compared to surface transport emissions

Due to higher carbon intensity associated with electricity and a rapid uptake of zero-emission and plug-in hybrid electric vehicles in the short-term, Urban Zero Carbon and Digitally Distributed show the highest indirect emissions in 2028 and 2030. However, as electricity is increasingly produced by more renewable sources, indirect emissions slowly decrease from 2030 to be close to zero by 2050

Figure 17: Tailpipe and electricity grid emissions in each scenario



¹⁰For this simple, illustrative calculation we have replaced all hydrogen fuelled HGVs in our modelling with battery electric HGVs



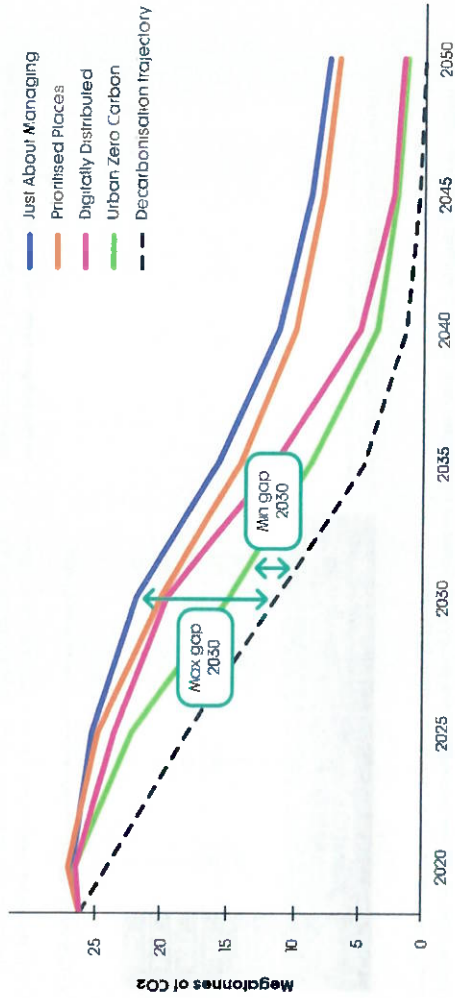
Decarbonisation Pathways

Chapter 2 set out TfN's Decarbonisation Trajectory and Chapter 3 introduced the Future Travel Scenarios, which show varying levels of progress towards that trajectory as a result of background trends and the different plausible policy approaches that national government might take. In this chapter we examine the policy gap that could exist between these baseline scenarios and TfN's Decarbonisation Trajectory, and establish the broad

Decarbonisation Pathways that TfN and partners could seek to follow to close the gap in the coming decades.

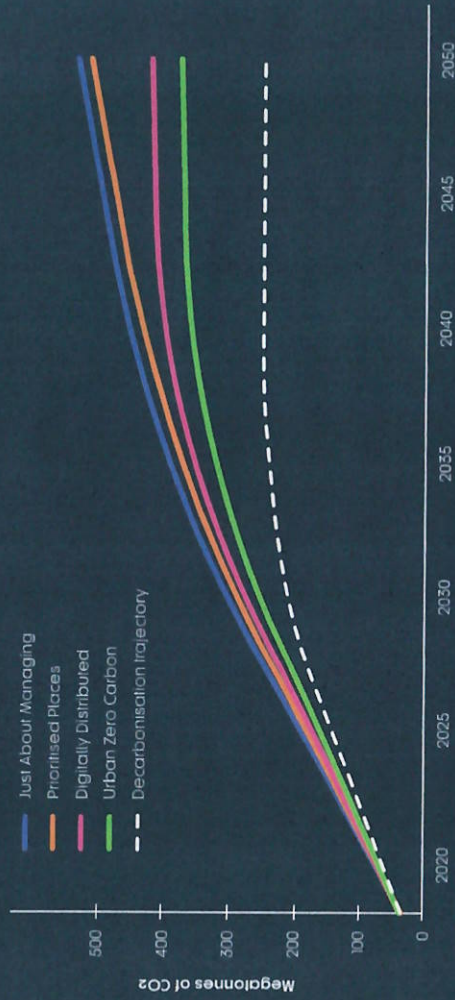
Figure 18 shows the Decarbonisation Trajectory alongside the four baseline trajectories, with our estimated minimum and maximum scale of the policy gap in 2030 shown as an example

Figure 18: Total emissions under each Future Travel Scenario compared to the Decarbonisation Trajectory, demonstrating the policy gap that needs to be filled



The Decarbonisation Trajectory sets a total carbon budget of 306 mega-tonnes of CO₂ from 2018 to 2050. All scenarios exceed this budget from 2030, despite Urban Zero Carbon and Digitally Distributed achieving close-to-zero emissions by 2050. This demonstrates the importance of rapidly reducing emissions in both the short and long term.

Figure 19: Cumulative emissions under each Future Travel Scenario compared to the Decarbonisation Trajectory



Decarbonisation Pathways

Table 1: The absolute and cumulative policy gap between the highest and lowest polluting scenarios when compared against the Decarbonisation Trajectory

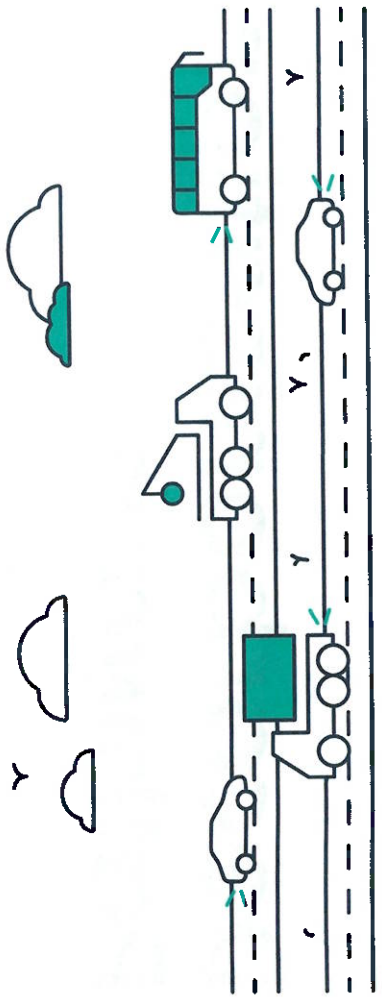
Year	Absolute gap (mega-tonnes CO ₂)		Cumulative gap (mega-tonnes of CO ₂)	
	Max	Min	Max	Min
2025	7	6	32	26
2030	10	5	75	53
2035	10	4	124	75
2040	9	3	169	90
2045	8	2	209	100
2050	7	1	246	107

Table 1 shows how the policy gap varies in millions of years, both in absolute terms and cumulatively

A number of key messages can be drawn from this table:

→ **In the short term**, there is a large absolute policy gap across all four scenarios, which ultimately exhausts the entire carbon budget from 2030. It will be challenging to bridge this gap with policies that take time to have an effect, such as vehicle fleet policies that only tend to affect new vehicles, or infrastructure that takes time to plan and construct. Demand-management and mode-shift policies that can be implemented quickly will be key

→ **In the longer term**, recent policy announcements have significantly reduced the uncertainty around emissions from light duty vehicles, meaning the absolute policy gap could be relatively small in some scenarios. However, significant uncertainty remains in relation to larger HGV emissions, with a requirement to find a zero-emission solution that can start to be rolled out during the 2030s



Binding the gap will involve a combination of policies and regulations that target vehicle sales, mode-shift, demand reduction and improved fuel efficiency. As a first step in assessing how the gap can be closed, we have established some broad-brush 'rules of thumb' on the scale of change needed in the vehicle fleet and in road transport demand – we refer to these as our Decarbonisation Pathways. In Chapter 5, we set out a more detailed analysis of the policies that might be needed to achieve the required scale of change. This policy analysis forms the building blocks of our Decarbonisation Strategy.

Each of the Future Travel Scenarios reflect the Government's phase out of date for the sale of new petrol and diesel vehicles from 2030 and new hybrid vehicles by 2035, though the timing and potential for decarbonisation of HGVs is still largely uncertain. While the 2030 phase out is a significant reform, rapidly increasing zero-emissions vehicle sales and shifting towards smaller, less polluting vehicles sales in the period to 2025 will be crucial and further policy commitment will likely be needed²⁹.

In addition to a change in fleet composition, policies that shift demand to active and public transport modes, reduce demand overall and improve fuel efficiency will be necessary in both the short and long-term. These policies are especially important in the short-term as fleet composition changes and infrastructure developments take time to implement.

²⁹ In line with CCC analysis (with Carbon Budget), vehicle efficiency improvements (as defined by planned EU/UK new vehicle regulations) have been reflected in all Future Travel Scenarios.

Decarbonisation Pathways

Table 2. Scale of change required (relative to a given year) to reduce emissions in line with the Decarbonisation Trajectory

	2025	2030	2035	2040	2045	
Zero-emissions share of sales ¹	Cars	55%	100%	100%	100%	
	Vans	40%	100%	100%	100%	
	HGVs	26%	44%	95%	100%	100%
BEV high mileage CO ₂ reduction ²	20%	20%	20%	20%	20%	
Public transport CO ₂ reduction on baseline	Bus	15%	40%	70%	90%	100%
	Rail	0%	25%	75%	100%	100%
Reduction in distance travelled relative to baseline growth	Cars	1-4%	3-14%	3-14%	3-14%	3-14%
	Vans ³	5%	10%	10%	10%	10%
	HGVs	3-5%	11-15%	6-15%	6-15%	6-15%
Conventional vehicle efficiency CO ₂ reduction ⁴	Cars and vans	3.6%	3.6%	3.6%	3.6%	3.6%
	Artic HGVs	22%	22%	22%	22%	22%
	Rigid HGVs	13%	13%	13%	13%	13%
Share of car sales	27%	22%	17%	10%	10%	

Table 2 outlines the broad pathways to bridge the policy gap in all Future Travel Scenarios. The measures demonstrate the significant scale of change required in both the short and long-term, requiring over half of car sales and 40% of van sales, to be zero-emissions in the next four years. This also requires a reversal of recent trends favouring the purchase of larger cars – from 32% of car sales in 2018 to 20% in 2025, and 10% from 2030⁵. A rapid transition of high mileage vehicles, such as taxis and company cars to battery electric (accounted for in Table 2 within the BEV high mileage CO₂ reduction² category) will be needed, along with an ambitious transition of bus and rail to zero-emission technologies.

¹ Apart from public transport CO₂ reductions, all of the measures outlined in the table are relative to the baseline in a given year (i.e. they are not cumulative or related to 2018). For example, increasing the zero-emissions share of sales from 20% in 2025 to 100% in 2040 means that 80% of the total car sales in 2040 must be zero-emissions.

² We express this as a reduction in CO₂ – in this case, an additional 20% reduction in emissions from cars.

³ The next stage of analysis will consider scenario-specific variation in van demand. However, it is worth noting that van emissions are notably smaller than cars and HGVs, meaning that a variation in van reduction across scenarios would have a small effect on overall emissions.

⁴ Relative to the baseline in a given year. The measures that the efficiency measures will have a decreasing effect on absolute emissions as the fleet transitions to ZEV vehicles.

⁵ The measures outlined in the table are relative to the baseline in a given year (i.e. they are not cumulative or related to 2018). For example, increasing the zero-emissions share of sales from 20% in 2025 to 100% in 2040 means that 80% of the total car sales in 2040 must be zero-emissions.

⁶ As the fleet transitions to zero-emissions vehicles, it is assumed that the rate of fleet turnover will be unchanged. This will be supported by increasing price parity of zero-emissions vehicles (lower operating costs, improved zero-emissions charging infrastructure and other measures to encourage ownership) and operating a conventional vehicle

As we wait for zero-emissions vehicles to make up a larger proportion of the vehicle fleet, car demand (i.e. the total vehicle kilometres projected to be travelled in a given year) will need to be reduced by 1% to 4% in 2025⁶⁷ and 3% to 14% in 2030⁶⁸ to bridge the residual emissions gap. Van and HGV demand reduction will also be required, achieved through a combination of operational and logistics efficiencies and freight mode-shift where possible. Finally, improving the fuel-efficiency of conventional vehicles is an essential component to emissions reductions. Recent evidence from the Climate Change Committee suggests that eco-driver training and enforcement of 70mph speed limits could improve conventional car efficiency by 3.6%, and that improved aero-dynamic designs and drag reduction, in combination with driver training, could improve artic and rigid HGV efficiency by 22% and 13% respectively. To support rapid emissions reduction in the short-term, the maximum improvement in conventional vehicle efficiency will be required by 2025.

The scale of change identified in this section is indicative of the difficulty of the decarbonisation challenge which is faced everywhere. The changes shown here are not policies set in stone but show that rapid action will be required across mode-shift, technological change and demand reduction on a significant scale.



⁶⁷ This would bring 2025 demand to around a 4%-5% increase on total vehicle kilometres travelled in 2018.

⁶⁸ This would bring 2030 demand to anywhere between -5% and +1% of 2018 levels.

Policy analysis

Within the previous chapters, we have:

1. Introduced our four Future Travel Scenarios
2. Explained how they have been used to estimate future emissions (our baseline trajectories);
3. Identified the difference between future emissions under each scenario and those that would be required under our Decarbonisation Trajectory (known as the Policy Gap).
4. Identified the broad-brush level of policy commitment required (our Decarbonisation Pathways) to bridge those Policy Gaps and achieve our Decarbonisation Trajectory.

This chapter provides further detail about the measures required to deliver on these policy commitments and the relevant roles and responsibilities of government, our Partners and TfM in implementing them. The measures are grouped into the following themes:

1. Zero Emission Vehicles (ZEVs)
2. Demand Management
3. Improvements to conventional vehicle efficiency

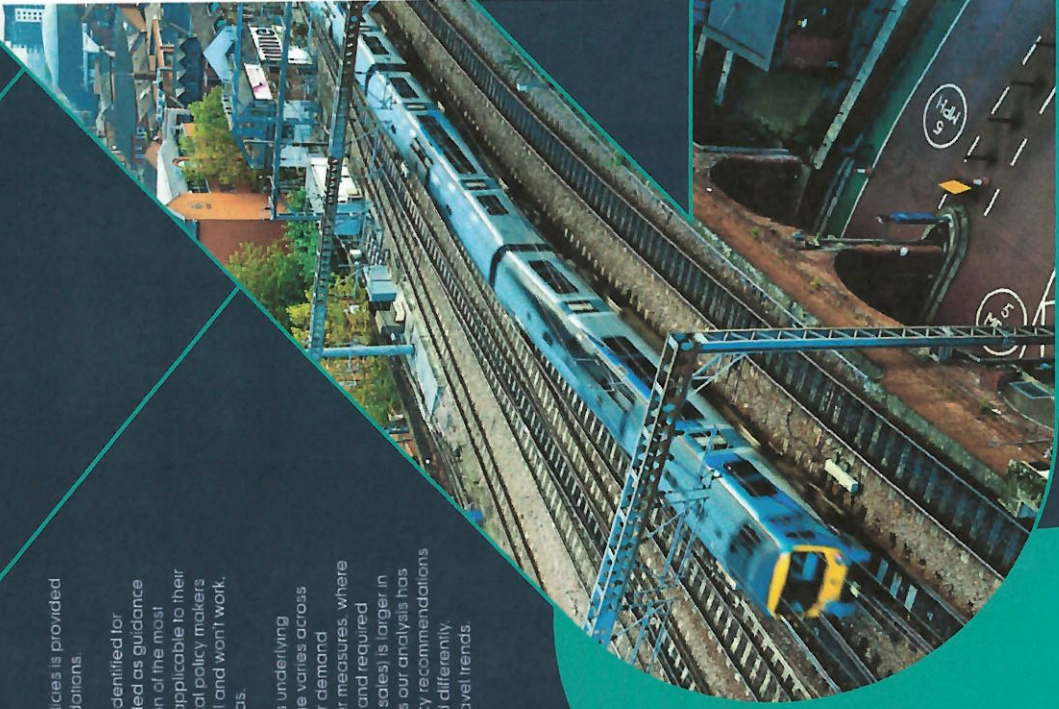
Each theme is accompanied by a high-level summary of policies and actions that our evidence suggests will help achieve the changes set out in Table 2 in Chapter 4. This includes high-level analysis of the broad scale of policy commitment required under each theme, covering quantified and costed policies where possible. It also includes some high-level narrative on the distribution of responsibility across the themes:

1. **TfM:** Measures that could be effectively undertaken at a regional scale or a Sub-national Transport Body level of governance and therefore led or facilitated by TfM
2. **Government:** Actions required by national government that should be brought forward in the Transport Decarbonisation Plan, including additional national policies and appropriate devolution of funding and powers
3. **TfM Partners:** Measures that might be employed by our partners, subject to receiving sufficient national funding, recognising that each place within our region will have different decarbonisation timescales and different geographies, demographics and patterns of passenger and freight demand that require a bespoke place-based approach.

Further details of these packages of policies is provided in Annex A – Detailed policy recommendations.

It's important to note that the measures identified for consideration at a local level are intended as guidance for our partners to aid their consideration of the most effective mix of measures and actions, applicable to their individual places. We recognise that local policy makers are best placed to understand what will and won't work, for the communities within their own areas.

In recognition of the unique landscapes underlying each scenario, the magnitude of change varies across scenarios. This is especially the case for demand reduction, but applies across most other measures, where the gap between baseline projections and required decarbonisation changes (such as ZEV sales) is larger in some scenarios than others. This means our analysis has allowed us to develop supporting policy recommendations that can be adapted and implemented differently depending on the evolution of future travel trends.



Zero Emission Vehicles (ZEVs)

	2025	2030	2035	2040	2045	
ZEV share of sales	Cars	100%	100%	100%	100%	
	Vans	40%	100%	100%	100%	
	HGVs	26%	44%	95%	100%	100%
BEV high mileage CO ₂ reduction	Cars	20%	40%	70%	20%	20%
	Bus	15%	40%	70%	90%	100%
Public transport CO ₂ reduction on baseline	Bus	0%	25%	75%	100%	100%
	Rail	0%	25%	75%	100%	100%

As long as vehicles use fossil fuels, it will not be possible to achieve near-zero emissions in the North's surface transport network. The typical life of a car is around 15 years, with some lasting longer in the fleet, meaning it will take roughly this long for ZEV vehicles to tip the balance and deliver the deep emissions reductions required to meet decarbonisation targets. It is therefore critical to introduce policies that will rapidly increase ZEV uptake as soon as possible.

ZEV cars and vans

In November 2020, the Government announced the phase-out of the sale of new petrol and diesel cars and vans by 2030, and hybrid cars and vans by 2035. Our analysis suggests that we need to go further, with a phase out of petrol, diesel and hybrid car and van sales by 2030 and an ambitious uptake of ZEV cars (55% of sales) and vans (40% of sales) by 2025.

In order to achieve this, all consumers must have sufficient access to charging infrastructure. This will require a significant increase in the provision of public charging, including rapid charging hubs. Consumers will also need to be discouraged from purchasing internal combustion engine (ICE) cars and vans. From the mid-2020s, zero-emission cars and vans are expected to reach cost parity with ICE vehicles²⁴, at which point fiscal policy should shift towards substantially increasing the cost of buying and using ICE vehicles. In addition, policies that can encourage the uptake of ZEVs for high mileage applications, such as taxis, could result in around a 20% reduction in car CO₂.

This section describes the policies required to meet the ambitious targets outlined above.

Our analysis suggests that we need to go further, with a phase out of petrol, diesel and hybrid car and van sales by 2030 and an ambitious uptake of ZEV vehicles in the short-term

ZEV HGVs

While the technology for ZEV cars is well advanced, there is more uncertainty about the optimal technology for ZEV HGVs, making it a challenge to meet our ambitious sales targets for ZEV HGVs.

Technology demonstration projects would provide essential evidence for the feasibility of different HGV technologies and the necessary infrastructure to support them. Using this evidence, there is an opportunity to leverage regional partnerships in the North to purchase ZEV HGVs in bulk. This would help draw significant numbers of vehicles into the region (with potential cost savings) and send a message to original equipment manufacturers (OEMs) that the demand is there.

Decarbonising rail

Route electrification is the most efficient way of reducing rail emissions in the long-term. Not only does it remove tailpipe emissions on those routes, but it supports the use of bi-mode trains on other routes. Overhead electrification also helps to improve rail journey times and reliability, making rail a more attractive mode of transport and encouraging mode shift. Improvements to rail services are covered in more detail in the Demand Management section below and consideration of the interventions needed to move a greater proportion of freight to rail and other modes will be addressed within TSN's Freight Strategy.

Building on Network Rail's Traction Network Decarbonisation Strategy (TND5), a regional plan should be formulated laying out the order and timing in which higher-density routes will be electrified and identifying routes where alternative technology is a permanent solution. The current rail fleet in the North is of mixed vintage. There is scope to develop a plan that cascades rolling stock as electrification develops to push out the worst polluters. Electric-only trains are a known quantity and low-risk, but other ZEV technologies (battery-electric, battery and hydrogen) will need further testing to understand their viability²⁵.

- 1 Battery technology is emerging rapidly, but range is constrained, and it requires charging infrastructure
- 2 Hydrogen presents risks around the quantity needed and the knock-on impacts on operational costs (fuelling time and capacity to carry fuel needed).

ZEV buses

Electric buses are increasingly being trialled and rolled out across towns and cities, spurred on by the need to improve air quality as well as reduce carbon emissions. The Government's national bus strategy, 'Bus Back Better', reaffirms a commitment of £3bn of new funding to level up bus services outside of London, towards London standards, including the purchase of at least 4000 new zero emission buses (more than a tenth of the fleet). The strategy also includes a commitment to set a date for ending the sale of new diesel buses in the UK. In general, these buses are being used for shorter routes where buses have more recharging opportunities, and longer routes will likely require technological improvements for electric buses, or hydrogen options.

ZEV policy in action: in 2020, Norway became the first country in the world to see the sale of electric cars overtake those of petrol, diesel and hybrid vehicles. Battery electric vehicles (BEVs) sales made up over 54 per cent of all new cars sold in 2020, up from over 42 per cent in 2019. Norway is currently leading the way in EV ownership in Europe. By 2025, the country aims to ban the sale of all fossil fuel cars. Oslo launched its first municipal EV charging infrastructure program in 2008, providing incentives including free parking for EVs, exemption from a congestion tax, and exemptions from Low Emission Zone (LEZ) fees. Only zero tailpipe emission taxis will be able to operate in the city from 2023. The city is deploying fossil free public transport from 2020 and is considering a ban on petrol and diesel cars within the city centre by 2024.

BEV sales made up over **54%** of all new cars sold in 2020 in Norway

²⁴Note Partner, James E. Dale, Zo Warud, Jaim Weithorp. Total cost of ownership and market share for hybrid and electric vehicles in the UK, US and Japan. Applied Energy, Volume 267, 2018, Pages 128–136. <https://doi.org/10.1016/j.apenergy.2017.11.038>

²⁵Traction Decarbonisation Network Strategy. Incentive Programme Business Case. Network Rail (2023).

Zero Emission Vehicles (ZEVs)

ZEV policy in action: In Sweden, an increase in EV usage can be traced to the government's recently adjusted incentive scheme that sees a tax increase for vehicles with high emissions. In addition, cars with low CO₂ emissions can receive up to €5,700 as a grant.

In Sweden, cars with low CO₂ emissions can receive a grant up to €5,700

Quantifying the level of policy commitment - ZEVs

Global action to build new markets for Electric Vehicles, as well as wider investment in battery technology and manufacturing processes, has led to significant reductions in the costs of ZEV cars and vans. However, to achieve the ambitious levels of uptake in our pathway, further policy commitment will be required in the 2020s. As noted above, a combination of policies that help to differentiate the upfront costs of new ZEV and ICE vehicles will be required as well as a coherent and comprehensive approach to the electric chargepoint network, involving a mixture of public and private investment. ZEV HGVs will require a similar combination of investment in vehicles and infrastructure with public funding required to accelerate the transition. Decarbonising rail will require primarily public investment and infrastructure and rolling stock, but there are significant wider public benefits to these investments that offset some of these costs. Table 3 summarises our high-level quantification of the policy commitments and investments required for the North to 2050.



