



Chartered Institution of Highways & Transportation response to the Committee on Climate Change call for evidence on the sixth carbon budget and Welsh emission targets (February 2020)

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CIHT is a charity, learned society and membership body with over 14,000 members spread across 12 UK regions and four international groups. We represent and qualify professionals who plan, design, build, manage and operate transport and infrastructure networks. Our vision is for world-class transportation infrastructure and services. Our values are to be Professional, Inclusive, Collaborative and Progressive.

5.How big a role can consumer, individual or household behaviour play in delivering emissions reductions? How can this be credibly assessed and incentivised?

Consumer behaviour, both individual and household, drives the demand for goods and services. Behaviour changes have a vital role to play in delivering emission reductions and reaching 2050 targets across all sectors. In the highways and transportation sector, behaviours must radically change to see higher uptake of low emission modes of transport and reduce the demand for high emission modes. This response will focus on transport related issues.

9.Carbon targets are only credible if they are accompanied by policy action. We set out a range of delivery challenges/priorities for the 2050 net-zero target in our Net Zero advice. What else is important for the period out to 2030/2035?

The CCC should carry out a cross-departmental assessment of existing government policies and strategies, and their compatibility with the net zero target. Much greater coordination will be required across government departments, and across the UK Nations, to deliver the packages of infrastructure investments identified by the CCC. With limited time remaining, government should be encouraged to move towards a more agile system. This would use real-world data to monitor policy performance against actual and forecast emissions then make adjustments where necessary.

10.How should the Committee take into account targets/ambitions of UK local areas, cities, etc. in its advice on the sixth carbon budget?

Many local and strategic authorities have declared climate emergencies and set ambitious decarbonisation targets, while also pursuing aspirations for housing and economic growth. It is also important that national policies and standards do not undermine the ability of local areas to go further and faster in pursuing decarbonisation.

12.How can a just transition to Net Zero be delivered that fairly shares the costs and benefits between different income groups, industries and parts of the UK, and protects vulnerable workers and consumers?

Individuals from lower-income groups often have less choice about issues which affect emissions including location of work or residence, ability to work remotely, or access multiple travel options. Access to multiple travel options also varies in different areas, particularly in rural areas compared to urban areas. Individuals with accessibility requirements tend to have lower limits on distances that are feasible for active travel. Any investment to public transport infrastructure should work to make public transport accessible for all. It should also consider the UK's ageing population and the likelihood of increased percentages of those suffering from dementia.

Transition to Net Zero should not increase inequalities between different groups but look for inclusive solutions that work for all.

18.Question 18 (Surface transport): As laid out in Chapter 5 of the Net Zero Technical Report (see page 149), the CCC's Further Ambition scenario for transport assumed 10% of car miles could be shifted to walking, cycling and public transport by 2050 (corresponding to over 30% of trips in total):

a) What percentage of trips nationwide could be avoided (e.g. through car sharing, working from home etc.) or shifted to walking, cycling (including e-bikes) and public transport by 2030/35 and by 2050? What proportion of total UK car mileage does this correspond to?

Short journeys, under five miles, account for a total of 43% of all journeys in England¹. Of these, 68% are made by motor vehicles. It would be possible for a high percentage of these trips to be taken by public transport and active travel, providing the right policies and measures are put in place.

b) What policies, measures or investment could incentivise this transition?

Encouraging modal shift requires sustained policy interventions:

I. Investment in the local road network.

The condition and safety of the network has been challenged by the lack of funding over recent years. CIHT calls for longer term funding certainty for the local road network. This would allow maintenance to facilitate active travel, supporting decarbonisation agenda whilst improving peoples' health.

II. Decarbonising transport using spatial planning.

CIHT with RTPI and TPS produced Better Planning, Better Transport, Better Places which highlights the need for integration of planning and transport to direct development locations that are served by sustainable transport links².

Development should be concentrated in strategic locations, prioritising brownfield sites within large existing settlements or immediately around them. Any development outside of large existing settlements should be located alongside well-served sustainable transport routes. New sustainable transport infrastructure should be located based on their potential to connect existing car-dependent settlements to major concentrations of jobs and services.