Table 3. High level quantification of level of policy commitment and investments required to 2050

Area	High-level quantification of the level of policy commitment for the North (2020 prices)	Notes on implementation and public/private investment split
ZEV cars and vans	To reach our 2025 pathway, grants or equivalent tax differentials for new ZEVs need to continue until around 2022, totalling around £210m in 2021 and £590m in 2022 for the Northern car and van fleet ¹⁰ . Around £220m annual investment in Northern charging infrastructure is needed by 2025, and around £280m by 2030 ¹¹ . This will deliver around 2.4 million installed chargepoints across the region by 2030. Grants or equivalent tax differentials for ZEV HGVs need to be introduced in the next few years, ramping up to a total of around £2m in 2025 and £50m in 2030 for the Northern HGV fleet ¹² .	Support for vehicles could be focused on taxation (e.g. VED), with minimal or modest additional grant funding. Some public investment is needed for charging infrastructure, but a proportion could be delivered by private investment if the Government develops new markets and innovative regulatory regimes.
ZEV HGVs	Around £110m cumulative investment in Northern HGV charging and refuelling infrastructure is needed by 2030 ¹⁴ .	More significant public investment in vehicles and infrastructure likely to be needed initially, but private investment could take over in the 2030s. An even fleet share of electric and hydrogen fuelled ZEV HGVs is assumed in these costing estimates, in line with CCC assumptions.
Decarbonising rail	The Network Rail Traction Decarbonisation Network Strategy (TDNS) interim business case suggests that a zero-emission rail network by 2040 could have a net present value ranging from a £4.4bn net cost to a £480m net benefit, with much of this wide range due to uncertain technology costs. This is a whole UK figure as Network Rail did not split these costs out by region. TfN will work with Network Rail to estimate Northern figures in a future phase of work.	Mostly public investment required, but there are also significant wider public benefits, such as faster, more reliable journeys.

¹⁰Cost splits are developed using Element Energy's car and van choice model (ECO), developed for TfN. ¹¹Costed by Element Energy for TfN using a method developed by the ICA, which can be found here: <https://www.ica.gov.uk/consultation/2020/02/2020-02-20-ica-consultation-report>. ¹²Cost splits are developed using Element Energy truck choice model developed for CCC. ¹⁴Data taken from Scarb's analysis for the CCC, and scaled to match TfN area coverage of 100,000 km² (https://www.transport.gov.uk/publications/2020-02-20-ica-consultation-report).

Zero Emission Vehicles (ZEVs)

Scenario-specific considerations

Our Future Travel Scenarios allow us to consider how policy should respond to different outcomes in society and the economy that would affect decarbonisation progress. The considerations below help us to plan for an uncertain future, whether society ends up closer to one of the scenarios or somewhere within the range of the scenario outcomes.

Table 4: Scenario-specific considerations for ZEVs

Scenario	Scenario considerations for implementation of key areas	Secondary measures (more detail picked up in local measures below)
Just About Managing	Population more urbanised. People less embracing of technological and societal change	Stronger taxation and subsidy signals may be needed to incentivise the purchase of ZEVs, given the resistance to change.
Prioritised Places	Population less urbanised. People embrace societal change but are less receptive to technological change. Additional policy levers may be needed to stimulate ZEV vehicle uptake.	Increased population in rural areas will need to be factored into the regional charging infrastructure strategy. For example, support should be introduced to help car parks in remote locations to provide more reserved EV parking spaces over time.
Digitally Distributed	Population more suburbanised. Population embraces technological change and are receptive to using a shared service-based transport system, although are less receptive to societal changes.	More suburban living could allow more people to charge vehicles at home off-street, altering the requirement for public chargepoints. Charging needs to be integrated with emerging use-models for Autonomous Vehicles, which are adopted more rapidly in this scenario. Growth in out-of-town employment will need to be supported with appropriate charging infrastructure.
Urban Zero Carbon	Population significantly more urbanised. Population receptive to both technological and societal change	Very few people will have on-street parking for overnight re-charging, so strategy needs to be more focused on rapid re-charging. Electric car-clubs may be a more viable choice for many

Recommendations

This section sets out our headline recommendations on ZEVs.

Firstly, we focus on what TIN can do. As these proposed actions and activities have been identified through our analysis of policies likely to be needed to bridge the policy gap between our baseline scenarios and Decarbonisation trajectory, they have been categorised as Policy Gap Actions (PGAs)

We then turn to the areas the Government should prioritise in its Transport Decarbonisation Plan and subsequent actions, and finally look at recommendations for our partners to consider. Further detail is provided in Annex A – Detailed Policy Recommendations.

TIN – What actions should we prioritise?

Road vehicles

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.

Rail

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 trams.

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

National Government – What actions are needed in the Transport Decarbonisation Plans and Subsequent Actions?

Road vehicles

1. Strengthen the existing policy to phase-out ICE car and van sales by 2030 to include hybrids.
2. Increase taxes on new ICE vehicles from the early 2020s with rates escalating in line with emissions intensity
3. 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.
4. As more ZEV HGV models become available in the 2020s, introduce a system of strong grants and tax incentives.
5. Fund large ZEV trials in high-traffic corridors.
6. 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

1. 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
2. For routes where alternative technology is the long-term solution, provide funding to procure new rolling stock
3. 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)
4. Support freight operating companies and rolling stock builders in the development of alternative technology freight locomotives

Zero Emission Vehicles (ZEVs)

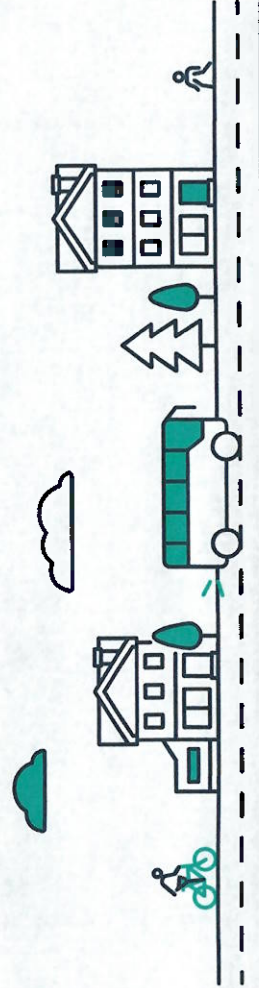
Local Partners – Where should local action be prioritised?

- General**
 - Develop a model for delivery and maintenance of electric 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 servicing 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. charging infrastructure developed within park-and-ride sites servicing National Parks).

“Develop charging at rural tourist spots to counter range anxiety.”



Demand management

	2025	2030	2035	2040	2045
Reduction in distance travelled relative to baseline growth	1-4%	3-14%	3-14%	3-14%	3-14%
	5%	10%	10%	10%	10%
	3-5%	11-15%	6-15%	6-15%	6-15%

As it will take time for new ZEV vehicle sales to translate into a substantial proportion of the fleet, it is essential to shift journeys away from private cars to sustainable modes and find ways to avoid journeys. In the long term, as the fleet becomes predominantly electrified, even if running on energy generated through renewable sources, a ZEV will still have a significant carbon footprint through the emissions embodied in its manufacture.

Travel demand reduction also provides a range of other co-benefits, even with a predominantly electrified fleet, such as improving local air quality and safety whilst reducing congestion and avoiding potential transport related social exclusion issues. A shift to active travel also has the potential to improve the physical and mental wellbeing of users. These demand reductions will require significant behavioural change – from a culture focused on personal car use to one that embraces shared mobility and active travel – and a comprehensive set of policies and supporting infrastructure to facilitate it.

There is a large and growing evidence base on the policies required to achieve this behaviour change³¹. Here we summarise the key areas:

- Encouraging mode shift to walking, cycling, micro-mobility³² and public transport
- Disincentivising car use and avoiding unnecessary travel
- Encouraging the uptake of shared mobility
- Improving freight efficiency
- Ensuring transport and land-use planning processes encourage sustainable choices

Encouraging mode shift to walking, cycling, micro-mobility and public transport

To achieve significant mode shift, investment will be required in bus, rail and cycling infrastructure to improve journey times and quality and ensuring these networks are accessible and affordable to all. Funding must be made available for bus and rail, including investment to deliver improved journey times and reliability, targeted reduction and flexibility in fares, network expansions, and fleet improvements. A commitment to £30k of funding has already been made by the Government to improve buses outside of London, out of which £25 million will be provided during 2021/22 to support partnership and franchising development, including a Bus Centre of Excellence³³.

Marketing and engagement must also be used to rebuild public confidence in the safety and value of public transport following the COVID-19 pandemic. Increasing uptake in active travel will require policies and investments that promote comfort, safety and convenience and prioritise provision for active travel ahead of motorised transport, particularly the private car. Local planning policies can play a role, for example by protecting pedestrian use of pavements and supporting active commuting by requiring workplaces to provide appropriate facilities. Policies should also promote safe and accessible use of e-bikes and scooters for longer distance trips.

Both local and national planning policy should place greater emphasis on the location of new development in relation to existing and proposed public transport hubs. New developments without easy access to public transport should consider how appropriate alternatives are incorporated (e.g. shared transport solutions). A related approach is to remove the need to travel long distances by creating 15- or 20-minute neighbourhoods, where residents can meet most needs within a short walk or cycle and use public transport to access other services.

³¹See for example

³²https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/444444/active-travel-2020.pdf

³³https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/444444/active-travel-2020.pdf

³⁴Micro-mobility refers to the umbrella term for small, lightweight vehicles such as e-bikes and e-scooters

³⁵Bus body order – 2014/14 (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/444444/active-travel-2020.pdf)

Demand management

Disincentivising car use and avoiding travel

In addition to making alternative options more attractive, policies that make car travel less attractive or encourage people to avoid travel altogether should be part of the mix. These policies can also generate revenue that can be reinvested in sustainable transport solutions. These measures will be particularly important given the low running costs of Electric Vehicles, which will lead to significant demand growth and make mode shift more difficult if appropriate price signals are not introduced.

Road user charging could be one option to manage demand as a complement to and eventual replacement for fuel duty. This could include measures such as congestion charging and road tolls. Smart technology solutions should be used to target charges at the most congested times of day, the most polluting vehicles and at discretionary car trips, rather than essential travel, for example by key workers. Time-of-day and emissions-based pricing would have the added benefits of improving network efficiency and incentivising the purchase of ZEVs.

Parking policy is another important tool to manage demand for car travel. This can include reducing parking supply in urban centres and introducing schemes like a Workplace Parking Levy (see Figure 20). City centre land occupied by parking is often valuable and can be repurposed, for example as cycling infrastructure or green space. Related policies that restrict car access, such as Low Traffic Neighbourhoods, can also be effective at reducing car use and car ownership.

Working from home became a necessity for many during 2020, and this has been linked to a decrease in car traffic. Ongoing home-working after the pandemic will lead to fewer commuter trips, but evidence is mixed on the net carbon impact of this trend due to travel activities that can replace commuting or using more energy per person in the home setting compared to the office. On balance, evidence suggests there is likely to be an energy saving in most circumstances³³ and homeworking should be supported, particularly where it provides other benefits to quality of life

“Homeworking should be supported, particularly where it provides other benefits to quality of life.”

Encouraging the uptake of shared mobility

Shared mobility refers to a number of different services that make low or zero emission vehicles accessible to people. They can involve lift sharing, car hire, car clubs, demand-responsive bus services, taxis, and cycle and e-scooter hire schemes. Widespread availability of such services can reduce the need to own a car, and lower car ownership is strongly correlated with lower car use³⁴.

Use of shared vehicles can be encouraged through the provision of dedicated car club parking spaces combined with stringent parking standards for new development. The use of planning obligations and the Community Infrastructure Levy can fund shared vehicle provision in new developments. Similar approaches can be adopted with cycle hire schemes, and the UK e-scooter trial offers an opportunity to increase the impact of such schemes by incorporating new forms of mobility.

Demand-responsive bus services are more convenient for many travellers than traditional bus services in that they are not bound to a fixed route or timetable. Supporting the provision of these services would help reduce car dependency and complement established public transport networks. This may be particularly important in settings with lower population density, where traditional public transport services need to be heavily subsidised. The Government's Rural Mobility Fund was launched to trial demand responsive transport solutions for providing transport services which work better for local residents of rural and suburban areas than traditional transport services. Through this fund, significant trials are commencing in Cheshire East, Cheshire West, Cumbria and North Lincolnshire.

Mobility-as-a-Service (MaaS) can encompass the benefits of all these modes, providing a platform to access different mobility solutions. Such services offer reduced cost, low-carbon options in areas with low EV home-charging potential, linking public transport and improving accessibility and reliability. 'Mobility Credits' could be used as an incentive to trade older, more polluting private cars for public transport or shared vehicle use.

Improving freight efficiency

Freight operators are already strongly incentivised towards efficiency, as it helps them to increase their competitiveness. However, some opportunities are not being taken due to market failures, such as a lack of information, an inability to coordinate between operators, or a consumer willingness to pay for fast deliveries at the expense of energy efficient outcomes. These barriers can be overcome through a number of policies described below.

Road-user charging is one way to incentivise operators to use vehicles more efficiently. By increasing the unit cost per mile, there will be an additional incentive to reduce vehicles running empty which will improve vehicle efficiency and make rail a more financially competitive option. This would be complemented by other freight efficiency measures, where information and technology alternatives help prevent policy costs being passed on to consumers.



³³ A 51-page review of the energy and climate impacts of homeworking. Hook et al, (2020)

³⁴ <https://www.mcaas.co.uk/Shared-Mobility-Infra-Work-Action-Plan/>

Demand management

'Just-in-time' deliveries and next day deliveries can significantly reduce opportunities for freight consolidation. A campaign to encourage shippers to offer a green shipping option as standard could demonstrate best practice, whilst lower prices for, and the provision of information about, green shipping options could influence consumer behaviour. Other green shipping practices include deliveries in low traffic periods and encouraging consumer uptake of local community drop off/pick-up points, reducing emissions due to congestion and improving last-mile delivery efficiency.

Accurate and shareable data on goods and vehicles could allow optimisation between companies that reduces empty running of vehicles. Data formats and sharing protocols must be designed to allow this sharing without risk of prosecution under anti-collision regulation. This sharing would also enable government and local planning bodies to track freight data to make evidence-based decisions about freight optimisation and consolidation centre planning.

Ensuring transport and land-use planning processes encourage sustainable choices

The transport and land-use planning process can have a substantial impact on the relative investment in car use versus more sustainable modes. Several of the policies outlined within this strategy are determined by this process but in this section, we focus on the policies themselves.

Augmented project appraisal processes could encourage a reduction in demand through a stronger focus on projects' environmental impacts. This would see a more rigorous assessment of a transport project's impact on carbon, air quality and the urban realm, as well as the whole life carbon impacts of infrastructure development and of manufacturing cars. There is also an opportunity to improve integration between public health and transport. Health providers could disseminate resources to encourage physical activity to replace short car trips, and land-use planning could be integrated with behavioural change programmes to reduce carbon.

Figure 20: Demand Management policy in action, Nottingham's Workplace Parking Levy

Demand Management policy in action: Nottingham's Workplace Parking Levy (WPL) introduced in October 2011, is an annual charge of £415 levied on all employers within Nottingham City Council's administrative boundary which provide 11 or more liable workplace parking bays. Since 2012 £64 million has been generated which has been reinvested in public and sustainable transport.

Nottingham implemented the UK's first bus lane that also allows access by ULEVs. For this scheme an 'Ultra Low Emissions Vehicle' (ULEV), is a vehicle that emits less than 75g of carbon dioxide (CO₂) per kilometre travelled, with a capability of travelling a minimum range of 10 miles with zero CO₂ emissions. This is based on the HM Treasury Company Car Tax definition.

Nottingham's 'try before you buy' scheme aimed at Nottingham's taxi drivers has contributed to Nottingham having the biggest fleet of ULEV hackney taxis outside London.

Nottingham has the biggest fleet of ULEV hackney taxis outside London

Table 5: Scenario-specific considerations for demand management

Scenario	Scenario considerations for implementation of key areas	Secondary measures (more detail picked up in local measures below)
Just About Managing	Population more urbanised. People less embracing of technological and societal change	Slow progress in ZEV and public transport uptake may mean more restrictive additional measures on car travel.
Prioritised Places	Population less urbanised. People embrace societal change but are less receptive to technological change.	Regulation to support rural on-demand MaaS services. Enabling homeworking in remote areas by ensuring full fibre internet access. Implement planning policy to support localisation of travel needs. Direct mobility credit schemes at communities in smaller towns with fewer public transport options, and at those living in areas of low EV home-charging capability
Digitally Distributed	Population more sub-urbanised. Population embraces technological change and are receptive to using a shared service-based transport system, although are less receptive to societal changes.	With a more distributed population, e-bikes in particular, may be an effective way to increase the uptake of active travel modes for those living in more dispersed communities. Supporting strategic park-and-ride to avoid CAVs congesting urban areas. Implement policies to promote CAVs in a way that increases the coverage of MaaS systems, particularly to connect town and cities
Urban Zero Carbon	Population significantly more urbanised. Population receptive to both technological and societal change.	Micro-mobility options, such as e-scooters and e-bikes, could play an important role in last mile journeys for those living in areas of with low parking provision. Implement planning policy to support localisation of travel needs. Supporting strategic park-and-ride to enable sustainable access for rural communities into growing cities.

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Decarbonisation Strategy - draft for consultation

Demand management

Quantifying the level of policy commitment - Demand management

Our analysis suggests that between a 3% and a 14% reduction in car distance travelled is required relative to baseline growth. This range is due to the fact the baseline varies between each Future Travel Scenario. To understand what scale of intervention might be needed to achieve such a reduction, we have modelled three illustrative policy packages to bridge the gap in the *Just About Managing* scenario, which requires around a 10% reduction in car demand by 2030. The results are shown in Table 6 and Figure 21 below and on the following page.

Table 6. Illustrative policy packages - *Just About Managing*

Policy	Technology focused package	Demand reduction focused package	Mode shift focused package
Shared transport	There is bus and shared transport connectivity across all flow types	No change	There is bus and shared transport connectivity across all flow types
Micro-mobility	Micro-mobility represents 20% of all active travel with an average speed of 20 kilometres per hour	No change	Micro-mobility represents 20% of all active travel with an average speed of 20 kilometres per hour
Public transport fare subsidisation	No change	No change	20% lower fares for intra-sector trips and 10% lower fares for other flow types
Road User Charging	An average additional pence per km charge of 0.5p/km across all zone pairs	An average additional pence per km charge of 0.5p/km across all zone pairs	No change
Sustainable access to rail stations	20% lower perceived costs for access and egress	No change	30% lower perceived costs for access/egress
Increasingly urbanised population	Most growth in urban and sub-urban areas	Most growth in urban and sub-urban areas	Most growth in urban and sub-urban areas
Bus and active travel journey quality improvements	No change	No change	20% lower bus generalised journey time (GJT) for intra-sector trips and 20% lower GJT for walk and cycle trips
Home-working	Individuals work from home 2 days a week (in occupations where it is possible) and there is a 10% reduction in intra-sector business trips	Individuals work from home 3 days a week (in occupations where it is possible) and there is a 20% reduction in intra-sector business trips	Individuals work from home 1 day a week (in occupations where it is possible)

Figure 21: Achieving a 10% reduction in car demand in 2030 under 'Just About Managing'

Policy Package	Shared transport	Micromobility	Public transport fare subsidisation	Road User Charging	Sustainable access to rail stations	Bus and active travel journey quality improvements	Home-working
Technology focused package	~0.02	~0.01	~0.01	~0.01	~0.01	~0.01	~0.01
Demand reduction focused package	~0.02	~0.01	~0.01	~0.01	~0.01	~0.01	~0.01
Mode shift focused package	~0.02	~0.01	~0.01	~0.01	~0.01	~0.01	~0.01

This analysis shows that policy changes of a significant scale will be required to achieve the scale of demand reduction in our pathway. Choices are available to policy makers who prefer different types of intervention but leaving out any particular policy lever will require more radical policies in other areas. Our view is that a balanced approach that implements policies in all of these areas will be most likely to succeed.

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Decarbonisation Strategy - draft for consultation

Demand management

The carbon impacts of Northern Powerhouse Rail: Northern Powerhouse Rail (NPR) is a large-scale programme of investment in the North's rail network between six major cities, the North's largest airport and other significant economic centres. NPR is a key element of TfN's Investment Programme, delivering substantial changes in journey time and frequency using fully electrified rail services. We estimate NPR will remove around 58,000 car trips per day from the road, for around 590 million car kilometres per year. The impact of this mode shift on carbon will vary depending on the uptake of ZEV cars when NPR is fully open around 2040. Taking mode shift and electrification together, we estimate that NPR could reduce Northern car and rail emissions by around 1-2% in 2040, depending on the scenario.

Impacts in 2040	Carbon reductions as a result of NPR (tonnes CO ₂ e)	
	Just About Managing	Urban Zero Carbon
Reductions from mode shift	-9,000	-3,000
Reductions from rail electrification	-20,000	-20,000
Total reductions	-29,000	-22,000
Total annual North car and rail emissions (2040)	17,000,000	2,500,000
Percentage reduction in emissions due to NPR	-1.2%	-2.1%

Further reductions could be possible, given that NPR will encourage more housing and commercial development in highly accessible areas next to rail hubs, but more work is needed to quantify these impacts. Further work is also needed to quantify the embodied emissions of NPR infrastructure, which will offset some of these reductions.

Recommendations

This section sets out our headline recommendations on Demand Management.

Firstly, we focus on what TfN can do. As these proposed actions and activities have been identified through our analysis of policies likely to be needed to bridge the policy gap between our baseline scenarios and Decarbonisation Trajectory, they have been categorised as Policy Gap Actions (PGAs). We have then turned to the areas the Government should prioritise in its Transport Decarbonisation Plan and subsequent actions, and finally look at recommendations for our partners to consider. Further details are provided in Annex A – Detailed Policy Recommendations.

TfN – What actions should we prioritise?

Mode-shift

PGA8: Develop and implement comprehensive plans for the regional public transport network, such as Northern Powerhouse Rail and wider improvements to the rail network.

Reducing car travel

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.

Shared mobility

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

Freight efficiency

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.

Planning policies

PGA13: Influence government to develop appraisal guidance that includes the full impacts of transport projects on carbon

National Government – What actions are needed in the Transport Decarbonisation Plans?

Mode-shift

1. Work with train operating companies to implement a targeted reduction in rail fares and increase integration and flexibility of ticketing systems

2. Provide a substantial and consistent funding stream to Local Authorities to improve public transport and active travel networks

Reducing car travel

3. 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

4. Support employers to roll-out home working, flexible working and remote working hubs

Shared mobility

5. Ensure Local Authority funding and planning regimes support shared mobility solutions alongside traditional public transport options

6. Require employers to report on emissions from all employee travel to encourage a shift towards vehicle sharing

Freight efficiency

7. Require shippers to provide consumers with information on emissions from different shipping options and encourage uptake through information and pricing

8. 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.

9. Establish a framework for consolidation centre planning as well as funding and support for Local Authorities to perform local area assessments

10. Support the licensing of high capacity vehicles on specific roads (major motorways) for specific users where the benefits are clear.

Planning policies

11. Use the National Planning Framework to promote '15/20-minute neighbourhoods'.

12. Develop appraisal guidance that includes the full impacts of transport projects on carbon.

Demand management

Local Partners – Where should local action be prioritised?

Mode-shift

1. Use marketing policies to re-build confidence in the safety and value of public transport

2. Subject to Government funding, invest in bus and light rail networks to offer improved journey quality, accessibility and cheaper fares to passengers.

3. Implement policies to enhance dedicated cycle networks, low-traffic neighbourhoods, and activities to promote behaviour change.

4. Implement policies to promote safe and accessible use of e-bikes and e-scooters

Reducing car travel

5. Roll out parking policies to reduce congestion and make space for sustainable infrastructure.

6. 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

7. Utilise planning contributions from new developments to enable shared vehicle provision

8. Develop mobility-as-a-service (MaaS) platforms and mobility credit systems, to link public transport journey stages and improve accessibility and reliability.

9. Support the provision of demand-responsive bus services to complement existing networks

10. Trial and roll out cycle hire / e-scooter sharing schemes

Planning policies

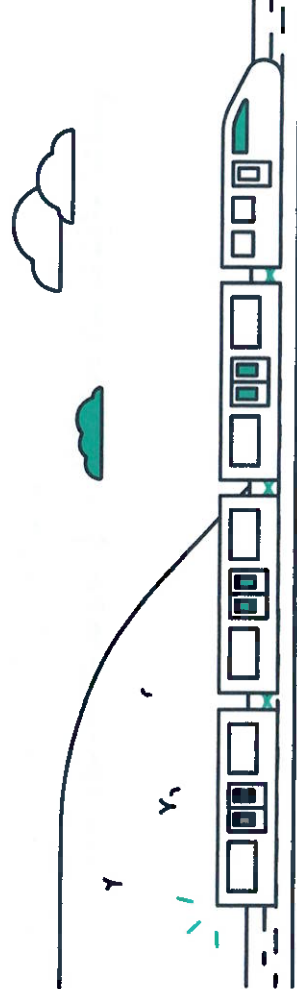
11. Use local planning policy to promote 15/20-minute neighbourhoods, prioritise development close to public transport hubs and encourage car-free or car-lite development

12. Consider introducing a Workplace Parking Levy, utilising lessons learnt from Nottingham.

13. Support and facilitate the roll out of car-free zones and streets.

14. Develop park-and-ride sites with integrated EV charging infrastructure and cycle parking

15. Implement planning policies that support the development of freight consolidation centres.



Improvements to conventional vehicle efficiency

	2025	2030	2035	2040	2045
Conventional vehicle efficiency CO ₂ reduction	3.6%	3.6%	3.6%	3.6%	3.6%
Cars and vans	22%	22%	22%	22%	22%
Artic HGVs	13%	13%	13%	13%	13%
Rigid HGVs	27%	22%	17%	10%	10%
Share of car sales					

In their Sixth Carbon Budget, the Climate Change Committee (CCC) lay out several measures that can reduce emissions from ICE vehicles. Our analysis suggests that these measures must be taken up to maximum effect from 2025.

Cars and vans

The CCC estimated that full enforcement of 70mph speed limits would reduce overall fuel consumption by 2%, and 40mph speed limits by 7%. Given the journey time benefits and associated political difficulties in reducing speed limits, we have opted to include only the 2% from speed limit enforcement in our pathways. Fuel-efficient driving styles, supported by eco-driver training, can improve fuel efficiency by 8% for up to 20% of drivers who adopt them⁴¹. Taken together, enforcing speed limits and eco-driving could reduce car and van emissions by 3.6%.

Shifting to smaller ICE cars

Large cars now make up nearly one third of new car sales in the North. As emissions intensity for these vehicles is higher than smaller cars, there is an opportunity to reduce emissions by discouraging the purchase of large ICE vehicles in the short-term. This can be achieved through changes to taxation on new vehicles, such as Vehicle Excise Duty, which the Government is considering restructuring to increase the upfront costs on the most polluting vehicles⁴².

HGVs

More fuel-efficient driving can also support CO₂ reductions in HGVs. Alongside more aerodynamic designs and retrofitting of drag reduction devices, these measures can offer efficiency savings up to 13% for a rigid HGVs and 22% for articulated HGVs.

Scenario-specific considerations - Improvements to conventional vehicle efficiency

The roll-out of measures to improve conventional vehicle efficiency will be similar in all scenarios, with the main differences being driven by the extent to which Autonomous vehicles improve the energy efficiency of driving styles, which could vary between scenarios.

Quantifying the level of policy commitment – Improvements to conventional vehicle efficiency

We have not quantified the policy commitments required in this area due to a lack of available data or analytical tools to undertake these calculations, particularly at the regional level. We will consider further analysis of this area in a future phase of work.

Recommendations

This section sets out our headline recommendations on improving conventional vehicle fuel efficiency. Further detail is provided in Annex A – Detailed Policy Recommendations.

Enforcing speed limits and eco-driving could reduce car and van emissions by 3.6%

⁴¹In addition to more fuel-efficient driving, other benefits of eco-driver training include reduced mechanical wear on vehicles and fewer road accidents.

⁴²CCC, 2019, <https://www.climatchange.org.uk/media/1000/6th-carbon-budget-consultation-response-2019-09-20.pdf>

Improvements to conventional vehicle efficiency

TfN – What actions should we prioritise?

PGA14: Work with partners to increase public awareness of fuel-efficient driving styles and the associated environmental and financial benefits.

National Government – What actions are needed in the Transport Decarbonisation Plans?

1. Ensure an ambitious post-Brexit regulatory regime on new vehicle CO₂ emissions, aligned to UK carbon budget commitments
2. As per the recommendations above, ensure Benefit-in-kind and Vehicle Excise Duty rates on all ICE vehicles escalate in line with emissions intensity
3. Roll out nationally funded eco-driving training schemes, implemented through workplaces in relation to freight operators or organisations with large company car fleets.
4. Support smaller freight operators to implement other efficiency technologies, such as aerodynamic attachments.
5. Ensure new vehicle regulations use technology solutions to support efficient driving styles.

Local Partners – Where should local action be prioritised?

1. Extend existing demand management and pollution abatement measures (e.g. Ultra-Low Emission Zones) to consider fuel efficiency of private cars, so as to tackle the trend towards driving larger, heavier private vehicles (e.g. SUVs).

“National government should consider rolling out nationally funded eco-driving training schemes”

Co-Benefits and Potential Adverse Consequences

Whilst measures that decarbonise transport will help to reduce the level of climate change and the effects of global warming on both our global and local environment, it is important to understand how those measures might affect our local environment and local communities in other ways. The co-benefits and also potential adverse consequences of these measures are important considerations when developing the policy mix and timescales relevant to the different place typologies in the North. These are summarised within Table 7.

Table 7: Summary of risks and co-benefits associated with key transport decarbonisation policy levers

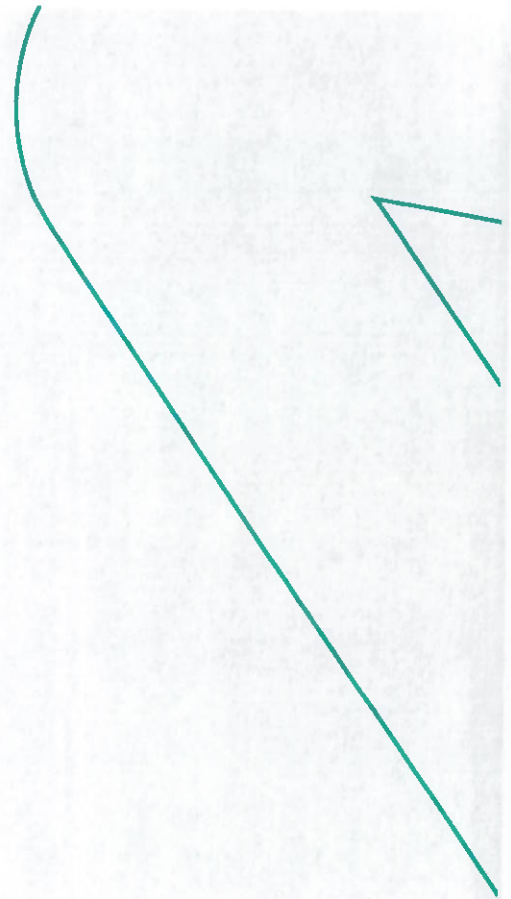
Policy Area	Overarching Policy Lever	Potential Co-Benefits	Potential Adverse Consequences
Low Emission Vehicle Uptake	Policies to encourage ZEV/ CAV take up	Local air quality benefits initially. Noise benefits. Lower operating costs benefiting particularly those leasing vehicles. Trade and investment benefits (clean growth opportunities)	May perpetuate long term local air quality issues if EVs are chosen over shared and active modes. Maintains congestion levels. Potential to increase Transport Related Social Exclusion (TRSE) for those areas with low home charging potential, and higher purchase price means low income groups may be less able to purchase new EVs and enjoy incentives in the short term. Potential impacts upon urban realm/rural landscapes from charging infrastructure and refuelling hubs. Local grid network capacity issues. Increased embedded carbon in vehicles than ICE vehicles in the short term. Reduced revenues from Vehicle Excise Duty and Fuel Duty
		In relation to Connected and Autonomous Vehicles (CAVs): Accessibility benefits for those unable to drive. Increased productive time for those previously driving. Potential to reduce congestion through traffic flow optimisation and re-routing. Increased potential for ridesharing	In relation to CAVs: May increase ridership, making private mobility accessible to a larger section of society. Increases in city/town centre congestion levels. Loss of employment from service providers that would be in competition with CAV services (e.g. taxi drivers).

Co-Benefits and Potential Adverse Consequences

Table 7 continued: Summary of risks and co-benefits associated with key transport decarbonisation policy levers

Policy Area	Overarching Policy Lever	Potential Co-Benefits	Potential Adverse Consequences
Demand Management	Encouraging uptake of shared mobility Encouraging modal shift to public transport.	Reduced TRSE especially if focused in low income residential areas and areas of low home charging capability. Reduced congestion. Reduced embodied carbon if it stimulates lower car ownership Local air quality benefits Decreased spending on new transport infrastructure through integration of existing network Reduced congestion. Local air quality benefits. Increased accessibility and potential to reduce TRSE	These services may be inaccessible to people who require mobility assistance. Can encourage modal shift away from active modes.
	Encouraging modal shift to active travel and micro-mobility.	Improvements in physical and mental health. Local air quality and noise benefits Reduced congestion. In relation to e-bikes/e-scooters: Increased accessibility	Safety (potential to increase RTAs involving cyclists) In relation to e-bikes/e-scooters: Higher levels of embodied and operational carbon than non-motorised bikes. May attract modal share. Potential for conflict with other road users and pedestrians.
	Digitalisation, working from home and localisation.	Local air quality and noise benefits. Reduced congestion. Improved access to community services and facilities Higher local spending and more investment in local areas	Potential adverse impacts upon mental health. Potential to increase TRSE if policies reduce access to transport solutions for those who need to travel. Shifting of emissions to different sectors (e.g. energy sector) Impact upon viability and productivity of city and town centres
	Disincentivising car use.	Potential to ring-fence revenues for active travel/PT schemes Reduced congestion. Local air quality and noise benefits Associated health benefits if mode shift to active travel.	Potential to exacerbate TRSE for those with less/no alternatives to private car use. Levies can create inequitable impacts upon businesses where employees and customers have few other mode choices.

Policy Area	Overarching Policy Lever	Potential Co-Benefits	Potential Adverse Consequences
Improving Freight Efficiency	Planning for Urban Consolidation Centres	Local air quality and noise benefits. Reduced congestion with associated economic and safety benefits. Financial benefits from economies of scale. Can reduce cargo handling and improve security, reduce damage and loss of goods. Local air quality and noise benefits. Reduced pavement parking by delivery vehicles Potential for an increase in local spending within community centres. Cost savings on fuel	Depending on location, potential to blight particular areas with elevated level of HGV and delivery vehicle traffic.
	Local community drop off/pick up and green shipping options.	Local air quality and noise benefits. Reduced pavement parking by delivery vehicles Potential for an increase in local spending within community centres. Cost savings on fuel	Higher costs for 'just in time' or next day deliveries may disproportionately affect lower income groups and smaller businesses.
	Fuel efficient driving / aerodynamics.	Local air quality benefits.	
	Shifting freight from road to rail.	Local air quality and noise benefits. Labour market opportunities in relation to manufacture and installation of electrification infrastructure.	Labour market changes as more freight moved by rail, disproportionately affecting those with low to middle levels of education.



Transport Related Social Exclusion and Distributional Impacts

It will be important that policy makers at a local and national level both understand and take actions to mitigate the risk of adverse consequences arising as a result of decarbonisation policy and measures

Examining the relationship between Transport Related Social Exclusion (TRSE) and transport decarbonisation measures is the subject of one of Tm's priority actions to 2025, further details of which are included in Chapter 9. The evidence and data generated through this research can be used by our partners to help identify where transport decarbonisation policy measures may need to be altered to avoid exacerbating existing TRSE issues and to maximise the opportunities to reduce TRSE.

Chapter 3 of this Strategy provided a high-level overview of how emissions vary across different groups in the North by gender, age and employment type. Tm's Analytical Framework will allow us to provide spatially disaggregated socio-economic data to partners, to help ensure local decarbonisation measures avoid disproportionately affecting more disadvantaged groups

When looking at average carbon intensity for specific occupations and education levels, people with low and middle levels of education (those with education up to A levels) tend to be employed in jobs with a higher average carbon intensity than more highly educated employees (degree level and upwards), with many of the former being classed as 'process plant' and machine workers' with a high propensity to work in the transport and storage industry⁴⁹

These workers may be more exposed to labour market changes as a result of a net-zero transition, both in terms of direct changes to the transport system (e.g. a future scenario where more freight is moved by rail), or indirectly through changes in the vehicle manufacturing industry or energy generation sectors. Labour market changes as a result of the net-zero transition may also provide opportunities for these groups, particularly in electrification (rail electrification and grid upgrades of EV infrastructure) and the manufacture of ZEVs and their components (e.g. gigafactories).

The use of cars by lower income groups is often driven by accessibility and affordability challenges

- The need to travel to work 'out of hour' shifts (e.g. cleaners, post office workers, warehouse workers).
- Due to disabilities that mean using shared modes of transport or active modes is not possible
- Those who live or work in areas of low public transport accessibility, which can be exacerbated by the correlation between high access and high house prices.
- Public transport costs for some journeys can be prohibitive and therefore private car travel offers a cost-effective alternative

For these groups, demand management measures that increase the cost and decrease the convenience of car use could result in increased levels of TRSE. Similarly, the higher purchase price of ZEVs may mean that policies to increase the speed of uptake may lead to uneven distributional impacts on lower income groups who are least able to afford them.

Public transport and shared transport modes can be essential for groups who have no access to private vehicles for financial or accessibility reasons (for example, those living in flats or terraced housing with no parking facilities) whilst these groups may benefit from policies to enhance public transport provision; policies to encourage the uptake of ZEVs have the potential to impact upon public transport provision (e.g. use of bus lanes by ZEVs and other shared modes, increased congestion in low emission zones)

Managing the distributional impacts of decarbonisation:

In their Net Zero Review, Interim Report (2020), the Treasury propose a series of measures to manage these effects, including:

- the ongoing burden of a policy can be increased or reduced for different groups, or some can be excluded from paying altogether (e.g. surcharges, exemptions, or targeted reliefs)
- targeted support can be provided to cover the capital and/or running costs caused by a policy (e.g. targeted scrappage schemes coupled with low-emission zones)
- the funds raised by a levy or tax can be redistributed to a particular group to offset the primary impact (e.g. road-user charging)
- the general tax and welfare system can be used to compensate those who are affected (e.g. targeted tax cuts or higher welfare payments); and
- progressive redistribution can also be a co-product of policies with other explicit aims (e.g. taxes on air travel)



Consideration of embodied carbon

What is embodied carbon?

- The 'embodied carbon' component of a project refers to the emissions of greenhouse gases arising from:
- the sourcing and extraction of raw materials needed to build the project;
 - the energy needed to process those raw materials in construction components (i.e. the manufacturing stage);
 - the transporting of those building materials; and
 - the construction activities themselves from construction plant, through to worker accommodation and transport.
- Embodied carbon is often referred to as supply chain carbon, or construction carbon, and is sometimes considered separately from operational emissions that refer to the emissions of greenhouse gases arising as a result of the operation of a development.
- For example, the embodied emissions associated with a new road might include consideration of the emissions associated with sourcing and processing raw materials, transport of materials and the construction of the road itself, whilst the operational emissions would include those generated by the vehicles that end up using the scheme throughout its operational life (including maintenance related emissions)

The Rail Safety and Standards Board (RSSB) estimates that in the reporting year 2019/2020 the UK rail industry generates approx. 3.5 million tCO₂e in relation to traction energy (i.e. operational emissions) but that its embodied carbon emissions are closer to 5.2 million tCO₂e - 48% higher!

How TfN is considering embodied carbon

The accounting principles for carbon mean that embodied emissions from constructing transport projects do not count as 'transport emissions' but as part of industrial emissions. It is for this reason that the Government has suggested that carbon from the construction of transport schemes is outside of the scope of the Transport Decarbonisation Plan.

It is also difficult to robustly calculate the likely embodied carbon footprint of major infrastructure developments at a conceptual level of design or when the scheduled design and construction of the infrastructure is many years or decades in the future. Equally, it can be problematic to forecast the extent to which embodied carbon may be reduced on future schemes through careful design, responsible sourcing of construction materials, and innovative construction techniques.

For these reasons the consideration of embodied carbon is outside of the scope of our decarbonisation trajectory and pathways, however, it is not outside the scope of this strategy. TfN is clear on the significance of embodied carbon in the North's future transport system and across the projects that make up TfN's Investment Programme (IP). Alongside our partners, we are committed to developing a carbon reduction culture, permeating every stage of the project development lifecycle.

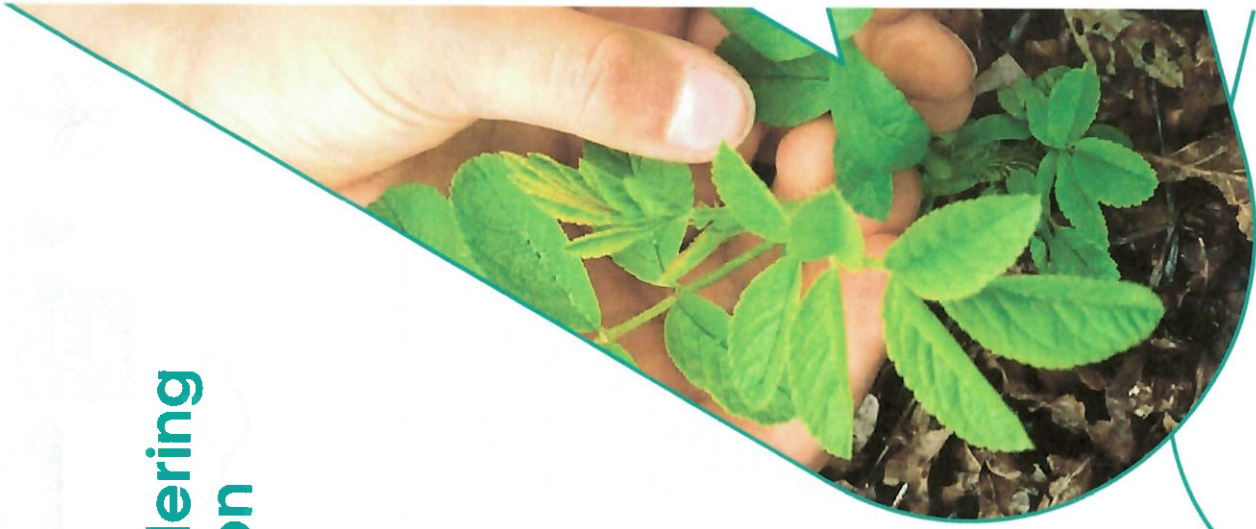
It is inevitable that, as a region, the North will have to 'spend' some carbon to develop a truly sustainable multi-modal transport system. Whilst the majority of infrastructure projects that make up our IP will be expected to pay back their embodied carbon eventually through the operation of those projects, in the short term, carbon sequestration is expected to play some part in achieving our decarbonisation ambitions.

For any schemes where a pay back is not reasonably foreseeable, these schemes will be carefully scrutinised by TfN and its partners to understand the relative economic and social value that the schemes would accrue and residual carbon costs will be given due weighting alongside the wider benefits as part of any decision making processes. Where new schemes are progressed, TfN and its partners will promote ambitious supply chain carbon reduction requirements to drive down levels of embodied carbon.

Every infrastructure development will use embodied carbon, however, many will simulate behaviours or facilitate technologies that reduce greenhouse gas emissions, from a 'business as usual' state, during their operation. For example, a new electrified railway can encourage a reduction in private car vehicle mileage, substantially reducing passenger travel carbon intensity. The amount of time that is needed to recoup the embodied carbon of a project, through the reductions in emissions realised as a result of its operation, is often called the 'payback period'.

Where payback periods are unacceptably long, carbon sequestration may be an option to reduce the overall net balance of embodied carbon within a scheme. Carbon sequestration is a term used to describe actions that absorb and store carbon dioxide from the atmosphere. Carbon sequestration activities that may be incorporated within our major infrastructure projects broadly fall into two categories: natural processes such as tree planting and peatland restoration, and the use of innovative construction materials such as carbon 'absorbing' cement and concrete. Whilst sequestration may play a part in reducing net emissions associated with schemes, and maximising sequestration is a worthwhile goal, it is unlikely to offset more than a small proportion of the embodied carbon across a scheme and needs to be considered and utilised in that context.

Another term, commonly used, is Whole Life Carbon. In the context of major transport infrastructure, it is used to describe the emissions associated with project from 'cradle to grave'. This means its embodied emissions, plus those emissions generated through the operation of the scheme and finally its 'end of life' profile (i.e. those emissions associated with decommissioning and demolition). For the purposes of this Strategy, both embodied carbon and operational emissions have been considered, albeit separately.



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How TfN is considering embodied carbon

What we are doing at a strategic level:

TfN has agency to influence the embodied emissions associated with the scale, nature and design of the portfolio of projects within its IP.

We want to better understand the level of emissions likely to be generated by the construction of the schemes included in our IP and also explore how we can start reducing that profile at the earliest point. We'd also like to understand the relative carbon pay-back period of the projects and programmes within our IP.

TfN is collaborating with Decarbon6, a network led by the eight most research-intensive universities in the North working with industry and government to facilitate zero emission transport systems, to explore the embodied emissions associated with the multi-modal corridors proposed within our Strategic Development Corridors (SDCs).

A pilot study was initiated in September 2020, focusing on the Tyne and Wear - South Northumbria sub-corridor within the 'Connecting Energy Coasts and East Coast' corridors, being a sub-corridor example with a good mix of road and rail schemes. This pilot study is scheduled for completion in 2021, and the outputs will be assessed as to whether and how they might be used within the appraisal and sequencing of schemes within TfN's IP.

The result of this study will also form a baseline for further work addressing the questions of, if and how, embodied emissions can start to be mitigated at this strategic level.

What we are doing at a project level:

TfN will set a supply chain carbon reduction target for each TfN-led major infrastructure project.

To do this we will:

- **Embed the consideration of embodied carbon within our upstream project appraisal processes**, so that we understand the relative carbon intensity related to different design options and the particular aspects within our schemes generating the highest amount of embodied carbon emissions. It is during the initial concept design stages where the opportunity to reduce carbon is greatest.
- **Support the development of an embodied carbon database** for major transport infrastructure developments as one of TfN's planned activities to 2025. This could be used by both TfN and our partners to ensure consistency in baselining embodied carbon during the initial design stages of development projects.
- **Set a supply chain carbon baseline for each TfN-led project**, based on early carbon footprinting work carried out during the upstream project appraisal and TfN's embodied carbon project information repository. It is against these baselines that we can set and pursue our supply chain carbon reduction commitments.

- **Use a Carbon Management Process** to achieve our supply chain carbon reduction target, through the adoption of PAS 2080 on TfN-led projects. PAS 2080, 2016 Carbon Management in Infrastructure (launched in May 2016) is a voluntary carbon management framework designed by the UK Green Construction Board. The use of PAS 2080 will help us to establish a common understanding and approach for managing the whole-life carbon of our projects. The framework, as illustrated in Figure 22, assigns roles and responsibilities to those leading, designing, constructing, maintaining and operating the transport infrastructure, in playing their part to drive low carbon actions. For those schemes within our IP that are not TfN-led, we shall encourage our delivery partners to align to the same standard or other recognised similar standard or specification.

- **Optimise opportunities for carbon sequestration** through both enhancing natural processes and the use of innovative construction materials, using our Carbon Management Process to ensure this objective is understood and implemented throughout the design and construction of TfN-led schemes.