III. Effective working between the DfT, MHCLG, and other departments, ensuring that housing growth is coupled with significant modal shift to sustainable transport.

Reducing travel demand, maximise the efficiency of existing transport infrastructure, increase provision and capacity of public and active transport infrastructure.

IV. National transport strategy

A National Transport Strategy for England should clearly set out the government's ambitions for transport both in the short- and long term. It should prioritise sustainable transport modes, e.g. walking and cycling, public transport, and funding and investment should consistent to increase uptake of those modes.

V. Investment in public transport, particularly bus services.

¹Department for Transport. 2018. *Transport statistics, Great Britain 2018*. Available from: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/787488/tsqb-2018-report-summaries.pdf

² CIHT. 2019. *Better planning, better transport, better places*. Available from: https://www.ciht.org.uk/media/10218/ciht-better-planning-a4_updated_linked.pdf

Since 2008/09 bus patronage in England outside London is down almost 12% and funding is down 25%³. Government should ensure that funding is sufficient to upgrade and sustain world class public transport across England. Investments should be made to mobility as service platforms that enable travel planning with full integration of all modes.

VI. Road pricing

CIHT see opportunities with pay as you go funding to address both congestion and carbon. The London congestion charge has successfully reduced congestion, journey times and the number of cars. Whilst making public transport more effective. The scheme demonstrates the potential benefits of road pricing schemes.

19.Surface transport: What could the potential impact of autonomous vehicles be on transport demand?

Autonomy removes the role of the driver, not the role of the private vehicle. Private vehicles are attractive due to their convenience and comfort. If autonomous vehicles are introduced to the network, then it is important that appropriate strategies are in place to manage to demand. There is a particular threat that the network could become congested by a surge in private hire taxi services. Legislation of autonomous vehicles should be carefully considered to manage congestion as a preventive measure.

Autonomous vehicles should be designed and regulated to fit into pedestrian-friendly urban environments. Their introduction should not inadvertently redesign the urban environment to enable the free flow of automated vehicles at the expense of walking and cycling. It would also be sensible to set out guidelines for data-sharing obligations for new mobility services and operations at an early stage in their development.

20.Surface transport: The CCC recommended in our Net Zero advice that the phase out of conventional car sales should occur by 2035 at the latest. What are the barriers to phasing out sales of conventional vehicles by 2030? How could these be addressed? Are the supply chains well placed to scale up? What might be the adverse consequences of a phase-out of conventional vehicles by 2030 and how could these be mitigated?

These barriers are largely political due to the role of car manufacturing in the UK economy. Along with this, there are practical barriers from the lack of investment in active and sustainable transport alternatives. The phase-out of conventional vehicles should be preceded by committed investment in active and sustainable transport infrastructure and charging infrastructure. This is particularly important in more remote locations and areas where car dependence has been highest.

The phase-out of conventional vehicles needs to be considered alongside interventions to reduce existing demand for private vehicle use. The transition to EVs will help to reduce emissions from the transport sector and tackle localised air pollution. However, additional emissions and pollutants will also be generated from the production of EVs. This includes manufacturing lithium ion batteries, the installation of charging infrastructure, and the recycling and scrapping of conventional vehicles.

Replacing conventional vehicles with EVs misses valuable opportunities to change the way that consumers engage with different mobility options. This requires the policies, measures

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https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/852652/annual-bus-statistics-2019.pdf

and investments described in Q18b, to reduce overall private vehicle demand, along with efforts to promote shared, public and active travel.

21.Surface transport: In our Net Zero advice, the CCC identified three potential options to switch to zero emission HGVs – hydrogen, electrification with very fast chargers and electrification with overhead wires on motorways. What evidence and steps would be required to enable an operator to switch their fleets to one of these options? How could this transition be facilitated?

CIHT has consistently called for the introduction of a national transport strategy and the clear benefits that this can provide the UK. The strategy would set out provision of electric charging infrastructure i.e. if the installation of overhead wires on motorways is an option. This would provide operators with a clear vision of what options are viable, reducing uncertainty and giving operators the confidence to invest in switching their fleets.