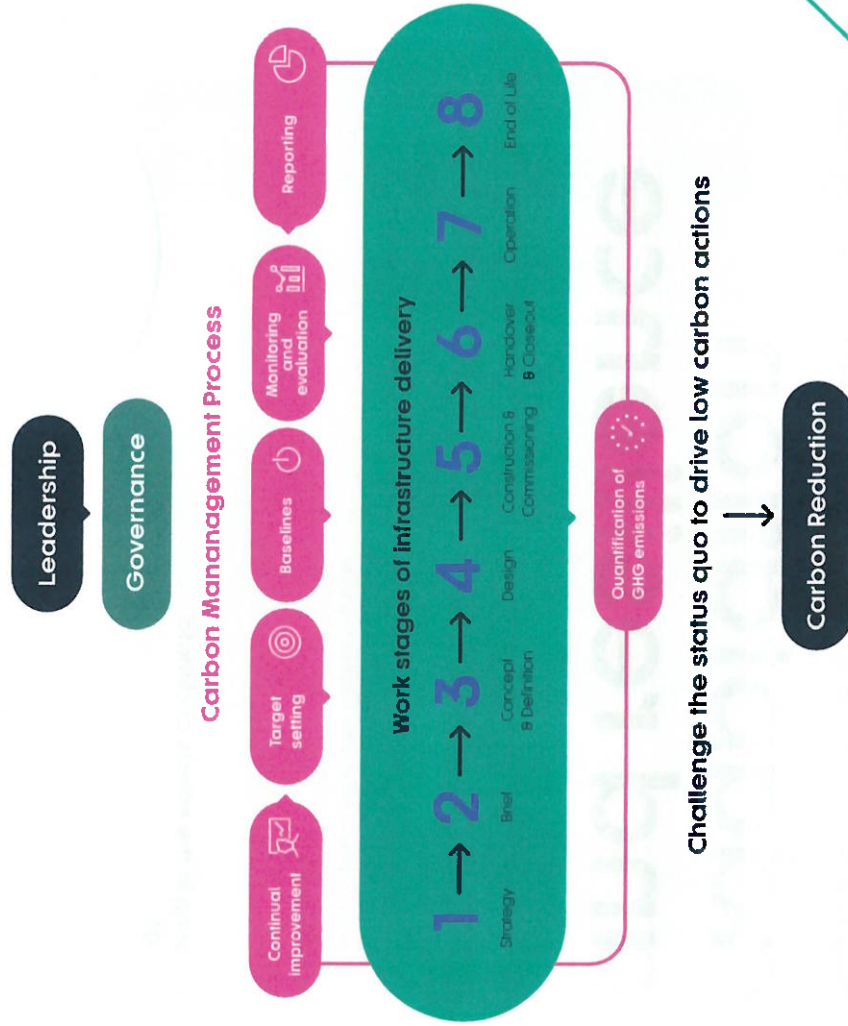
For Northern Powerhouse Rail (NPR), we will set a supply chain carbon baseline and corresponding carbon reduction target by the end of March 2022, for use and implementation during both the design and construction stages of the project.

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How TfN is considering embodied carbon

Figure 22 Adapted from PAS 2060 Carbon Management Process, Source: PAS2060:2016 – Carbon Management in Infrastructure



Climate change adaptation and resilience

Changes to global climate, as a result of the release of carbon dioxide and other Greenhouse Gases into the atmosphere, are already happening and are visible through the increased prevalence of heatwaves, floods, droughts and fires

Less visible effects, but equally as worrying, include damage to marine ecosystems leading to fisheries failing, sea level rise, increased risk to water supplies and a rise in global food insecurity, as well as an unprecedented loss of biodiversity.

Although we can't be certain of what our future climate will be in the North, it's important that we understand the potential changes that may occur within the limits of uncertainty and how these changes might affect the viability of our transport systems and how our transport infrastructure might exacerbate or reduce the effects of climate change on our communities.

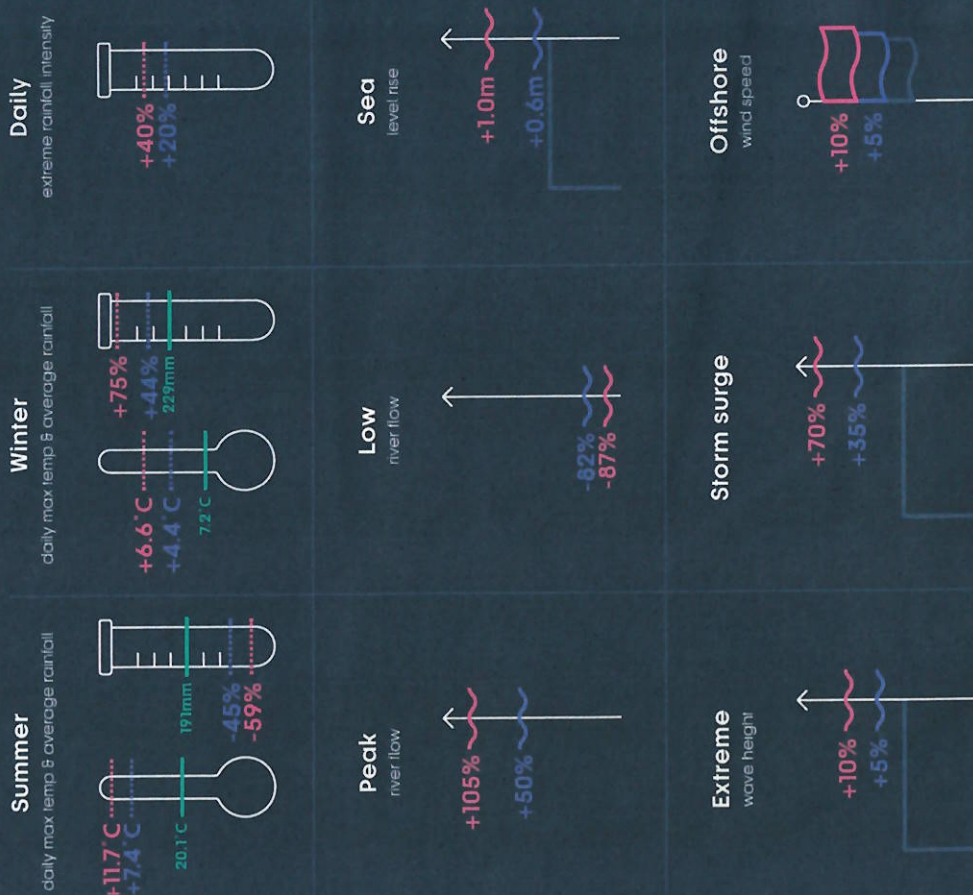
Factoring in the effects of climate change

The latest climate predictions (UKCPI8-11) predict progressively hotter, drier summers and warmer, wetter winters, with increasing frequency of extreme weather events such as storm events and heat waves.

The Environment Agency's 'Climate Impacts Tool: Understanding the risks and impacts from a changing climate' (2019), provides a starting point to help us understand an upper limit on possible change across three timescales: today's climate, the 2050s and the 2080s, consistent with a 4°C rise in global mean temperature by the end of the century. Figure 23 is based on national England averages, taken from the Environment Agency Climate Impact Tool.

Figure 23 Environment Agency's Climate Change Tool (2019)

● Current average ● 2050s ● 2080s



Factoring in the effects of climate change

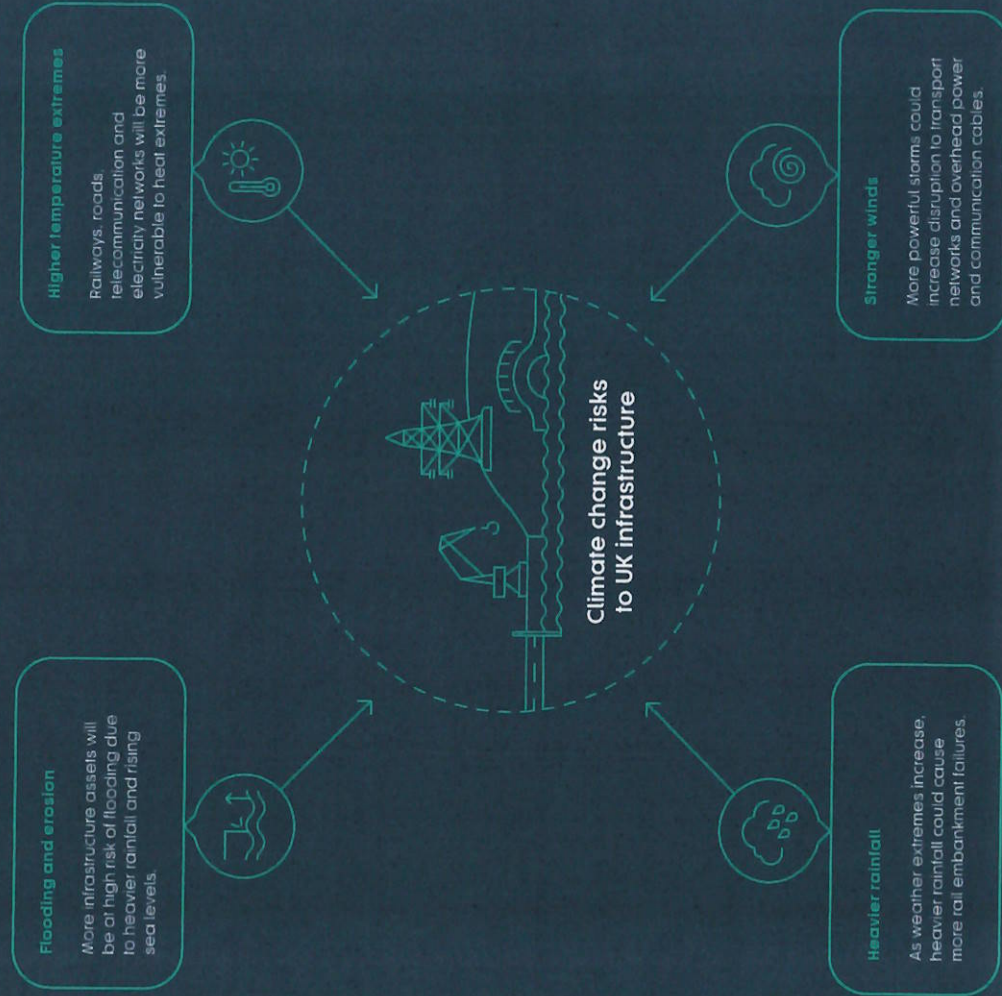
Whilst the UK is committed to reducing its emissions in alignment with the goals of the Paris Agreement, i.e. limiting global temperature rises to well below 2°C on pre-industrial averages, global emissions trends are set to exceed the threshold levels required in the future to achieve these goals. For this reason, we need to understand the potential climate change effects resulting from greater global temperature rises when determining the resilience of our current and planned transport infrastructure.

The latest UK Climate Change Risk Assessment (UKCRA)⁴⁴ identifies a number of risks to transport infrastructure, which are illustrated in Figure 24.



Figure 24: Key risks to infrastructure from climate change

Infrastructure networks rely on each other so disruptions to one have an impact on others.



⁴⁴<https://www.ukcra.org.uk/files/climate-change-risk-assessment-2022>

Factoring in the effects of climate change

The Committee on Climate Change (CCC) notes that the most significant climate change risk to UK infrastructure is increased frequency of flooding from all sources⁴⁶, with the number of infrastructure assets exposed to this risk set to double by the 2080s. This can be seen most clearly in relation to the highway network where currently 1% of UK roads are at risk of flooding, however, this rises to over 40% in the event of a 2°C rise in global temperatures. Our rail network already experiences significant disruption from various seasonal weather-related factors from flooding to leaf-fall through to rails buckling from heat during the summer. The disruption associated with these events is likely to get worse.

Other climatic aspects which should be considered within our planning for transport infrastructure include those associated with extreme weather events such as stronger wind, more frequent lightning strikes, high and low temperature extremes, as well as increased fog and high humidity events.

Climate change adaptation themes

Whilst climate change mitigation, the main focus of this strategy, refers to those measures that reduce greenhouse gas emissions, climate change adaptation measures are those that reduce or avoid the potential for harm caused by a changing climate, as well as those measures that seek to exploit the potential opportunities presented.

A review of national and local policies and guidance, including that of our delivery partners, identifies a number of main themes within which adaptation measures related to transport infrastructure can be categorised. These represent the immediate priorities for climate resilience

Flood risk management. Predictions of increased extreme rainfall events and warmer, wetter winters means that increased flooding from rivers and groundwater will be a key consideration for our transport systems in the North. Transport infrastructure situated near rivers will be more susceptible to direct flooding as well as ground movements caused by bankside erosion.

Storm surges and rising sea levels are likely to increasingly affect transport infrastructure near our coasts, estuaries and tidal reaches of our rivers.

There is a need to ensure both new and existing transport infrastructure is resilient to floods based upon current climate projections.

Both the regularity and intensity of flooding can be reduced by identifying problem locations and regularly monitoring existing drainage systems. Scheme promoters need to understand and mitigate any increased flood risk on third parties as a result of new transport infrastructure.

Geotechnical change management. For both existing and proposed infrastructure, asset owners need to identify areas where ground conditions could be affected by increased rainfall and groundwater levels (e.g. soil saturation or slippage).

Improve service resilience in infrastructure.

Scheme promoters will need to understand the links and interdependencies between stakeholders and assets in other sectors (e.g. telecommunications and power generation) so we understand the full potential for disruption and the increased costs of delivering infrastructure that is resilient to that disruption.

Adoption of green and blue infrastructure. Designers should look at opportunities within their projects to adopt green and blue infrastructure as a way to combat overheating and excess water run-off.

Heatwave planning and management. The predicted increase in extreme weather events may also lead to periods of extreme heat, on top of already higher average summer temperatures. The materials used to build our transport infrastructure and the vehicles that operate on it will need to be resilient to these weather episodes, not only ensuring continued operation but also maintaining passenger comfort. There is a need to identify how existing assets can be upgraded as well, such as employing cooling technologies and alternative insulation for our rail stations and the removal of jointed track and obsolete fastenings to make our rail tracks more resilient⁴⁷.

Increasing the resilience of active modes. Focus shouldn't just be on major transport infrastructure, but also our active travel infrastructure, and how we can make sure it is resilient and convenient to use in all types of weather.

Knowledge sharing and employee awareness. Many of our partners, including delivery authorities such as Network Rail and Highways England have made significant progress in how they build in climate change adaptation measures to their new developments. TfN will ask all partners to identify adaptation and resilience champions within their organisations to share latest practice and advice with other partners and internally within their own organisations.

Themes relating to effective longer-term planning and implementation of climate adaptation and resilience measures include:

Targeted investment for resilience measures. There needs to be proactive investment in resilient materials and adaptation measures. The costs and benefits of adaptation need to be integrated into asset management, investment strategies, economic appraisals and decision-making. The Climate Risk Assessment Process provides a process and platform with which to do this

Policy, indicators and monitoring. Where they haven't already, transport authorities and delivery bodies should develop specific policy in response to climate risks and adaptation priorities, along with mechanisms for ongoing monitoring of risks and progress against objectives.

Continuous improvement. Tracking the development of innovative technologies and approaches to the development of climate resilient transport infrastructure and systems.

⁴⁶The second UK Climate Change Risk Assessment CCC (2017)

⁴⁷N8 South East Route CP6 Weather Resilience and Climate Change Adaptation Plan (2019-24)

Factoring in the effects of climate change

Co-benefits of climate change adaptation

The benefits of developing climate change adaptation measures, particularly **nature based solutions**, are often not limited to increased resilience to climate change effects if planned and delivered in the right way, potential co-benefits include

- Ecological enhancements
- Flood and coastal resilience
- Improved water quality
- Improved air quality
- Improved physical and mental human health
- Reduced need for mechanical cooling
- Increased uptake of active travel
- Creation of green jobs

We can achieve nature based solutions through forming partnerships between scheme promoters and landowners, farmers, environmental groups and local communities⁴⁸ making space for excess water in other places, and using tree planting and sustainable drainage systems to store and slow down runoff from intense rainfall events. These green spaces can deliver co-benefits of providing valuable habitats for native wildlife, as well as accessible green spaces for promoting wellbeing.

For example, the creation and use of ecologically rich pond and wetland habitat to attenuate and filter rainwater runoff from major transport infrastructure can provide valuable habitats for native wildlife, as well as recreational space and educational opportunities for local communities.



How we are increasing the resilience of our projects

Our principal delivery partners, Network Rail, Highways England and HS2, have taken a lead in planning for the resilience of the transport systems they promote and maintain. TfM's role, however, in developing an investment programme for the North's transport system means that as an organisation, we need to understand the implications of climate change on that system.

By undertaking a Climate Risk Assessment, we are able to identify and assess the climate change risks for our major transport infrastructure programmes and for any other projects with elements that could be affected by the weather and effects of climate change

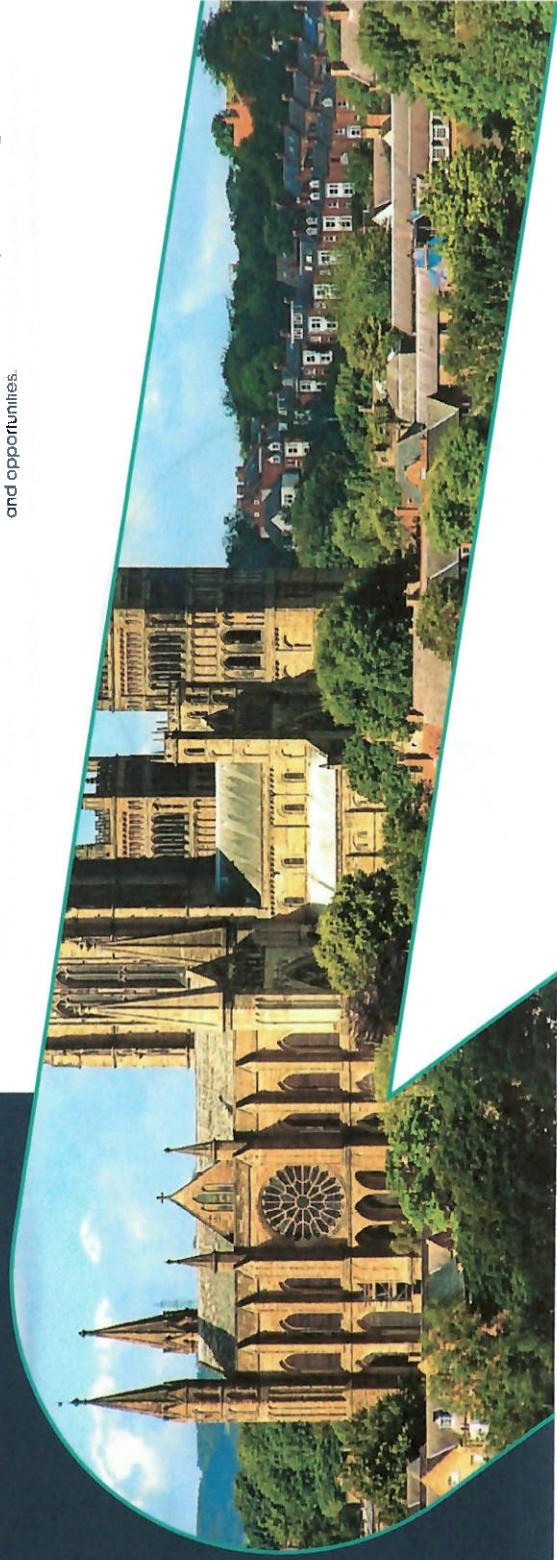
Guidance on when to undertake a Climate Risk Assessment and the assumptions to use in terms of global temperature rise is given within the Supplementary Green Book Guidance 'Accounting for the Effects of Climate Change' (DEFRA, 2020). Where a project, policy or programme is likely to have a lifespan that goes beyond 2035, the guidance recommends that it should be considered in the context of at least two future climate scenarios aligned with both a 2°C and 4°C rise in global temperatures.

We will undertake a Climate Risk Assessment for all TfM-led major infrastructure projects. By doing this we will be able to

- Re-develop and refine early designs to improve resilience to future climate change
- Incorporate climate scenarios within our appraisal of costs and benefits
- Identify no or low regret adaptation actions
- Develop adaptive management processes that allow a project to adapt to changing risk over time, given the high uncertainty over the future impacts of climate change
- Prioritise green infrastructure solutions which can deliver a wide range of co-benefits

Through our projects, we will also develop a strong collaborative relationship with the Environment Agency (EA) to stay abreast of major issues in relation to flood risk and geotechnical change, and discuss mitigation strategies.

For those schemes within our IP that are not TfM-led, we shall encourage our delivery partners to align to the same or a similar process for identifying climate change risks and opportunities.



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Decarbonisation Strategy - draft for consultation

Stimulating clean growth in the North

Financial profit is now not the only driver of growth, as we recognise that positive outcomes for people and the environment are also essential to achieve sustainable long-term growth. Transport is a key enabler to achieve the **Triple Bottom Line**.

Figure 28: Triple Bottom Line

The diagram illustrates the Triple Bottom Line concept. It features three overlapping circles: 'People' (top, with a family icon), 'Planet' (bottom left, with a globe icon), and 'Profit' (bottom right, with a piggy bank icon). The central intersection of all three circles is labeled 'Sustainable Long-term Growth'. A blue oval labeled 'Decarbonised Transport' is positioned to the left, with an arrow pointing towards the intersection. A large blue circular arrow surrounds the entire diagram, indicating a continuous cycle.

Whilst the ultimate stated aim of transport decarbonisation is to limit and eventually eliminate greenhouse gas emissions as a result of our travel, the potential opportunities it can provide in terms of driving economic growth and social value are significant.

TfN has a strategic objective to facilitate transformational economic growth. This underlying theme drives our Decarbonisation Strategy. Our Decarbonisation Strategy allows us an understanding of 'what needs to be true' in terms of transport decarbonisation policy, to allow the North to benefit from the significant economic and connectivity outcomes which would result from the schemes within our Investment Programme at the same time as achieving our decarbonisation commitments.

At the same time, it is important that we understand the opportunities for transformational economic growth that can be **driven** by the decarbonisation of transport itself. Economic growth that is achieved at the same time as cutting greenhouse gas emissions is often referred to as 'clean growth'.

The findings of our clean growth opportunities review are presented around the identified key transport decarbonisation themes.

During the preparation of this Strategy, we explored the existing clean growth opportunities and initiatives already identified by our LEP partners and other business/industrial groupings. We wanted to understand how TfN could support these opportunities and initiatives, as well as understanding any opportunities that remain relatively unexplored and which of these exhibits the most potential for the North.

The key outcomes from this work are presented in this chapter, along with some analysis of where we feel TfN can play a meaningful role in supporting clean growth opportunities in the North.

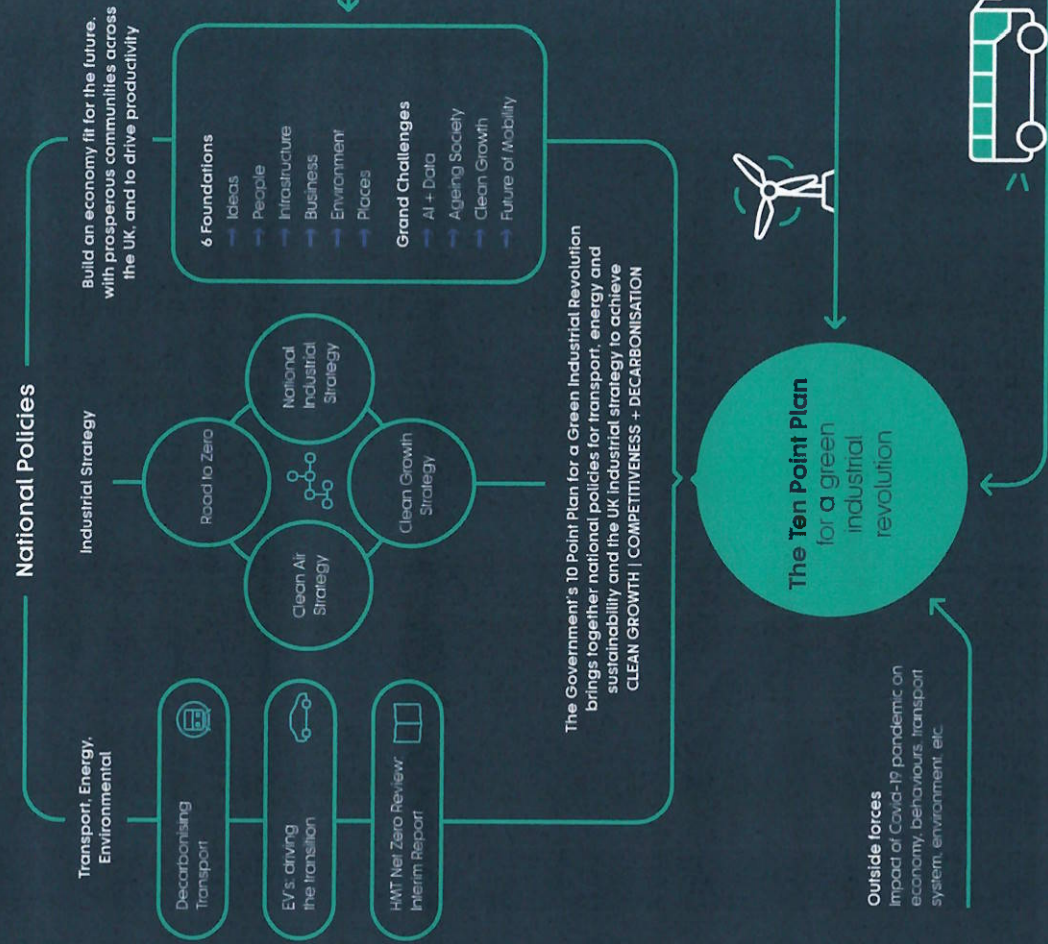
Figure 26 frames our Decarbonisation Strategy within relevant national and regional strategies which are aimed at setting the UK on a sustainable clean growth path, conceptualising the interdependencies between Northern Local Industrial Strategies (LIS) and national strategies. Our work included a high-level review of this policy framework focused around eight key transport decarbonisation themes.

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Decarbonisation Strategy - draft for consultation

Stimulating clean growth in the North

Figure 26. Clean Growth Policy Framework



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Decarbonisation Strategy - draft for consultation

Zero Emission Vehicles and Charging Infrastructure

Zero Emission Vehicles are a necessity to achieve full decarbonisation of transportation and significant growth opportunity for the North

Regional Strengths:

- Proximity to industry and expertise in the chemical, automotive and aerospace sectors, particularly in Cheshire and Warrington, Greater Manchester, Humber and Tees Valley.
- Strategic locations for test bed applications, for example, for rural ZEV infrastructure and operation using the Lake District National Park.

Project Charge (2019 -2022) runs across Merseyside, Cheshire, North Shropshire, North & Mid Wales. The project merges transport and electricity network planning to create an overarching map of where EV charge points will be required and where they can be best accommodated by the electricity grid.

The City of York's Public Electric Vehicle Charging Strategy 2020-2025 outlines the city's plans to

- install fast chargers at 5 per cent of parking bays within their own long-stay car parks.
- use funding from the UK Office for Low Emission Vehicles and the European Commission to install ultra-rapid chargers in hyperhub/strategic locations around York, and
- provide competitive tariffs to minimise the costs of using an EV for local residents and businesses.

Regional Challenges:

- Relatively high proportion of rural areas and terraced housing which pose challenges to the installation of effective ZEV charging infrastructure and ZEV operation.
- Uneven capabilities in relation to accessing grants and funding for ULEV infrastructure.
- Most charging infrastructure provision is market led to some extent and this has led to an uneven geographical distribution of existing charging devices within the UK.
- A more strategic 'whole network' approach is required to deliver an optioned network that delivers best for the user and caters for trans-boundary trips.

Figure 27: Public Charging Devices per 100,000 of population by UK region*

Devices per 100,000 population

- Below 20
- 20 - 30
- 30 - 40
- Above 40

Region	Devices per 100,000 population
North East	17
North West	40
Yorkshire and the Humber	31
East of England	19
West Midlands	19
East Midlands	20
London	26
South East	28
South West	21
Wales	33
Scotland	69
North East (Scotland)	31

*Sourced from DTI Electric Vehicle Charging Device Statistics, January 2021, Zap-Map. Office for National Statistics licensed under the Open Government Licence v3.0. Contents OS data © Crown copyright and database right 2021.

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Zero Emission Vehicles and Charging Infrastructure

Regional Opportunities:

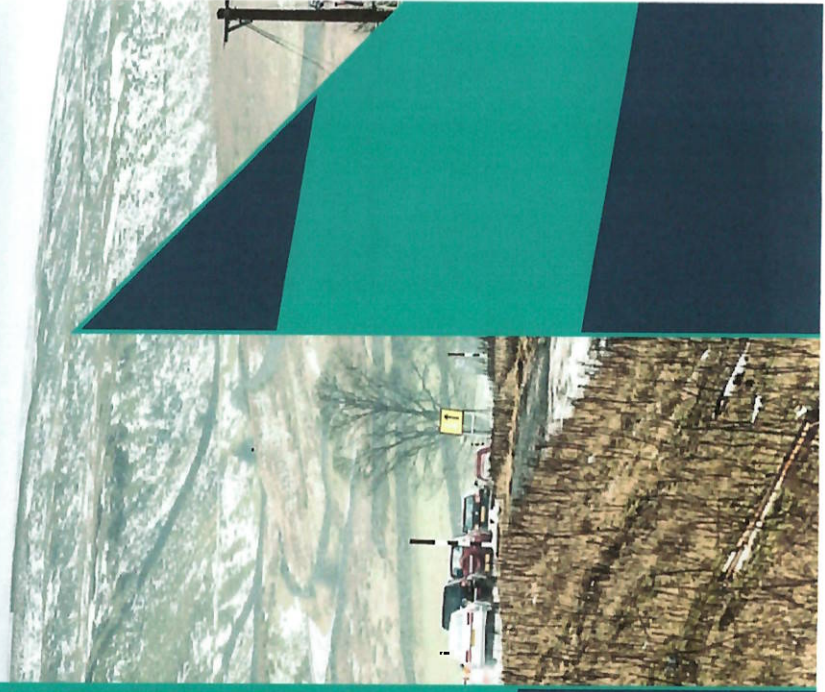
The widespread adoption of ZEVs will need to be supported by the provision of adequate charging infrastructure that caters to road trips that occur with the region as a whole and not just the places within it.

- Northern LEPs are well placed to support and host gigafactories (or manufacturing ULEV batteries and parts) with OEM vehicle supply being a critical factor in the achieving the UKs decarbonisation targets. The UK Government has identified up to £1bn of spending on an automotive transformation fund, although has yet to decide on exact funding allocations.
- Scaling up the supply chain can achieve economies of scale and reduced cost across the ZEV value chain.
- Testing and trials of innovative ZEV charging technologies focused on delivering rural and on-street ZEV charging solutions
- Exploring the potential of multi-modal mobility hubs, including ZEV charging infrastructure, to stimulate urban regeneration, both by creating an additional incentive to visit and support local businesses and by improving access to affordable sustainable mobility.

Potential TIN Activity:

A catalyst for ZEV uptake and charging infrastructure deployment.

- Engage with and support partners to access funding, technical expertise and co-ordination with Distribution Network Operators (DNOs). Facilitate cross boundary teams amongst partners to deliver strong and effective bidding propositions for ZEV funding and trials.
 - Engage with partners to support programmes and campaigns to build awareness in our communities via strong messaging around the financial and environmental benefits of ZEVs (relative to the use of equivalent ICE vehicles)
 - Develop a coherent, data driven, regional ZEV Charging Infrastructure Framework, including an assessment of provision of charging infrastructure requirements on the Major Road Network, as well as and in rural and remote areas. Coupled with this, TIN could look to influence Government to alter the competitive bidding process into a more outcomes-driven allocation based on evidence and data.
- CGA1: Develop a regional EV Charging Infrastructure Framework** – laying the foundations for an outcomes driven approach to the delivery of charging infrastructure in the North, ensuring our network caters for the full range of journeys being made to, from and within our region.
- CGA2: Supporting local partners** in the development of local ZEV infrastructure charging plans and the pursuit of funding opportunities, through the provision of data and evidence.



Hydrogen Vehicles and Refuelling Infrastructure

The North has competitive advantage in hydrogen production, but a strong business case for hydrogen transport applications is yet to emerge.

Regional Strengths:

- Existing clusters of hydrogen producing industry located around Liverpool, Cheshire and Warrington, the Humber estuary and Tees Valley.
- Liverpool City Region, through HyMotion, deploying hydrogen buses and refuelling systems as well as developing the first public hydrogen refuelling station in the North West
- Existing hydrogen clean growth opportunity partnerships, for example HyNet North West (supported by Manchester, Liverpool and Cheshire and Warrington LEPs), the North West Hydrogen Alliance, and Zero Carbon Humber.

UK H2 Mobility brings together industry (fuel cell technology, energy, gas utilities, fuel retail, car and train manufacturers, government and Devolved Administrations) to support the development of hydrogen as a transport fuel and further the commercial roll-out of hydrogen mobility technology. A roadmap details how the UK can build a hydrogen refuelling infrastructure to support the introduction of Fuel Cell Electric Vehicles (FCEVs), with the initial focus on developing infrastructure serving metropolitan areas and the major routes that link them. Infrastructure development to date has been a public-private partnership with national and local governments, and fuel cell industrial gases, energy and vehicle manufacturers.

The HyNet North West partnership is to create the UK's first CCUS infrastructure including a hydrogen pipeline

The Nordic Hydrogen Partnership consists of regional clusters involving major and small industries, research institutions and local, regional and national authorities. The national bodies covering Norway, Sweden, Iceland and Finland act as H2P coordinators. Most hydrogen installations are meant to serve fuel cell buses, as well as cars. Activities are based on collaboration across the borders and are backed with strong public and private support in terms of funding, financial tax exemption schemes and investments.

Regional Challenges:

- Despite a strong focus on hydrogen in the region, the development, testing and uptake of hydrogen vehicles is not a strong priority, at present, for the region in general.
- Competition for hydrogen from high-priority hard-to-decarbonise industrial uses and government strategic priority to utilise hydrogen for domestic heat
- Viability of hydrogen as a fuel source is likely to depend on the deployment of Carbon Capture, Use and Storage (CCUS) in the short and medium term.
- Current absence of Europe-wide strategy for low-carbon H2V investment in infrastructure will be at risk until established.

- Lack of certainty within supply chain around future supply/demand dynamics.

- Industrialisation of electrolyzers, fuel cells and hydrogen tank manufacturing – and linked to this, the current high production cost of hydrogen which will be important for fuel-intensive transport uses.

Regional Opportunities:

Increased certainty around future hydrogen transport applications will allow a scale-up of the supply chain, necessary to support viable deployment of the technology.

- Hydrogen as a fuel source could contribute significantly to the decarbonisation of ports and shipping.
- Much of the hydrogen production in the region is still based on fossil fuels, supporting our industrial ports to start the shift to a green hydrogen supply would drive down overall costs through scale and enable the deep decarbonisation of 'first mile' freight transport that utilise our ports (e.g. shipping and HGVs).
- Job creation in energy-intensive industrial regions (e.g. Humber and Tees Valley) to offset and exceed any expected job losses due to step changes in the decarbonisation agenda.

- Potential for the development of low carbon hydrogen (blue hydrogen) from gas reforming combined with Carbon Capture and Storage (CCS) alongside the scaling up of green hydrogen production.

Potential TfN Activity:

There is no short-term policy that will allow an accelerated deployment of hydrogen in transport, but taking action to ready the supply chain in priority sectors will build the foundations for the future.

- Apply a 'look ahead' in systems planning and support the supply chain by assessing future infrastructure requirements (e.g. refuelling networks) to expedite and encourage uptake once the technology becomes ready to enter the mainstream market.

- Encourage collaboration with other regions (e.g. Scotland and Wales) and other sub-national transport bodies, mirroring the success of initiatives such as the Nordic Hydrogen Partnership.

- Encourage and support our LEPs to develop a green hydrogen strategy for the North's industrial ports. Our ports are ideally placed to scale up the use of clean hydrogen, achieve scale in CCUS and decarbonise the 'first mile' of freight transport from ports.

- Work with Tees Valley to make the region the **testbed home for hydrogen mobility**, leveraging the existing capability around Tees Valley Net Zero Innovation Centre and the Tees Hydrogen Transport Hub.

- Engage with HyNet North West to identify actions to form a supply-chain cluster to include hydrogen transport applications and to pool resources and share knowledge around the adoption of hydrogen fuels for transport.

CGA3: Undertake or support a pan-northern hydrogen transport refuelling study. Provide confidence to users about the future path of the technology, particularly with regards to priority application, e.g. hard-to-electrify rail services and long-haul HGVs.

CGA4: Supply chain support for future hydrogen infrastructure solutions for both first and last mile hydrogen applications. TfN to engage in emerging hydrogen partnerships in the North to support the development of a viable business case for hydrogen and provide confidence to the supply chain.

Demand Management, Digitalisation and Modal Shift

Embracing new technologies and providing access to alternative modes of travel is essential to achieving our decarbonisation objectives, especially in the short term

Regional Strengths:

- Strong support for both **Maas** and digital substitution within LEP strategies.
- Strong pipeline of existing proposals to help make the region a world leader in digitalisation. This includes Greater Manchester's ambition to become a top five city-region for the digital economy in Europe, with full fibre broadband and 5G coverage, and the Borderlands Inclusive Growth Deal proposal that seeks to complete the roll-out of super-fast broadband to properties that do not yet have access in Cumbria.
- Strong regional support for modal shift to public transport.
- Significant support for rail investments, including Northern Powerhouse Rail.
- Ambitions in many city regions (e.g. Sheffield and Liverpool) to deliver zero-carbon public transport networks
- Existing programmes piloting demand-responsive transport and community-based initiatives as a solution to the problem of accessibility in rural areas in the Tees Valley.

Regional Opportunities:

- **Capturing and optimising the economic, social and environmental benefits from digitalisation and cleaner, greener travel.**
- Development and updating of LEP Digital Infrastructure Plans, where needed, to support the transition towards 5G.
- Proliferation of 5G innovation opportunities / programmes in the Tees Valley.
- Development of a **Mobility Hub** concept, which integrates public transport services with shared mobility services

Regional Challenges:

- Despite some areas experiencing world-class digital connectivity, some areas of the region still have limited broadband connectivity which needs to be addressed to allow for effective employment of **Maas** systems, improved customer experience on public transport and digital substitution, in a way that meet the needs of the North's often dispersed populations, labour force and economy.
- Continued investment needed to expand 4G mobile data coverage and to support the transition to 5G.
- The North's topography and climate, especially in more rural areas, act as a barrier to active travel uptake.
- Local bus services are often considered unreliable and expensive
- Some existing industrial employment centres are poorly serviced by public transport and in some areas there are no direct rail alternatives for passenger or freight movements which creates reliance on the Strategic Road Network (SRN) for both local and regional journeys.

and ZEV charging infrastructure. Hubs can act as a focus for economic growth by creating an additional incentive to visit community and commercial centres

Plymouth City Council has secured £6M to build 50 mobility hubs. This is to be established by 2025 and are to include electric vehicle charging infrastructure, an e-car club, e-bikes and digital information boards. Additionally, an integrated **Maas** platform will be developed to enable travel.

- To become a leader in the development of rural public and active transport solutions. Exploring how new technologies can transform rural travel and incentivise the use of public transport and other forms of greener, shared and active mobility, and, how these solutions can stimulate return-investment in our rural communities
- Given the aspirations for zero-carbon public transport networks existing across the North's city-regions, aggregating orders for ultra-low emission buses from cities across the North could draw significant investment from the OEM vehicle supply industry into the region.
- Championing the consideration of social and environmental value on an equal basis to economic return on investment when competing for government funding for active travel and public transport infrastructure.

Potential TIR Activity:

Creating a narrative for sustainable future travel in the North

- Supporting and encouraging programmes such as the **Made Smarter Tees Valley Pilot**, 5G Testbed and Trials Programme and Future Mobility Zones, **to make the Tees Valley a leader for tests and trials using 5G technology in rural areas.**
- Supporting and engaging LEPs in the development or updating of **Digital Infrastructure Plans** to deliver strong messaging around the benefits of **Maas** and digital substitution and also robust timelines in relation to the delivery of the enabling technology
- To influence government for continued investment **to expand the North's 4G mobile data coverage and support the transition towards 5G** as both an economic stimulator and a key bedrock of an effective, digitally enabled, integrated transport system.

- To facilitate alongside partners, where feasible, the **aggregation of large orders of ultra-low emission buses from across the North's city regions** to attract inward investment and ensure supply.

- As we move towards the decarbonisation of road vehicles, public perception of road investment being the environmentally least friendly option may shift, particularly in rural areas where demand for road investment may increase. There is an opportunity to co-ordinate, with partners, in the **delivery of strong messaging around the benefits of Maas, public transport and active travel** and also robust timelines in relation to the delivery of supporting infrastructure and enhanced services. It is essential that the region can provide this parallel narrative **to build back confidence in public transport after the COVID-19 pandemic and create a demand for 'Liveable Places'.**

CGA6: TIR to support the development of a clean mobility vision for the North, utilising its Future Travel Scenarios, combining the advantages of demand management, active travel, micro-mobility and public transport into the evolving lifestyle choices of its citizens. The objective would be to **create a vocal demand for 'Liveable Places' across the various geographies of the North.**

CGA6: Supporting our local partners with **data and evidence to analyse potential locations for mobility hubs** and to access funding sources. The hubs should act as stimulators of urban and rural economic growth

Freight Decarbonisation and Ports

Tailored solutions to deliver deep-decarbonisation of freight transport, recognising the diversity of supply chain and stakeholder needs

Regional Strengths:

- Established freight networks and world leading ports
- With the UK Government ambition, through its Maritime 2050 Strategy and Clean Maritime Plan, to lead the way in transitioning to a future of zero emission shipping. The North's ports are well placed to support this ambition through the formation of 'clean maritime' clusters.
- Three of our ports have been confirmed as freeport locations, including Liverpool City Region, Teesside and Humber (including Immingham), and are expected to attract investment in manufacturing and logistics infrastructure through tax incentives and customs freedoms. This will make them excellent locations for clean and green transport infrastructure investment. A number of other candidate locations, including Tyne and Wear and Barrow/Workington also play a valuable role in overall picture for maritime industry and freight transfer within the North

The European Technology Platform ALICE is set-up to develop a comprehensive strategy for research, innovation and market deployment of logistics and supply chain management innovation in Europe. In 2019 ALICE published its Roadmap Towards Zero Emission Logistics in 2050. Looking at the radical changes needed to deliver fully competitive low emissions vehicles, trains, barges, ships and airplanes (source: Roadmap Towards Zero Emissions Logistics, 2050, ALICE (2019), www.aliceplatform.eu/)

The Port of Rotterdam in the Netherlands, one of Europe's largest port and energy hubs, is positioning itself as a hydrogen leader, working with various partners to make the port area an international hub for hydrogen production, import, application and transport to other countries in Europe. For example, the 'Hyvision' project brings together industry, the port and R&D partners to investigate the switch to blue hydrogen, which can be achieved with significant public and private investment in new infrastructure. The project is also considering the conversion of existing installations to transport hydrogen to the industrial companies and deliver captured CO₂ to empty fields underneath the North Sea. According to the Port, the focus on large-scale hydrogen infrastructure will strengthen its international competitive position and attract new businesses that focus on sustainability (source: <https://www.portofrotterdam.com/en/press-releases/2022/04/01/rotterdam-positions-itself-as-a-hydrogen-leader>)

Regional Challenges:

- Low or zero carbon technology in both maritime and freight sectors is at a relatively low maturity level. Technology selections should ideally be made when the options are mature, so any investment choices made now (e.g. liquid natural gas as a fuel for shipping) will have a long-term impact that is hard to re-frame.
- The North's sizeable freight and logistics sector exacerbates road traffic congestion hot-spots, as well as the emissions associated with ports and airports.
- The need for a coherent regional strategy to enhance the North's competitive strength and develop supply chains in relation to the green maritime agenda
- European cooperation is required to develop compatible solutions for the decarbonisation of freight, recognising the significant number of cross-border trips (by HGVs, shipping and aviation).

Regional Opportunities:

Green and competitive ports need a bold vision that combines a roadmap of lowering GHG emissions from shipping and pollution in maritime areas, with integration of other sustainable transport modes

- To lead the way in data collation and democratisation, mapping goods to vehicles in common formats, allowing the North's freight operators, both large and small to benefit from information on efficiency schemes and measures, and the latest technologies.
- TIN's Investment Programme will provide significant additional rail capacity in the region, providing an opportunity to move freight transport from road to rail.
- Rail freight is one of the most carbon-efficient means of moving goods, however heavy freight loads typically require overhead electrification (as the zero carbon alternative to diesel traction). The infrastructure works required to achieve coverage of the regions main freight corridors represent an opportunity to invest further in the regions rail manufacturing capability
- The Government has committed to a £20million investment in the Clean Maritime Demonstration Programme, and that a hydrogen refuelling port will be launched in Teesside
- There is potential for our partners (ports, local authorities and delivery authorities) to work together to deliver effective 'port to port' hydrogen or electric refuelling corridors across our region. Many of these corridors are identified within the Strategic Development Corridors defined within TIN's Strategic Transport Plan.

Potential TIN Activity:

Providing data and evidence to expedite the development of a decarbonisation pathway for shipping and freight

- **Supporting the sector by assessing future infrastructure requirements** for hydrogen or electric refuelling, to expedite and encourage uptake once the technology becomes ready to enter the mainstream market. Supporting the formation of partnerships to consider 'port to port' zero carbon freight corridors.
- Using TIN's analytical framework to **build a better understanding of freight and logistics movements and the effects of efficiency measures and technologies**. Making this data available for all.
- Supporting the region in becoming a **centre of excellence for zero carbon ports or shipping** in the region.
- **Encouraging and supporting our cities to develop Sustainable Urban Logistics Plans** through the provision of data and research and developing a structured approach to sharing knowledge through our Northern Evidence Hub.

CGA7: Developing and supporting partnerships to consider port-to-port, multi-modal, zero carbon freight corridors, optimising the economic benefits that our freeports and clean maritime clusters can generate for our region.

The Port of Gothenburg, in Sweden, is collaborating with Volvo Group, Scania and Stena Line to accelerate the transition to fossil-free fuels in the transport sector and cut emissions linked to the port by 70% by 2050. The collaboration focuses on the electrification of sea transport. Gothenburg Port Authority will produce the necessary infrastructure and access to fossil-free fuels for heavy vehicles, including electric power, biogas, and hydrogen gas. The freight transporters and Stena Line will have a key role to play by ensuring new fossil-free trucks and vessels are brought into service by 2030.

Rail Decarbonisation

Regional Strengths:

- The North possesses strong rail manufacturing capability and the region is well placed to benefit from a nationwide acceleration of rail electrification programmes, as well as the potential to lead on innovative new clean transport technologies (e.g. hydrogen-powered passenger trains)

Regional Opportunities:

- To increase the North's access to both UK and international markets in relation to green rail infrastructure and rolling stock

Regional Challenges:

- Many of the North's dispersed communities have poor access to rail services and there is a perception that the existing rail infrastructure needs improvement and better maintenance before investment in decarbonisation programmes

Potential TfN Activity:

- Work with government and Network Rail to ensure new rail schemes within our Investment Programme are electrified, including NPR, providing future market certainty to the supply chain and allowing development of further skills and capability in this sector within the North.
- Work with partners, Network Rail and Train Operating Companies (TOCs) to bid for the testing and trialling of new low emission train technologies in the region. This should serve as a sign of our intent to employ these technologies in the future and attract further investment from the rail manufacturing sector into our region.

CGAB: Supporting our partners to attract testing and pilots of new low emission train technologies in the region.



Clean Growth

Our Clean Growth Opportunity Summary Matrix allows us to consider the identified priority Clean Growth Actions relative to each other in relation to their potential to stimulate economic growth and positive health outcomes.

All identified potential Clean Growth Actions have moderate to strong potential to stimulate growth in either jobs or skills within our region. The strongest actions in this respect are likely to be those in relation to expediting the effective development of ZEV charging infrastructure and increased uptake of ZEVs in the region, and in doing so, demonstrating significant regional demand to the supply chain.

There is also significant economic growth potential in relation to proving a market for hydrogen fuels for first mile freight journeys, however, there is also a greater level of uncertainty around these outcomes which is related to the relative immaturity of technology in this area.

Stronger, 'all-round' performers include actions around supporting demand management and modal shift, which may see increased health benefits and more potential to stimulate growth in a more equitable way.

All eight of the identified potential Clean Growth Actions are taken forward for further deliberation within Chapter 9, where TfN's priority activities to 2025 are considered.

Clean Growth Opportunity Summary Matrix

Figure 28: Clean Growth Opportunity Summary Matrix

Definition: Socio-Economic Factors	
Jobs	Potential to support job growth directly through design, manufacturing and construction opportunities, and also in the wider job market by improving connectivity and resilience.
Skills	Potential to increase the skills base within our communities and the demand for skilled labour to support business growth and new mobility infrastructure.
Health	Potential to improve the health and wellbeing of our communities.
Definition: Impact	
Strong	Strong potential to deliver socio-economic benefits of jobs, skills and health. Policy is very likely to induce private sector investment and support a high level of job creation in innovative and future industries, requiring an increased level of skilled workers. Strong potential to support the health agenda, encouraging an active lifestyle, and reducing pollution.
Medium	Those opportunities where there is a more modest potential to deliver socio-economic targets of jobs, skills and health, or where the potential is strong but uncertainty is high. Some potential to support the health agenda, encouraging an active lifestyle, and reducing pollution.
Low	Weaker potential to deliver socio-economic targets of jobs, skills or health. Policy may not have strong outcomes in all three socio-economic areas, or, only over the long-term horizon.

Clean Growth Actions

Action 1: Develop a regional EV charging framework

Action 2: Supporting local partners in the development of local EV charging infrastructure

Potential for Beneficial Socio-Economic Impact

Jobs: Strong, Skills: Strong, Health: Medium

Strong, Strong, Low

Strong, Strong, Medium

Justification

Effective ZEV infrastructure resulting in higher ZEV uptake leading to a stronger supply chain. Jobs and skills benefits from the manufacture and installation of infrastructure and investment in the region from OEMs. Health benefits less clear due to risks associated with increased uptake of private vehicles and persistent local air quality emissions along with potential to exacerbate TRSE.

Effective ZEV infrastructure resulting in higher ZEV uptake leading to a stronger supply chain. Jobs and skills benefits from the manufacture and installation of infrastructure and investment in the region from OEMs. Provision of data in relation to distributional impacts and transport related social exclusion may help obviate potential health impacts.

Clean Growth Actions

Action 3: Undertake or support a pan-northern hydrogen transport retelling study

Action 4: Supply chain support for future hydrogen infrastructure solutions

Action 5: Supporting a clean mobility vision for the North

Action 6: Supporting local partners in the development of mobility hubs

Action 7: Developing and supporting partnerships to consider zero carbon, port-to-port freight corridors

Action 8: Supporting our partners to attract testing and pilots of new low emission train technologies

Potential for Beneficial Socio-Economic Impact

Jobs: Medium, Skills: Medium, Health: Medium

Medium, Medium, Medium

Medium, Low, Strong

Medium, Medium, Medium

Strong, Medium, Medium

Strong, Medium, Low

Justification

The hydrogen economy presents significant opportunities for jobs and growth in the North and developing a market in hydrogen for transport would further stimulate this. Medium ratings reflect a significant uncertainty that persists around the viability of hydrogen as a fuel relative to other technologies.

The hydrogen economy presents significant opportunities for jobs and growth in the North and developing a market in hydrogen for transport would further stimulate this. Medium ratings reflect a significant uncertainty that persists around the viability of hydrogen as a fuel relative to other technologies.

This activity in itself is unlikely to lead to direct significant growth in jobs and skills, however, a shift away from private vehicle use and any uptake in active travel is likely to lead to health and wellbeing benefits. A more effective, integrated and comprehensive public/ shared/ active transport system is ultimately likely to be a more equitable transport system, allowing a broader spectrum of our communities to access more jobs.

Mobility hubs may principally encourage healthier and greener mobility choices, improving air quality and tackling TRSE. Dependent on location and integration into spatial planning, they also provide an opportunity to accelerate commercial regeneration and localisation concepts.

Using the strong connection between our ports, airports and intermodal terminals to both stimulate the transition to clean fuels and create substantial economic investment opportunities in our ports and their hinterlands. The use of hydrogen as a fuel for first mile journeys, would stimulate the maximum opportunity for our region, however, significant uncertainties persist around the viability of hydrogen as a fuel relative to other technologies.

Given the existing strong rail manufacturing base in the North, it is well placed to deliver the materials needed to decarbonise railways/locomotives. Health benefits are relatively low next to other actions given the limited portion of air quality / carbon emissions generated from existing railways.



Our work has identified a number of other significant clean growth opportunities for the North. Transport is not the key driver of these opportunities, but it can play an important enabling function.

Advancing Offshore Wind

Substantial installed offshore wind energy generation can be found off much of the North's coasts, with Cumbria being home to the largest offshore wind farm in Europe. The associated supply chains, research and development activities and the deployment of offshore wind farms are of significant benefit to many of our existing coastal areas.

Whilst offshore wind and the activities that support it are a relatively mature industry in the North, any opportunities to strengthen the transport infrastructure that supports the industry, should be explored. For example, the UK Government's 10 Point Plan committed to investing £160m into modern ports and manufacturing industries to further boost the UK's offshore wind energy generation capacity.

Further to this, some high-value components are still being imported. Transport links will be important if the region is to attract the appropriate skills base and inward investment to fill these manufacturing gaps.

The energy generated by offshore wind farms could also be used as a source of renewable energy to power the electrolysis process required to produce green hydrogen, to be used for transport applications.

Potential TIN Activity:

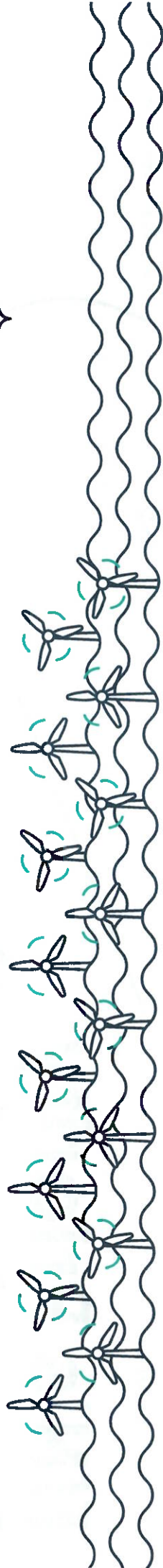
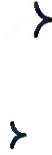
- Preparation of pan-northern hydrogen refuelling network strategy has been proposed as a potential priority activity for TIN (alongside industry stakeholders) before 2025. Any strategy should consider the contribution that offshore wind energy could play in the electrolysis process to produce green hydrogen and understand how the spatial characteristics of a refuelling network might optimise this potential.
- Supporting coastal LEPs (e.g. Humber and Liverpool) to access government funds which would unlock increased investments in the North's port infrastructure, including the formation of clean maritime clusters.



Investing in Carbon Capture, Usage and Storage (CCUS)

The North already leads the country in CCUS research and development, with the region's ambitions being driven by the need to decarbonise the North's heavy industrial clusters, including those in the Humber, Tees Valley and Merseyside. The UK Government's 10 Point Plan pledges significant investment to support the establishment of superplaces: industrial clusters pioneering hydrogen production and carbon capture, returning the latter to under the North Sea. Given its location, the North is perfectly placed to host these clean growth clusters and utilise the hydrogen they produce.

The majority of decarbonisation pathways, including those presented by the Climate Change Committee, rely on an element of CCUS to achieve their decarbonisation trajectories. It is also true that the effective and rapid development of CCUS in the North will be an essential component within the hydrogen supply chain (before green hydrogen production sufficiently develops) if it is to be chosen as a viable fuel source for zero or low emission HGVs. **Without CCUS, it is likely that the decarbonisation pathways for our HGVs would need to pivot to alternative fuel sources (e.g. battery electric). Given the North's potential in relation to the development of CCUS and hydrogen production/ use, this would represent a missed growth opportunity for the region.**



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TfN's Priority Decarbonisation Actions

We believe that TfN has an important role to play in achieving transport decarbonisation in the North.

Demonstrating:

Evidence-building, running pilots and collating and sharing best practice.

Facilitating:

Working for consensus, ensuring consistency, co-ordinating cross-sectoral partnerships and teams, as well as representing our partners as a single, strong unified voice in national forums

Supporting:

Developing regional strategy to support local objectives and provide a basis for effective and co-ordinated influencing of government.

Our policy analysis work has revealed those areas of policy through which the most challenging emissions reductions must be achieved. These provide a focus for our proposed research, data and evidence-building activities in the short-term to 2025. Specific activities generated by this analysis are signposted as 'policy Gap Actions' (pGAs).

Alongside the policy analysis, our exploration of those activities which can provide the greatest potential for clean, green growth in the North has identified eight 'Clean Growth Actions' (CGAs).

Finally, a number of additional activities have been identified as priorities and refined through engagement with our partners, industry, research networks such as Decarbon8 and other sub-national Transport Bodies, and these are highlighted as 'Stakeholder Driven Action' (SDAs)

Taken together, these represent TfN's proposed Priority Decarbonisation Actions

Given the enormity of the decarbonisation challenge and the risks associated with failing to achieve what is needed, the majority of activities around decarbonisation would justifiably be classed as 'high priority'. TfN's proposed Priority Actions, are those activities which we believe need to happen in the short-term (i.e. up to 2025) and that are most effectively delivered at a pan-Northern level.

They typically:

- recognise the transboundary nature of our surface transport system and tackle those challenges and emissions that fall between the gaps when employing a local or combined authority governance approach;
- generate evidence that can be applied usefully across a range of places by our partners (i.e. are not 'place specific');
- reflect preferences expressed by our partners and other stakeholders

TfN's Proposed Activities to 2025

Table 8 defines TfN's proposed Priority Decarbonisation Actions by policy area. The urgency of the climate crisis requires us to address all of these actions in the short term, up to 2025. There are a number of actions, typically where TfN can play an ongoing support function to others, where we envisage that support as being 'continuous', or, as and when required. Other actions are likely to have specific outputs which will require further definition and which should be delivered up to 2025.

The activities within this list present differing levels of opportunity for TfN influence, however, the role that TfN can play in delivering these activities and the relative priority assigned to actions will change over time and therefore this list will be reviewed, with our partners, on an annual basis.

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TfN's Priority Decarbonisation Actions

Table 6. TfN's proposed Priority Decarbonisation Actions by policy area

Policy Area	TfN Role	TfN Decarbonisation Action	Scope	Timeframe
Electric Vehicles and Fuel Efficiency	Demonstrating and Supporting	SD1: Regional route-map for transport decarbonisation.	Disaggregating baseline emissions for a number of place typologies that typify the North. Assessing against a regional trajectory to develop place-specific policy baskets and to understand the optimum timing and resource use profiles for each typology in order to achieve regional decarbonisation.	Pre-2025
	Demonstrating and Supporting	SD2: Developing place-based decarbonisation pathways for rural typologies	Similar to the work proposed under the 'regional route-map' action, although focused predominantly on the challenges and opportunities of decarbonising rural transport systems. Includes development of appropriate policy baskets.	Pre-2025
	Facilitating	SD3: Formation of decarbonisation working groups with TfN partners.	Working groups to help scope and guide the implementation of the Decarbonisation Strategy. This may take the form of one dedicated working group or a number of project specific steering panels.	Pre-2025
Hydrogen	Demonstrating	SD4: Exploring the relationship between transport decarbonisation and transport-related social exclusion (TRSE) (inclusive of PGA1).	Understanding the geography of TRSE in the North and the potential effects on TRSE, by place, of different transport decarbonisation policy measures.	Pre-2025
	Demonstrating	SD5: Research into embodied carbon analysis for strategic transport infrastructure programmes.	Partnering with research bodies to investigate the requirements and feasibility of carrying out embodied carbon assessments of strategic multimodal transport infrastructure corridor proposals. We shall use a selection of schemes from TfN's existing Strategic Development Corridors for this task	Pre-2025
	Demonstrating and Supporting	SD6: Programmatic assessment of Investment Programme (IP) against TfN's Decarbonisation Trajectory.	Assessment of modelled emissions as a result of TfN's IP intervention Sequencing Strategy, against TfN's Decarbonisation Trajectory to identify any additional decarbonisation policy required and potential adjustments to the IP.	Pre-2025
	Demonstrating	SD7: Consideration of emissions from aviation and shipping generated by the North.	Calculating the North's contribution to UK aviation and shipping emissions, and inclusion of this within our future emissions baselines. Analysis of national policy measures to reduce aviation and shipping emissions to consider how TfN and its partners can support these policies, as well as consideration of additional local measures and further focused TfN activities.	Pre-2025

Policy Area	TfN Role	TfN Decarbonisation Action	Scope	Timeframe
Electric Vehicles and Fuel Efficiency	Demonstrating	CGA1: Develop a regional ZEV charging framework (inclusive of PGA1).	Identifying those facets of a low carbon charging system that are best approached at a pan-Northern level, including coverage of the Major Road Network (MRN), consistency and interoperability of technology and payment systems, procurement principles, future pricing and consideration of future grid requirements	Pre-2025
	Supporting	CGA2: Supporting local partners in the development of local ZEV charging infrastructure.	Supporting local partners in the development of local ZEV infrastructure charging plans and the pursuit of funding opportunities, through the provision of data and evidence.	Pre-2025
	Facilitating and Supporting	PGA14: Increase awareness of fuel-efficient driving styles.	Through the policy positions we adopt and our communication and engagement activities, work with partners to increase public awareness of fuel-efficient driving styles and the associated environmental and financial benefits.	Continuous
Hydrogen	Demonstrating	CGA3: Undertake or support a pan-northern hydrogen transport refuelling study.	Modelling HGV demand across the MRN, as well as potential interfaces with the rail network, and mapping against a potential hydrogen distribution network to identify strategic locations for investment in refuelling depots/stations.	Pre-2025
	Supporting	CGA4: Supply chain support for future hydrogen infrastructure solutions.	Engaging with emerging hydrogen partnerships in the North to support the development of a viable business case for hydrogen for first mile freight applications and provide confidence to the supply chain	Continuous

TfN's Priority Decarbonisation Actions

Table 3 continued: TfN's proposed Priority Decarbonisation Actions by policy area

Policy Area	TfN Role	TfN Decarbonisation Action	Scope	Timeframe
Demand Management	Supporting	SD8: Supporting the development of scalable digital solutions for incentivising greener, shared and active mobility in rural areas.	Supporting partners through provision of evidence and data in understanding the key requirements of an effective rural MaaS system.	Continuous
	Facilitating and Supporting	CGA5: Supporting a clean mobility vision for the North.	Developing compelling visions highlighting the advantages of reduced car usage, active travel, micro-mobility and public transport in creating 'Liveable Places' across the various geographies of the North. Underpinning this work with a robust evidence base and baskets of relevant policy measures.	Pre-2025
	Demonstrating and Supporting	CGA6: Supporting local partners in the development of Mobility Hubs.	Provision of data and evidence to facilitate analysis into potential locations for mobility hubs, in both rural and urban areas, and to access funding sources.	Pre-2025
	Demonstrating and Facilitating	PGA10: Consider the role of micro-mobility/shared mobility in the first and last mile journeys at train stations.	Use our role within the Rail North Partnership to facilitate a consideration of how shared mobility, including cycle hire and e-scooter schemes, can be encouraged for first and last mile journeys at train stations.	Pre-2025
	Demonstrating and Facilitating	PGA8: Develop schemes and infrastructure to improve the regional public transport network, e.g. Northern Powerhouse Rail.	Develop and implement comprehensive plans for the regional public transport network, such as Northern Powerhouse Rail and wider improvements to the rail network.	Continuous (and beyond 2025)
	Demonstrating	PGA9: Research on the effects of home-working upon productivity and agglomeration.	Develop an evidence base on the extent to which less work-related travel has a detrimental effect on productivity and agglomeration to understand whether home-working can be consistent with TfN's vision for a transformed Northern economy.	Pre-2025

Policy Area	TfN Role	TfN Decarbonisation Action	Scope	Timeframe
Freight	Demonstrating and Facilitating	SD9: Low carbon urban freight scenarios.	Research on appropriate place-based, low carbon, urban freight (last-mile) solutions in the North.	Pre-2025
	Facilitating and Supporting	CGA7: Developing and supporting partnerships to consider zero carbon, port to port freight corridors	Exploring the potential for our partners (ports, local authorities and delivery authorities) to work together to deliver effective 'port to port', multi-modal, hydrogen and/or electric refuelling corridors across our region. Many of these corridors are identified within the Strategic Development Corridors defined within TfN's Strategic Transport Plan.	Pre-2025
	Supporting	PGA2: Facilitating large ZEV truck trials in the North.	Work with local authority partners and Highways England to facilitate large ZEV truck trials in high traffic corridors in the North.	Continuous
	Facilitating and Supporting	PGA3: Support partners to aggregate large orders of ZEV vans, truck and buses across the North	Current ZEV production will not meet the demand required to hit our targets. By helping to aggregate demand from stakeholders across the North, significant numbers of vehicles would be drawn to the region and would signal to manufacturers that the regional demand is present.	Continuous
	Supporting	PGA12: Supporting freight information democratisation schemes.	Working with and influencing government to support information democratisation schemes that make the latest information on the best efficiency schemes and technology available to everyone.	Continuous
Rail	Supporting	CGA8: Supporting our partners to attract testing and pilots of new low emission train technologies (inclusive of PGA6)	Work with partners Network Rail and Train Operating Companies (TOCs) to bid for the testing and trialling of new low emission train technologies in the region.	Continuous
	Demonstrating and Supporting	PGA4: Identify appropriate routes for electrification.	Support the Government and Network Rail, utilising the NPR project, in identifying appropriate routes for electrification and associated implementation.	Pre-2025
	Facilitating	PGA5: Work with Train Operating Companies (TOCs) and Freight Operating Companies (FOCs) to exploit operational efficiency opportunities (inclusive of PGA7).	Work with train operating companies to: <ul style="list-style-type: none"> a. Revise service patterns based around the progression of electrification to minimise the use of diesel-only trains before they are phased out. b. Optimise timetables to maximise benefits of frequency and reduce fighting of services; c. Work with freight and train operating companies and Network Rail to ensure there is sufficient capacity to allow freight traffic to run directly and with minimal dwell times, reducing emissions from existing diesel. 	Continuous

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Decarbonisation Strategy - draft for consultation

TfN's Priority Decarbonisation Actions

Table 8 continued: TfN's proposed Priority Decarbonisation Actions by policy area

Policy Area	TfN Role	TfN Decarbonisation Action	Scope	Timeframe
Project-level Carbon	Demonstrating	SD10: Developing an embodied carbon database for major infrastructure developments	Supporting the development of an embodied carbon database to assist partners in baselining embodied carbon for major infrastructure development projects in a consistent and robust way. This will include consideration of recent work by Network Rail and RSSB in this area	Pre-2025
	Supporting	PGAI3: Influence government to seek augmented DfT appraisal guidance	Influence government to seek augmented DfT appraisal guidance on how to better include for the impacts of transport projects on carbon, air quality and urban realm, and the full environmental impacts of cars.	Continuous
Awareness Raising and Behaviour Change	Facilitating and Supporting	SD11: Engagement and awareness-raising activities	To be defined alongside partners, to understand what activities might be best undertaken at a pan-Northern level Building on, and learning from, existing initiatives like the Leeds Climate Citizens Jury and the Lancaster District People's Jury, e.g. Leeds Act Together.	Continuous
	Facilitating	SD12: Behaviour change research	Development of a research depository and gap analysis to understand areas for further research effort.	Pre-2025

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Decarbonisation Strategy - draft for consultation

A stylized illustration of a train on tracks. The train is composed of several rectangular cars with windows. The tracks are represented by two parallel lines with a dashed center line. There are several trees of different shapes and sizes along the tracks. In the background, there are simple outlines of clouds and a sun or moon.

Internal assurance, monitoring and evaluation

Through our internal policy framework, we shall consider the carbon implications of all our projects and programmes at their inception, to ensure we understand the implications and where appropriate, take actions to mitigate the impacts. These processes also ensure that TSN's activities are informed by the growing evidence base on the impacts of transport interventions in the North of England across a range of domains – including impacts on carbon emissions.

We also need to grasp the opportunities to achieve carbon reductions wherever we can. We expect these opportunities to occur in our development projects and through our policy-making, but also when making corporate decisions around aspects such as our ways of working, procurement activities and staff benefits.

Our internal assurance process will require the owners of TSN projects, programmes and processes to understand TSN's Decarbonisation Trajectory and assess whether their proposals are supportive of this direction of travel. Figure 6 in Chapter 2 illustrates how we intend to benchmark our Investment Programme against our Decarbonisation Trajectory, both at a strategic level and also when supporting our partners in the development of the individual business cases of the schemes within it.

Where proposals are in relation to infrastructure development, or the procurement of supply chain services, they will also need to align with TSN's targets in relation to reducing supply chain and construction carbon.

Monitoring and evaluating our progress

When it comes to decarbonisation, the time for strategising is short and the time for delivering on our commitments is now.

Rigorous monitoring and evaluation processes will ensure that progress towards TSN's decarbonisation commitments is clearly measured, that reductions in carbon can be attributed to specific causes, and that any unforeseen consequences of this are properly analysed. These processes are vital to shaping and updating our strategies and actions over the coming decades to ensure the maximum benefits are derived, and any negative externalities are minimised.

TSM is currently developing a Monitoring and Evaluation (M&E) Strategy and Framework, which is scheduled for completion in 2021. The M&E Strategy sets out the processes necessary for a rigorous system of M&E within TSN, including how the outputs of monitoring and evaluation should inform the development and appraisal of TSN projects. Alongside this, the M&E Framework sets out the indicators by which TSN will measure progress towards the four objectives set out in the Strategic Transport Plan. Decarbonisation connects to all of these objectives, but falls most directly within objective four: "Promoting and enhancing the built, historical and natural environment".

Tables 9 and 10 highlight those indicators that we have developed in relation to decarbonisation. These indicators will allow us to understand:

- The North's progress in terms of the decarbonisation of our surface transport, allowing us to benchmark this progress against our Decarbonisation Trajectory. This is measured by the set of indicators detailed in Table 10.
- The success of the specific measures and actions committed to within this Decarbonisation Strategy (Table 9).

It will be important to take stock at each milestone along our Decarbonisation Trajectory, the next being in 2025, to allow us to adjust our focus and strengthen our approach where needed.



Monitoring and evaluating our progress

Table 9: Indicators to measure the success of TIN's Decarbonisation Strategy

Outcomes	Outputs	Activities
<p>Rollout of sufficient low carbon charging network to meet trajectory (M: To be set based on the infrastructure framework)</p> <p>Rollout of sufficient hydrogen refuelling network to meet trajectory (M: To be set based on the ZEV infrastructure framework).</p> <p>Modal shift away from private car travel, towards active travel and public transport (M: NTS, and datasets on MaaS uptake where these are developed)</p> <p>Increased occupancy levels among car users for journeys in and through the North (M: DfT statistics).</p> <p>PG04: Increasing fuel efficiency among drivers. (M: To be developed)</p>	<p>SD1: Regional route-map for transport decarbonisation. (M: Route-map signed off by stakeholders).</p> <p>SD2: Place-based decarbonisation pathways for rural typologies. (M: Pathways signed off by stakeholders).</p> <p>CGA1 & PG01: A regional ZEV charging framework. (M: Framework signed off by stakeholders).</p> <p>CGA5: A Clean Mobility Vision for the North (M: Vision signed off by stakeholders).</p> <p>PG06: Develop schemes and infrastructure to improve regional public transport networks, e.g. Northern Powerhouse Rail (M: Delivery of schemes identified at the planning stage)</p>	<p>SD3: Formation of decarbonisation working group/s with TIN partners.</p> <p>SD4 & PG01: Research on the relationship between transport decarbonisation and transport-related social exclusion (TRSE).</p> <p>SD6: Assessment of Investment Programme (IP) against TIN Decarbonisation Trajectory.</p> <p>SD1: Engagement and awareness-raising activities with the public.</p> <p>CGA2: Research and evidence to support the development of local ZEV Charging Infrastructure.</p> <p>CGA3: Research and evidence to support a pan-Northern hydrogen transport refuelling study.</p> <p>SD8: Research and evidence to support the development of scalable digital solutions for incentivising greener, shared and active mobility in rural areas.</p> <p>CGA6: Research and evidence to support local partners in the development of Mobility Hubs.</p> <p>PG09: Research and evidence on the effects of home-working upon productivity and agglomeration.</p> <p>PG10: Research and evidence to consider the role of micro-mobility/ shared mobility in first and last mile journeys at train stations.</p> <p>SD7: Consideration and analysis of emissions from aviation and shipping generated by the North.</p>



Table 9: Indicators to measure the success of TIN's Decarbonisation Strategy

Outcomes continued	Outputs continued	Activities continued
<p>Rollout of sufficient low carbon charging network to meet trajectory (M: To be set based on the infrastructure framework).</p> <p>Rollout of sufficient hydrogen refuelling network to meet trajectory (M: To be set based on the ZEV infrastructure framework).</p> <p>Modal shift towards rail freight (M: Great Britain Freight Model)</p> <p>Increasing fuel efficiency among drivers (M: To be developed)</p>	<p>SD1: Regional route-map for transport decarbonisation. (M: Route-map signed off by stakeholders).</p> <p>CGA1 & PG01: A regional ZEV charging framework. (M: Framework signed off by stakeholders).</p> <p>PG05: Aggregated large orders of ZEV vans, truck and buses across the North (M: Number of ZEV units ordered through aggregated partnerships).</p>	<p>SD12: Research and evidence on behaviour change and transport user insights.</p> <p>PG08: Develop and implement comprehensive plans for the regional public transport network, such as Northern Powerhouse Rail and wider improvements to the rail network</p> <p>SD3: Formation of decarbonisation working group/s with TIN partners.</p> <p>SD9: Research and evidence to inform appropriate place-based, low carbon, urban freight (last-mile) solutions in the North.</p> <p>CGA7: Developing and supporting partnerships to consider zero carbon, port to port freight corridors</p> <p>CGA3: Research and evidence to support a pan-northern hydrogen transport refuelling study.</p> <p>PG02: Facilitating large ZEV truck trials in the North.</p> <p>PG12: Supporting freight information democratisation schemes</p>



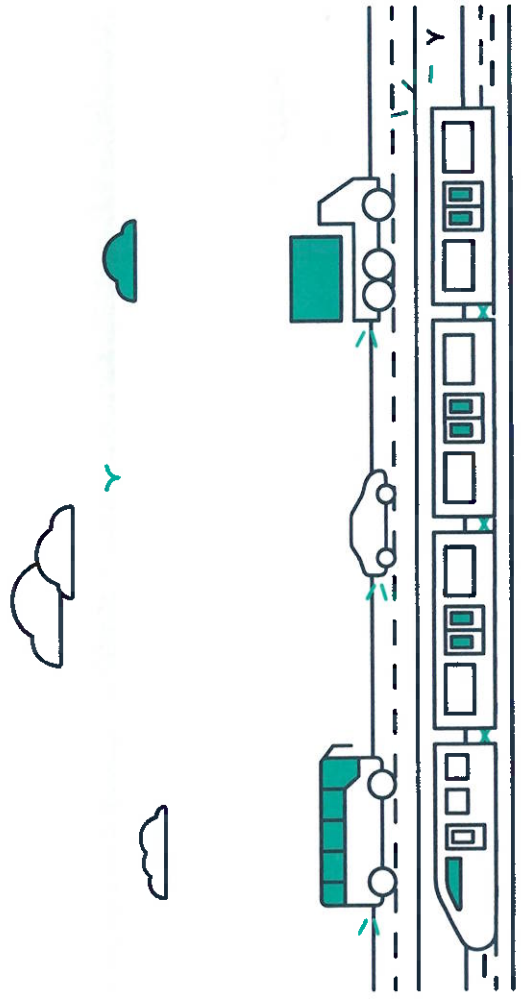
Monitoring and evaluating our progress

Table 9 continued: Indicators to measure the success of TIN's Decarbonisation Strategy

Outcomes	Outputs	Activities
<p>Rollout of sufficient hydrogen refuelling network to meet trajectory. (M: To be set based on the ZEV infrastructure framework)</p> <p>Upgrades to conventionally powered trains to reduce emissions. (M: Estimated emissions reductions achieved through upgrades).</p> <p>Increased electrification of the rail network. (M: Proportion of the network electrified).</p> <p>Increased operational efficiency of the rail network. (M: To be developed based on linked area of research).</p>	<p>SD1: Regional Road Map for Decarbonisation. (M: Road map agreed by key stakeholders)</p> <p>CGA3: Pan-Northern hydrogen refuelling network infrastructure plan. (M: Plan agreed by key stakeholders)</p> <p>National regulatory and legislative changes. (M: Register of policy changes in key identified areas).</p>	<p>SD3: Formation of decarbonisation working group/s with TIN partners.</p> <p>PGA4: Identify appropriate routes for electrification and associated implementation.</p> <p>PGA5 & PGA7: Work with Train Operating Companies (TOCs) and Freight Operating Companies (FOCs) to identify operational efficiency opportunities.</p> <p>CO8: Supporting our partners to attract testing and pilots of new low emission train technologies</p>
<p>Reduction in supply chain/construction carbon on TIN-led schemes. (M: Use of PAS 2080 Carbon Management Framework on TIN-led schemes)</p>	<p>SD10: An embodied Carbon Database for Major Infrastructure Developments. (M: Database developed and subject to peer review)</p> <p>National regulatory and legislative changes. (M: Register of policy changes in key identified areas)</p>	<p>SD3: Formation of a decarbonisation working group/s with TIN partners.</p> <p>PGA13: Increased efforts to influence national appraisal guidance, national regulatory and legislative changes, and effective policymaking</p> <p>SD10: Research on challenges and opportunities for carbon reduction in the construction sector.</p>

Table 10: Decarbonisation related Indicators within TINs Monitoring and Evaluation Framework

Indicator	Baseline	Data source	Update frequency
Millions of tonnes of CO ₂ emitted by cars per year	14 6326 (2018)	TAME NoCarb model	5 years
Millions of tonnes of CO ₂ emitted by HGVs per year	7 2467 (2018)	TAME NoCarb model	5 years
Millions of tonnes of CO ₂ emitted by LGVs per year	2 7403 (2018)	TAME NoCarb model	5 years
Millions of tonnes of CO ₂ emitted by buses per year	0 6279 (2018)	TAME NoCarb model	5 years
Millions of tonnes of CO ₂ emitted by rail per year	0 7659 (2018)	TAME NoCarb model	5 years
The proportion of vehicle kilometres travelled by battery electric cars	0 08% (2018)	TAME NoCarb model	5 years





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Report from the North DA Parishes Member of the LDNPA – July 2021

At the meeting of Development Control Committee (DCC) on July 7th I was elected as Chairman for a third year. However, there is now a new Deputy Chair because Louise Waterhouse, who has been my Deputy since July 2019, is shortly to leave the Authority. The new Deputy Chairman is Mark Kidd. He is the Parishes Member for the Central and South East Distinctive Area and Chairman of Staveley with Ings Parish Council. Formal meetings of the LDNPA and its Committees now have to be face to face again, but they are being streamed live. The web links for the streams can be found on the committee pages of the LDNPA website.

The landscape, wildlife and cultural heritage of the Lake District as it is today has been profoundly affected by hundreds of years of agricultural practices, and so any changes in farming could have significant implications for the National Park. Following Brexit, the provisions of the Common Agricultural Policy (CAP) are being phased out. The CAP Basic Payment Scheme will have gone completely by 2028, and there will be a minimum reduction in payments of at least 50% by 2024. Once this transition is complete, public support for agriculture will be effected by the Environmental Land Management Scheme (ELMS), whose fundamental principle will be “public money for public goods”. This is a period of momentous change for farming and land management in the UK, with hugely significant implications for farming communities and businesses in the Lake District

As part of the transition from the CAP to ELMS, DEFRA announced its Farming in Protected Landscapes (FiPL) programme on the 24th June. It started on July 1st and will run for three years. The idea is to provide public funding to support farmers, particularly hill farmers, to make improvements to the natural environment, cultural heritage and public access on their land.

The scheme is to be delivered by the bodies responsible for National Parks and AONBs. DEFRA’s allocation to the LDNPA for the first year is £1,164,824, and this must all be spent by the end of this financial year. Applications for programme funding will be made to the Lake District National Park Authority by farmers, land managers and other organisations applying in collaboration with one or more farmers or land managers using documentation provided by Defra. Defra require the Protected Landscapes each to set up a Local Assessment Panel with responsibility for determining applications for funding made under FiPL. The LDNPA has now established a Lake District National Park Local Assessment Panel to consider and determine applications for funding above £5,000, according to the agreed criteria for the programme as published in the information for applicants and in accordance with the scoring system determined by Defra.

The FiPL programme is seen by the LDNPA as an important opportunity to deliver improvements to public access, cultural heritage and the natural environment in line with the Vision for the Lake District, the Partnership’s Plan and the Glover report. So it was that, at the Full Authority meeting on 21st July, we agreed that the LDNPA should act as the accountable body to manage the FiPL funding for the LDNP and to delegate authority to the Lake District National Park Local Assessment Panel to determine applications in accordance with the requirements set out by DEFRA.

Geoff Davies

Geoff.Davies@lakedistrict.gov.uk

KESWICK TOWN COUNCIL

19 August 2021

REPORT FROM COUNCILLOR HARWOOD

Traffic Concerns

Following recent experiences of the temporary traffic lights in place by the Crosthwaite Centre for the Convention, I would welcome the views of Councillors on the proposal for a puffin crossing in this location on a permanent basis. Although I have not experienced this myself I have had a number of reports of extreme congestion caused by these traffic lights in such close proximity to the busy Tithebarn Street junction – no doubt compounding the longstanding delays already experienced by the Borrowdale Road traffic at this time of year. No criticism is implied of the Convention who were simply trying to facilitate access to their venues. Many of you have previously expressed concern about a puffin crossing at this location, which was proposed by CCC Highways as a condition of granting planning permission for the Premier Inn application.

My personal view is that this is a totally inappropriate location for an additional set of traffic lights in the town. **I would propose that the Town Council write to CCC Highways requesting that this is not implemented given the severe congestion experienced with the temporary traffic lights.** We should be thinking of what is best for the town rather than pursuing an unsatisfactory solution with long term consequences. I would like to see such funding diverted to the crossing proposed for Keswick school children further down High Hill but accept this may not be possible in the context of the current planning condition. Hoping this option comes to fruition at some point I feel it would be problematic if we ended up with two sets of traffic lights between the School and the Tithebarn Street junction.

Steve Harwood



Data Protection Policy

This document sets out the Council's policy for data protection. This policy sits alongside the Data Breach Policy and the Privacy Policy.

Vivien Little

Town Clerk

August 2021

Data Protection Policy

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This policy is adapted from SLCC (www.slcc.co.uk) and the original policy remains their copyright.

INFORMATION AND DATA PROTECTION POLICY

Introduction

In order to conduct its business, services and duties, Keswick Town Council processes a wide range of data, relating to its operations and some of which is handled on behalf of its partners. In broad terms, this data can be classified as:

- data shared in the public arena about the services it offers, its mode of operations and other information it is required to make available to the public;
- confidential information and data not yet in the public arena such as ideas or policies that are being worked up;
- confidential information about other organisations because of commercial sensitivity;
- personal data concerning its current, past and potential employees, Councillors, and volunteers; and
- Personal data concerning individuals who contact it for information, to access its services or facilities or to make a complaint.

Keswick Town Council will adopt procedures and manage responsibly all data which it handles and will respect the confidentiality of both its own data and that belonging to partner organisations it works with and members of the public. In some cases, it will have contractual obligations towards confidential data, but in addition will have specific legal responsibilities for personal and sensitive information under data protection legislation.

Keswick Town Council will periodically review and revise this policy in the light of experience, comments from data subjects and guidance from the Information Commissioners Office.

Keswick Town Council will be as transparent as possible about its operations and will work closely with public, community and voluntary organisations. Therefore, in the case of all information which is not personal or confidential, it will be prepared to make it available to partners and members of the Town's communities. Details of information which is routinely available is contained in the Council's Publication Scheme which is based on the statutory model publication scheme for local councils.

Protecting confidential or sensitive information

Keswick Town Council recognises it must at times, keep and process sensitive and personal information about both employees and the public; it has therefore adopted this policy not only to meet its legal obligations but to ensure high standards. The General Data Protection Regulation (GDPR) which became law on 25th May 2018 and will, like the Data Protection Act 1998 before it, seek to strike a balance between the rights of individuals and the sometimes, competing interests of those such as Keswick Town Council with legitimate reasons for using personal information.

The policy is based on the premise that Personal Data must be:

- processed fairly, lawfully and in a transparent manner in relation to the data subject;
- collected for specified, explicit and legitimate purposes and not further processed in a manner that is incompatible with those purposes;
- adequate, relevant, and limited to what is necessary in relation to the purposes for which they are processed;
- accurate and, where necessary, kept up to date;
- kept in a form that permits identification of data subjects for no longer than is necessary for the purposes for which the personal data are processed; and
- processed in a manner that ensures appropriate security of the personal data including protection against unauthorised or unlawful processing and against accidental loss, destruction or damage, using appropriate technical or organisational measures.

Keswick Town Council processes personal data in order to:

- fulfil its duties as an employer by complying with the terms of contracts of employment, safeguarding the employee and maintaining information required by law;
- pursue the legitimate interests of its business and its duties as a public body, by fulfilling contractual terms with other organisations, and maintaining information required by law;
- monitor its activities including the equality and diversity of its activities;
- fulfil its duties in operating the business premises including security;
- assist regulatory and law enforcement agencies;
- process information including the recording and updating details about its Councillors, employees, partners and volunteers;
- process information including the recording and updating details about individuals who contact it for information, or to access a service, or make a complaint;
- undertake surveys, censuses and questionnaires to fulfil the objectives and purposes of the Council;
- undertake research, audit and quality improvement work to fulfil its objects and purposes; and
- carry out Council administration. Where appropriate and governed by necessary safeguards we will carry out the above processing jointly with other appropriate bodies from time to time.

Keswick Town Council will ensure that at least one of the following conditions is met for personal information to be considered fairly processed:

- The individual has consented to the processing.
- Processing is necessary for the performance of a contract or agreement with the individual.
- Processing is required under a legal obligation.
- Processing is necessary to protect the vital interests of the individual.

- Processing is necessary to carry out public functions.
- Processing is necessary in order to pursue the legitimate interests of the data controller or third parties.

Particular attention is paid to the processing of any **sensitive personal information** and Keswick Town Council will ensure that at least one of the following conditions is met:

- Explicit consent of the individual .
- Required by law to process the data for employment purposes.
- A requirement in order to protect the vital interests of the individual or another person.

Who is responsible for protecting a person's personal data?

The Town Council as a corporate body has ultimate responsibility for ensuring compliance with the Data Protection legislation.

The Council has delegated this responsibility day to day to the Town Clerk.

- Email: townclerk@keswicktowncouncil.gov.uk
- Phone: 017687 73607
- Correspondence address: The Town Clerk, Town Hall, 50 Main Street, Keswick CA12 5JS

Diversity Monitoring

Keswick Town Council monitors the diversity of its employees, and Councillors, in order to ensure that there is no inappropriate or unlawful discrimination in the way it conducts its activities. It undertakes similar data handling in respect of prospective employees. This data will always be treated as confidential. It will only be accessed by authorised individuals within the Council and will not be disclosed to any other bodies or individuals. Diversity information will never be used as selection criteria and will not be made available to others involved in the recruitment process. Anonymised data derived from diversity monitoring will be used for monitoring purposes and may be published and passed to other bodies. Keswick Town Council will always give guidance on personnel data to employees, councillors, partners and volunteers through a Privacy Notice and ensure that individuals on whom personal information is kept are aware of their rights and have easy access to that information on request. Appropriate technical and organisational measures will be taken against unauthorised or unlawful processing of personal data and against accidental loss or destruction of, or damage to, personal data. Personal data shall not be transferred to a country or territory outside the European Economic Areas unless that country or territory ensures an adequate level of protection for the rights and freedoms of data subjects in relation to the processing of personal data.

Information provided to us

The information provided (personal information such as name, address, email address, phone number) will be processed and stored so that it is possible for us to

contact, respond to or conduct the transaction requested by the individual. By transacting with Keswick Town Council, individuals are deemed to be giving consent for their personal data provided to be used and transferred in accordance with this policy, however wherever possible specific written consent will be sought. It is the responsibility of those individuals to ensure that Keswick Town Council is able to keep their personal data accurate and up-to-date. The personal information will be not shared or provided to any other third party or be used for any purpose other than that for which it was provided.

The Council's Right to Process Information

General Data Protection Regulations (and Data Protection Act) Article 6 (1) (a) (b) and (e)

Processing is with consent of the data subject, or

Processing is necessary for compliance with a legal obligation.

Processing is necessary for the legitimate interests of the Council.

Information Security

Keswick Town Council cares to ensure the security of personal data. We make sure that your information is protected from unauthorised access, loss, manipulation, falsification, destruction or unauthorised disclosure. This is done through appropriate technical measures and appropriate policies. We will only keep your data for the purpose it was collected for and only for as long as is necessary, after which it will be deleted.

Children

We will not process any data relating to a child (under 13) without the express parental/guardian consent of the child concerned.

Rights of a Data Subject

Access to Information: an individual has the right to request access to the information we have on them. They can do this by contacting our Town Clerk.

Information Correction: If they believe that the information we have about them is incorrect, they may contact us so that we can update it and keep their data accurate. Please contact the Town Clerk.

Information Deletion: If the individual wishes Keswick Town Council to delete the information about them, they can do so by contacting the Town Clerk.

Right to Object: If an individual believes their data is not being processed for the purpose it has been collected for, they may object by contacting the Town Clerk. The Town Council does not use automated decision making or profiling of individual personal data.

Complaints: If an individual has a complaint regarding the way their personal data has been processed, they may make a complaint to the Town Clerk at the address above or the Information Commissioners Office casework@ico.org.uk Tel: 0303 123 1113.

The Council will always give guidance on personnel data to employees.

The Council will ensure that individuals on whom personal information is kept are aware of their rights and have easy access to that information on request.

Making Information Available

The Publication Scheme is a means by which Keswick Town Council can make a significant amount of information available routinely, without waiting for someone to specifically request it. The scheme is intended to encourage local people to take an interest in the work of the Council and its role within the community.

In accordance with the provisions of the Freedom of Information Act 2000, this Scheme specifies the classes of information which the Council publishes or intends to publish. It is supplemented with an Information Guide which will give greater detail of what the Council will make available and hopefully make it easier for people to access it.

All formal meetings of Keswick Town Council and its committees are subject to statutory notice being given on notice boards, the Website and sent to the local media. The Council publishes an annual programme in May each year. All formal meetings are open to the public and press and reports to those meetings and relevant background papers are available for the public to see. Keswick Town Council welcomes public participation and has a public participation session at each Council meeting. Details can be seen in the Council's Standing Orders, which are available on its Website (<http://keswicktowncouncil.gov.uk/your-council/standing-orders-financial-regulations/>) or at its Offices.

Occasionally, Council or committees may need to consider matters in private. Examples of this are matters involving personal details of staff, or a particular member of the public, or where details of commercial/contractual sensitivity are to be discussed. This will only happen after a formal resolution has been passed to exclude the press and public and reasons for the decision are stated. Minutes from all formal meetings, including the confidential parts are public documents.

The Openness of Local Government Bodies Regulations 2014 requires written records to be made of certain decisions taken by officers under delegated powers. These are not routine operational and administrative decisions such as giving instructions to the workforce or paying an invoice approved by Council, but would include urgent action taken after consultation with the Chairman, such as responding to a planning application in advance of Council. In other words, decisions which would have been made by Council or committee had the delegation not been in place.

The 2014 Regulations also amend the Public Bodies (Admission to Meetings) Act 1960 to allow the public or press to film, photograph or make an audio recording of council and committee meetings normally open to the public. Keswick Town Council will where possible facilitate such recording unless it is being disruptive. It will also take steps to ensure that children, the vulnerable and members of the public who

object to being filmed are protected without undermining the broader purpose of the meeting.

Disclosure Information

The Council will as necessary undertake checks on both staff and Members with the Disclosure and Barring Service and will comply with their Code of Conduct relating to the secure storage, handling, use, retention and disposal of Disclosure and Disclosure information. It will include an appropriate operating procedure in its integrated quality management system.

Data Transparency

Keswick Town Council has resolved to act in accordance with the Code of Recommended Practice for Local Authorities on Data Transparency (September 2011). This sets out the key principles for local authorities in creating greater transparency through the publication of public data and is intended to help them meet obligations of the legislative framework concerning information.

“Public data” means the objective, factual data on which policy decisions are based and on which public services are assessed, or which is collected or generated in the course of public service delivery.

The Code will therefore underpin the Council's decisions on the release of public data and ensure it is proactive in pursuing higher standards and responding to best practice as it develops.

The principles of the Code are:

Demand Led: new technologies and publication of data should support transparency and accountability

Open: the provision of public data will be integral to the Council's engagement with residents so that it drives accountability to them.

Timely: data will be published as soon as possible following production.

Government has also issued a further Code of Recommended Practice on Transparency compliance which is compulsory for parish councils with turnover (gross income or gross expenditure) not exceeding £25,000 per annum. These councils will be exempt from the requirement to have an external audit from April 2017. Keswick Town Council exceeds this turnover, but will nevertheless ensure the following information is published on its website for ease of access:

- All transactions above £100
- End of year accounts
- Annual Governance Statements
- Internal Audit Reports
- List of Councillor or Member responsibilities
- Details of public land and building assets
- Draft minutes of Council and committees within one month
- Agendas and associated papers no later than three clear days before the meeting

Data Protection Terminology

Data subject - means the person whose personal data is being processed. That may be an employee, prospective employee, associate or prospective associate of Keswick Town Council or someone transacting with it in some way, or an employee, Member or volunteer with one of our clients, or persons transacting or contracting with one of our clients when we process data for them.

Personal data - means any information relating to a natural person or data subject that can be used directly or indirectly to identify the person. It can be anything from a name, a photo, and an address, date of birth, an email address, bank details, and posts on social networking sites or a computer IP address.

Sensitive personal data - includes information about racial or ethnic origin, political opinions, and religious or other beliefs, trade union membership, medical information, sexual orientation, genetic and biometric data or information related to offences or alleged offences where it is used to uniquely identify an individual.

Data controller - means a person who (either alone or jointly or in common with other persons) (e.g. Town Council, employer, council) determines the purposes for which and the manner in which any personal data is to be processed.

Data processor - in relation to personal data, means any person (other than an employee of the data controller) who processes the data on behalf of the data controller.

Processing information or data - means obtaining, recording or holding the information or data or carrying out any operation or set of operations on the information or data, including:

- organising, adapting or altering it
- retrieving, consulting or using the information or data
- disclosing the information or data by transmission, dissemination or otherwise making it available
- aligning, combining blocking, erasing or destroying the information or data. regardless of the technology used.

Adopted: XXX 2021

Next Review Date: August 2022



Data Breach Policy

This document sets out the Council's policy in the instance of a data breach occurring. This policy sits alongside the Data Protection Policy and the Privacy Policy.

Vivien Little

Town Clerk

August 2021

DATA BREACH POLICY

A personal data breach is one that leads to the accidental or unlawful destruction, loss, alteration, unauthorised disclosure of, or access to personal data.

1. Notifying the Information Commissioners Officer (ICO)

Currently, data breaches do not have to be routinely notified to the ICO or others, although the ICO recommends that it is good practice to do so. However, guidance states that organisations should notify the Information Commissioners Office of a breach where it is likely to result in a risk to the rights and freedoms of individuals or if it could result in discrimination, damage to reputation, financial loss, loss of confidentiality or any other significant economic or social disadvantage.

Data Breaches will be recorded using the ICO's online system, and the form attached below will be filled in in support of the recording:

<https://ico.org.uk/for-organisations/report-a-breach/>

2. Notifying the individual concerned

If a breach is likely to result in a high risk to the rights and freedoms of individuals (such as through identify theft) Keswick Town Council will notify those concerned.

3. Timescales

Under GDPR, we are required to report a personal data breach which meets the reporting criteria within 72 hours to the Information Commissioner. In line with the accountability requirements, all data breaches must be recorded by Keswick Town Council along with details of actions taken. This record will help identify system failures and should be used to improve the security of personal data.

4. Notifying the Council

If anyone (including a third party such as a payroll provider) suspects that a data breach has occurred then details of the alleged breach should be submitted immediately in writing to:

Vivien Little, Town Clerk, Keswick Town Council, 50 Main Street, Keswick, CA12 5JS

Email: townclerk@keswicktowncouncil.gov.uk

Adopted XXX 2021

Next Review August 2022

About the incident	
Date and time of incident	
Where did the incident occur?	
Date (and time where possible) of notification to the organisation	<i>If there was any delay in reporting the incident, please explain why this was</i>
Who notified us of the incident?	
Describe the incident in as much detail as possible, including dates, what happened, when, how and why?	<i>Include names of staff and data subject(s). Identifying information will be anonymised for any reporting purposes</i>
Recovery of the data	
What have you done to contain the incident?	<i>e.g. limiting the initial damage, notifying the police of theft, providing support to affected data subjects</i>
Please provide details of how you have recovered or attempted to recover the data, and when	<i>Consider collecting the lost data, rather than relying on an unintended recipient to dispose of it</i>
About the affected people (the data subjects)	
How many individuals' data have been disclosed?	
Are the affected individuals aware of the incident?	
If so, what was their reaction?	
When and how were they made aware/informed?	

Have any of the affected individuals made a complaint about the incident?	
Are there any potential consequences and/or adverse effects on the individuals? What steps have been taken/planned to mitigate the effect?	
Your name and contact details:	
Action taken	
Information Commissioner informed? Time and method of contact https://report.ico.org.uk/security-breach/	



Privacy Policy

This document sets out the Council's privacy policy in relation to data held by the Council. This policy sits alongside the Data Protection Policy and the Data Breach Policy.

Vivien Little

Town Clerk

August 2021

1. Your personal data - what is it?

"Personal data" is any information about a living individual which allows them to be identified from that data (for example a name, photographs, videos, email address, or address). Identification can be by the personal data alone or in conjunction with any other personal data. The processing of personal data is governed by legislation relating to personal data which applies in the United Kingdom including the Data Protection Act 2018 and other local legislation relating to personal data and rights such as the Human Rights Act 1998.

2. Council information

This Privacy Policy is provided to you by Keswick Town Council which is the data controller for your data.

• Keswick Town Council, 50 Main Street, Keswick CA12 5JS •

3. Who are the data controllers?

This Privacy Notice is provided to you by Keswick Town Council which acts as the data controller for your data. Our ICO registration number is Z945196.

4. What personal is collected?

- Names, titles, and aliases, photographs.
- Contact details such as telephone numbers, addresses, and email addresses.
- Where they are relevant to the services provided by a council, or where you provide them to us.
- Where you pay for activities such as use of a Council Chamber (cheque and cash payments only) or use of the Parks (on behalf of Hope Park and Fitz Park Charitable Trusts).
- Website data (no data taken).
- Nature of any outbound communications with website users - Email - Telephone (voice).

5. Keswick Town Council will comply with data protection law.

This says that the personal data we hold about you must be:

- used lawfully, fairly and in a transparent way;
- collected only for valid purposes that we have clearly explained to you and not used in any way that is incompatible with those purposes;
- relevant to the purposes we have told you about and limited only to those purposes;
- accurate and kept up to date;
- kept only as long as necessary for the purposes we have told you about; and
- kept and destroyed securely including ensuring that appropriate technical and security measures are in place to protect your personal data to protect personal data from loss, misuse, unauthorised access and disclosure.

6. We use your personal data for some or all of the following purposes:

To deliver public services including to understand your needs to provide the services that you request and to understand what we can do for you and inform you of other relevant services;

- To confirm your identity to provide some services.
- To contact you by post, email, telephone.
- To help us to build up a picture of how we are performing.
- To prevent and detect fraud and corruption in the use of public funds and where necessary for the law enforcement functions.
- To enable us to meet all legal and statutory obligations and powers including any delegated functions.
- To carry out comprehensive safeguarding procedures (including due diligence and complaints handling) in accordance with best safeguarding practice from time to time with the aim of ensuring that all children and adults-at-risk are provided with safe environments and generally as necessary to protect individuals from harm or injury.
- To promote the interests of Keswick Town Council.
- To maintain our own accounts and records.
- To seek your views, opinions or comments;
- To notify you of changes to our facilities, services, events and staff, Councillors and role holders.
- To send you communications which you have requested and that may be of interest to you. These may include information about campaigns, appeals, other new projects or initiatives.
- To process relevant financial transactions including grants and payments for goods and services supplied to the council.
- To allow the statistical analysis of data so we can plan the provision of services.
- Our processing may also include the use of CCTV systems for the prevention and prosecution of crime.

7. What is the legal basis for processing your personal data?

Keswick Town Council is a public authority and has certain powers and duties. Most of your personal data is processed for compliance with a legal obligation which includes the discharge of the council's statutory functions and powers. Sometimes when exercising these powers or duties it is necessary to process personal data of residents or people using the council's services. We will always take into account your interests and rights. This Privacy Policy sets out your rights and the council's obligations to you in detail. We may also process personal data if it is necessary for the performance of a contract with you, or to take steps to enter into a contract. An example of this would be processing your data in connection with the use of sports facilities, or the acceptance of an allotment garden tenancy.

Sometimes the use of your personal data requires your consent. We will first obtain your consent to that use, and you can withdraw consent at any point by contacting the council

8. Sharing your personal data

Keswick Town Council will implement appropriate security measures to protect your personal data. This section of the Privacy Policy provides information about the third parties with whom the council will share your personal data. These third parties also have an obligation to put in place appropriate security measures and will be responsible to you directly for the manner in which they process and protect your personal data. It is likely that we will need to share your data with some or all of the following (but only where necessary):

- Our agents, suppliers and contractors. For example, we may ask a commercial provider to publish or distribute newsletters on our behalf, or to maintain our database software;
- On occasion, other local authorities or not for profit bodies with which we are carrying out joint ventures e.g. in relation to facilities or events for the community.

9. How long do we keep your personal data?

We will keep some records permanently if we are legally required to do so. We may keep some other records for an extended period of time. For example, it is current best practice to keep financial records for a minimum period of 8 years to support HMRC audits or provide tax information. We may have legal obligations to retain some data in connection with our statutory obligations as a public authority. Keswick Town Council is permitted to retain data in order to defend or pursue claims. In some cases the law imposes a time limit for such claims (for example 3 years for personal injury claims or 6 years for contract claims). We will retain some personal data for this purpose as long as we believe it is necessary to be able to defend or pursue a claim. In general, we will endeavour to keep data only for as long as we need it. This means that we will delete it when it is no longer needed for the intended purpose. Our Retention Schedule will set out how long we keep all data for.

10. Your rights and your personal data

You have the following rights with respect to your personal data:

When exercising any of the rights listed below, in order to process your request, we may need to verify your identity for your security. In such cases we will need you to respond with proof of your identity before you can exercise these rights.

- i. The right to access personal data we hold on you;
- ii. The right to correct and update the personal data we hold on you;
- iii. The right to have your personal data erased;
- iv. The right to object to processing of your personal data or to restrict it to certain purposes only;
- v. The right to data portability;

- vi. The right to withdraw your consent to the processing at any time for any processing of data to which consent was obtained; and
- vii. The right to lodge a complaint with the Information Commissioner's Office.

You can contact the Information Commissioners Office on 0303 123 1113 or via email <https://ico.org.uk/global/contact-us/email/> or at the Information Commissioner's Office, Wycliffe House, Water Lane, Wilmslow, Cheshire SK9 5AF.

11. Transfer of Data Abroad

Any personal data transferred to countries or territories outside the European Economic Area ("EEA") will only be placed on systems complying with measures giving equivalent protection of personal rights either through international agreements or contracts approved by the European Union. [Our website is also accessible from overseas so on occasion some personal data may be accessed from overseas].

12. Further processing

If we wish to use your personal data for a new purpose, not covered by this Privacy Policy, then we will provide you with a Privacy Notice explaining this new use prior to commencing the processing and setting out the relevant purposes and processing conditions. Where and whenever necessary, we will seek your prior consent to the new processing.

13. Changes to this policy

We keep this Privacy Policy under regular review and we will place any updates on our website (www.keswicktowncouncil.gov.uk).

14. Contact Details

Please contact us if you have any questions about this Privacy Policy or the personal data we hold about you or to exercise all relevant rights, queries or complaints at: Keswick Town Council, 50 Main Street, Keswick, CA12 5JS. Email: townclerk@keswicktowncouncil.gov.uk

Adopted XXX 2021

Next Review date August 2022

KESWICK TOWN COUNCIL

19 August 2021

CLERK'S REPORT

Mayor's Cadet

We are in the process of contacting the Cadets to arrange the Mayor's Cadet for 2021/2022, with an aim to present the cadet at the September Town Council meeting.

Chestnut Hill SIDs

Following on from the discussion at last month's Town Council meeting, I have been contacted by two Members of the Public who are concerned about the local of the current SID on Chestnut Hill, and that cars are still speeding down Chestnut Hill (see attached emails, Appendix 1). While we have no control over where Cumbria County Council put their SIDs, if Councillors wish we can contact them with the Members of the Public's concerns.

National Resilience Strategy

NALC have recently sent through a copy of the National Resilience Strategy which the Cabinet Office has developed, and have encouraged Town and Parish councils to respond to the consultation through NALC. This document has been previously circulated to Councillors (see Appendix 2). I am asking Councillors if they wish to respond, and if so, do you wish to set up a small working group to submit a response to NALC. The document itself is nearly 50 pages long, and the consultation closes on 27 September 2021.

Rural Market Town Group

The Rural Services Network set up a Rural Market Town Group, to involve all Town Council's classed as Market Towns, of which Keswick is one. We have had free membership of this group during Covid, however as of the end of September 2021, the free trial period will cease and we would be charged by the Rural Services Network. I am asking Councillors if they feel that it is worthwhile carrying on with this group, and if you do, appoint a Councillor representative (see Appendix 3).

Busking

We have had two letters of complaint from a member of the public (enclosed) regarding what they perceive as an unfair situation with regard to busking in Keswick. Keswick Town Council provide a Code of conduct for buskers, however this is not enforceable. The member of the public has previous been advised that if they feel harassed or bullied, they should contact the police. I am asking Councillor what, if any, they feel are appropriate steps to take in response to the letters.

Vivien Little

12 August 2021

Town Clerk

From:
Sent: 04 August 2021 08:57
To: Town Clerk
Subject: Chestnut Hill Speed Limit

I would be grateful if you would pass on my comments to the Town Council at the next meeting regarding the above.

Whilst we welcome the any steps that are taken to reduce the speed of traffic on Chestnut Hill, the installation of the speed indicating device has not had the desired effect. For one thing IT IS IN THE WRONG PLACE. The device should be installed much further up the A591 towards Ambleside just below the entrance to the Heights and Castlerigg Camp Site

As it is, traffic is still speeding down Chestnut Hill from the Ambleside direction and only slows when the driver sees the device at Toll Bar Cottage. This makes exiting from Lonsties from both entrances, but particularly the lower one highly dangerous. It should be noted that there are 35 houses on Lonsties constantly using these exits.

It has not stopped speeding from Keswick coming up the hill from Keswick towards Ambleside. There is no 30mph sign anywhere at the foot of Chestnut Hill indicating that traffic is in a 30mph area. There needs perhaps to be a speed indicating device installed as well

Traffic, particularly in the early morning, is travelling at very high speeds up the A591 towards Ambleside, again making exiting from any of the exits further up Chestnut Hill Life threatening.

Can we please ask you to have a re think on this serious problem of speeding traffic on Chestnut Hill before there is a tragedy.

I would suggest Speed Cameras should be seriously considered

Town Clerk

From: [REDACTED]
Sent: 05 August 2021 16:13
To: Town Clerk
Subject: Speed Indicator Device A591 Chestnut Hill-Keswick

Dear Town Clerk

I was given your email as a contact to express an opinion on the SID on Chestnut Hill to be brought up at the next council meeting.

I live on the Lonsties estate and use the junctions on the A591 to exit the estate, on foot, on a bicycle or in a vehicle. The speed of traffic on the A591 is a significant concern, and I worry for everybody's safety using the road.

Whilst the addition of the SID positioned after the Manor brow junction is a benefit, it does not address the hazardous situation of exiting or crossing the road between the establishment of the 30mph limit to the position of the SID. The SID is positioned after four junctions, two of which are difficult to exit due to the bend and limited visibility to traffic in both directions. Daily I witness cars travelling considerable more than the 30mph limit travelling down the road and moving up the hill. Increased traffic this summer has made it more difficult to exit the junction out of Lonsties safely.

A few days ago in the evening, when crossing the road as a pedestrian, I witnessed two drivers who thought they were in Top Gear chasing each other into Keswick braking sharply when seeing the SID. The SID worked but too late if somebody had been exiting out of the Lonsties junction. Whilst you cannot be responsible for reckless driving, the position of the traffic-calming device will alert all drivers to potential hazards. The current position of the SID makes no logical sense. An SID placed at the 30 limit sign at the top of the hill would notify drivers unfamiliar with the road that they are entering a built-up area. There are no other indications on this part of the hill that drivers are in 30mph limit, drivers influenced more by watching Top Gear than paying attention to road signs might see a bright LED telling them they are travelling at twice the speed limit.

Has the data recorded on the SID indicated that it is working? If the SID is working effectively then the position of the SID and or a second device at the top of the hill should be placed before to the Castlerigg junction. There is also a need for a further device on Chestnut hill for traffic exiting the town going up the hill. Without appropriate measures, it is only a matter of time before somebody is seriously injured by a speeding vehicle.

Sincerely

A concerned road user.



Scanned by [McAfee](#) and confirmed virus-free.

29 JULY 2021

PC5-21 | NATIONAL RESILIENCE STRATEGY

Summary

The Cabinet Office (CO) has recently launched a call for evidence into its development of a National Resilience Strategy. The COVID-19 pandemic has stretched the capacity of governments around the world and their resources. This has demonstrated the importance of a resilient society with well-developed plans and capabilities and response structures able to react appropriately to the unexpected.

A National Resilience Strategy is required to help frame such future responses and this needs to include strengthening Local Resilience Forums and examining in some depth how local communities can play their part. This call for evidence seeks public views regarding how best to frame a National Resilience Strategy supporting UK National Resilience and the objectives required for it. The main consultation document can be downloaded [here](#) . The consultation closes at the Cabinet Office on 27 September 2021.

Context

The government's stated aim for the National Resilience Strategy is to make the UK the most resilient nation. In delivering this vision, the government will be guided by a series of core principles:

- o We should understand the risks we face, including the impacts they could have, and our exposure to them.
- o We should invest in preparation to better prevent, mitigate and recover from risks.
- o We should energise and empower everyone who can make a contribution.

The government's vision for 2030 is to have a strengthened ability to assess and understand the risks we face. The national suite of systems, infrastructure and capabilities (including international systems) for managing those risks should become more proactive, adaptable and responsive; and there should be fewer regional inequalities in resilience terms.

As a result, the government wants our local communities, businesses, and the UK as a whole, to be more cohesive, resistant to shocks and stresses, and ultimately more adaptable to future threats and challenges.

Questions in this Call for Evidence focus on six broad thematic areas:

- Risk and Resilience: Strengthening our ability to manage an evolving risk landscape depends on improving our ability to both predict and adapt to identified and unexpected challenges.
- Responsibilities and Accountability: It is fundamentally important that all those involved in building resilience have a clear understanding of when, where and how to apply tools, processes and relationships effectively.
- Partnerships: Resilience is not solely a government or public sector responsibility. Other parts of society play an essential role in building our collective resilience.
- Community: A whole-of-society approach will be central to strengthening the UK's resilience, with a revived effort to inform and empower all parts of society who can make a contribution.
- Investment: The challenge of where to place investment in the risk cycle is one that affects the public and private sectors alike. As government, individuals and businesses, we face choices around what, and how much, to invest.
- Resilience in an Interconnected World: UK resilience is closely entwined with the wider global context. Challenges and opportunities are frequently experienced on a global scale.

NALC's current policy positions

NALC will be responding to this call for evidence given many local (parish and town) councils are already working with partners and supporting the community. We would also like to gather examples of resilience strategies from local councils or county associations to submit as part of our response.

Consultation Questions

The main consultation questions NALC will be responding to in this consultation are as below and NALC seeks the views of county associations and member councils in response to these questions to help inform its own submission to MHCLG:

Questions on Vision and Principles:

1. Do you agree with the proposed vision of the Resilience Strategy? Is there anything you would add, amend, or remove?

2. Do you agree with the principles laid out for the strategy? Is there anything you would add, amend, or remove?

Risk and Resilience:

1. Is there more that the government can do to assess risk at the national and local levels? If so, what?

2. Is there more that the government can do to communicate about risk and risk appetite with organisations and individuals? If so, what?

3. How could the government make risk assessment and data more accessible by frontline personnel in an emergency?

4. How does your organisation assess risks around unlikely or extreme events, when there is limited or no data?

5. How could the current local risk assessment process, managed through Local Resilience Forums, be strengthened to help local partners?

Responsibilities and Accountability:

1. Do you think that the current division of resilience responsibilities between Central Government, the Devolved Administrations, local government and local responders is correct? If not, why?

2. How can the UK Central Government, DAs, local and regional forms of government and local responders better collaborate on resilience?

3. What role, if any, should the UK Central government have in assuring that local areas are effectively carrying out their resilience responsibilities, whilst also respecting local responsibilities?

Partnerships:

Critical National Infrastructure (CNI) owners and operators:

1. Do you think that the resilience of CNI can be further improved? If so, how?

2. Do you think the introduction of appropriate statutory resilience standards would improve the security and resilience of CNI operators? Why? a. How would such standards define the necessary levels of service provision? b. Are there any risks associated with implementing such standards?

3. What do you think is the most effective way to test and assure the resilience of CNI? a. To what extent do you think regulators should play a role in testing the resilience of CNI systems and operators?

4. During an emergency, what do you think should be the role of the operators of CNI in ensuring continued provision of essential services (e.g. water, electricity, public transport)? a. How can the government support CNI owners or operators during an emergency?

Wider critical sectors

5. What role, if any, does your business or sector play in national resilience?

6. What are the risks that your business is most concerned about?

7. What information, tools or guidance could the government provide to help your business better assess or prepare for these types of risk?

8. What is your business' approach to building resilience in any key supply chains that your business is part of?

9. How useful have vehicles such as Local Enterprise Partnerships, Growth Hubs and other local business support services been strengthening your organisations' resilience? Why?

Academic and research organisations

10. What can the government do to make collaboration between academic and research organisations more effective?

11. Are there areas where the role of research in building national resilience can be expanded?

Community and local resilience:

1. Do you agree that everyone has a part to play in improving the UK's resilience? If not, why not?

2. Do you understand the types of emergencies that might impact you and other members of your community? a. What would help you better understand the risks that could affect your community? b. Do you know where to access information about emergencies that could affect you?

3. Have you considered the actions you might take to prepare for or during an emergency? a. What has motivated you to plan or make preparations? b. What has stopped you from planning or making preparations? c. What would help you to be able to make a plan or prepare?

4. Have recent emergencies (e.g. COVID-19 pandemic, flooding, terrorist attacks) made you think differently about risks or changed the way you prepare for emergencies?

5. Are there any barriers in accessing local volunteering schemes or finding community groups that discuss local emergency planning? If so, what are the barriers?

Investment:

- 1. How does your organisation invest in your approach to the risks outlined in this document? Is your investment focussed on particular stages of the risk lifecycle (for example, on prevention)?**
- 2. Has the COVID-19 pandemic impacted the way your organisation is investing, or will invest, in preparing for these risks? If so, how?**
- 3. Are there models of successful resilience investment? If so, to what extent could they be adopted in the UK?**
- 4. Are there examples of where investment (whether by the government, by businesses or by individuals) has driven improvements in resilience?**

Resilience in an Interconnected World:

- 1. Where do you see the UK's resilience strengths?**
- 2. Are there any approaches taken by other countries to resilience that you think the UK could learn from?**
- 3. Which of the UK's international relationships and programmes do you think are most important to the UK's resilience?**
- 4. What international risks have the greatest impact on UK resilience?**
- 5. How can the UK encourage international partners to build resilience to global risks?**

Your evidence

Please email your responses to this consultation to chris.borg@nalc.gov.uk by 17.00 on Friday 10 September, 2021 along with any examples of local resilience

strategies. County associations are asked to forward this briefing onto all member councils in their area.

© NALC 2021

Town Clerk

From: >
Sent: 29 July 2021 09:48
Subject: Rural/Market Town Group Membership

Dear RMTG Member,

As you will be aware we asked Councils who have been given free trial membership of the Rural/Market Town Group terminating in July 2021 to let us know by the end of this month about your willingness to continue with us as members.

We recognise that although Covid-19 measures are being relaxed councils are cautious and many of you are limiting the number of meetings, whilst seeking the most suitable accommodation for them. We recognise that current council agendas are filling up rapidly and that the current decision making process is more difficult than usual. **Therefore, we at Rural Services Network have decided to help the town and parish councils currently in Rural/Market Town Group membership by extending your free trial period until the end of September 2021. We only ask you to please let us know by the end of September if you wish to be involved with the group in the future.**

This results in:

- Your Council will get a further two months of free membership.
- If you, as we hope, wish to stay involved, you won't get invoiced until October and that subscription will consequently be one of half the usual annual amount (running October 2021 to end of March 2022).
- The full annual subscription is £110 (up to 5,000 population); £130 (5,000 to 10,000 population) or £150 (10,000 + population). It is deliberately intended not to be onerous anyway - so you simply halve that amount for this financial year to work out the amount that you council will be invoiced.
- VAT will be added to the amount charged, but is recoverable by Councils.

We will invoice automatically during the month of October for this amount unless we hear from you that you have specifically decided you no longer wish to be members of the Group.

If you want to find out more about the Rural/Market Town Group, [please visit our website](#). It includes information on all councils currently in membership, which currently includes 232 local councils from across the whole of England. We have targeted work to ensure that national spread, and we will now widen our approach list seeking to achieve involvement we hope from in excess of 400 local councils; having by then given all rural/market towns the opportunity to be involved.

We would also like to take this opportunity to invite you to the **Rural/Market Town Group meeting, which will take place on Tuesday, 12th October 2021**. [Please click here to register](#). We welcome appointed main councillor representatives to the group and clerks (where one is yet to be assigned).

Over the October to April period we will be looking to widen that service through the following services:

- Opening the promised **Member Discussion Site** via Facebook. This group's aim will be to discuss good practice, network and share information about delivering services in rural market towns and Parishes across England.
- Establish liaison arrangements to allow Councils to have greater focus on issues involving **Younger People in Rural Areas**.

- Undertaking work around the topic of **Rural Enterprise**.

If Rural Market Councils are to have an enhanced national profile and work together in the interest of their areas, as seems desirable at this difficult time, this Group clearly represents the opportunity and route to do that. We very much hope your Council will wish to continue with us on that journey.

Kindest regards,

[Rural Services Network](#)
[Twitter @RSNonline](#)

The Rural Services Network seeks to provide a voice for rural communities by representing rural services, networking between rural service organisations and establishing and broadcasting best practice in rural service provision. It comprises SPARSE Rural, the Rural Assembly, the wider Rural Services Partnership and the RSN Community Group. The organisation works with Rural England, a stand-alone CIC research group.

The Rural Services Partnership Limited is a registered company (0696 0646) in England & Wales.

23.7.2021

All Members
Keswick Town Council
Keswick

Dear Sirs and Madams,

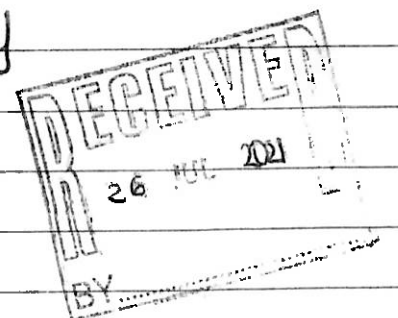
I am writing to request that I am granted attendance at your next Town Council General Meeting, Covid permitting, in the outrageous situation that you have allowed happen in Keswick with regard to the professional and criminal burkers who now infect Keswick.

Both yourselves and the police seem incapable of getting to grips with the Mafia.

24.7.5am I have woken early after a night where this issue has plagued me. I have been bullied and intimidated by Keswick professional burkers/beggars. As an older man I have had enough of this. I am prepared to tackle this situation head on and damn the consequences.

I shall now write to Cumbria Police to this effect. I have just had enough. This is not fair and you are a party to it.

Sincerely Sincerely



12. 8. 2021

Keswick Town Council
ATA Members

Dear Sirs and Madams

Re Letter - see over - thank you for the reply.

A few weeks ago the editor of the 'Keswick Reminder' did a front page story about the busking wars and busking mafia in Keswick.

I had asked him if anyone would sit round a table with a pot of tea or coffee and see if they could achieve some sort of amicable agreement between busking licence holders.

Nobody came forward. I make the same offer or request to any of yourselves. Perhaps sanity would prevail if buskers were offered odd days or even days, up to midday and after midday. The busking mafia is not an un-solvable problem.

I cannot attend your meeting.

Some buskers are professional beggars. They can be bullies. I feel that I have to