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Landmark Chambers Webinar

Recent policy developments for transport schemes

Lorrae Hendry

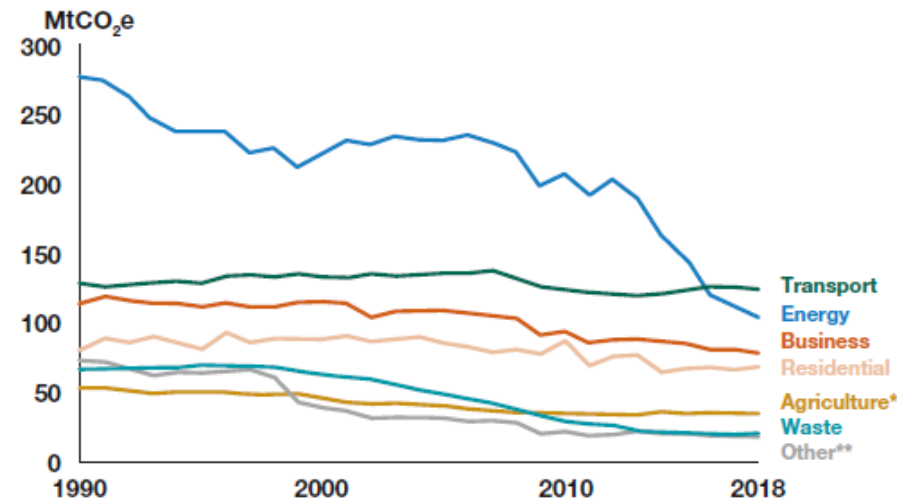


Road to Net Zero

- December 2015: COP21 and the Paris Agreement
- October 2018: The Intergovernmental Panel on Climate Change report on the 1.5C target
- May 2019: Committee on Climate Change recommended a new target: net-zero greenhouse gases by 2050 (up from the existing emissions reductions target of 80% from 1990 levels by 2050)
- 12 June 2019: the draft Climate Change Act 2008 (2050 Target Amendment) Order 2019 laid before Parliament
- 27 June 2019: the Order came into force amending the Climate Change Act 2008

The current picture

Figure 2: UK Domestic GHG emissions, 2018

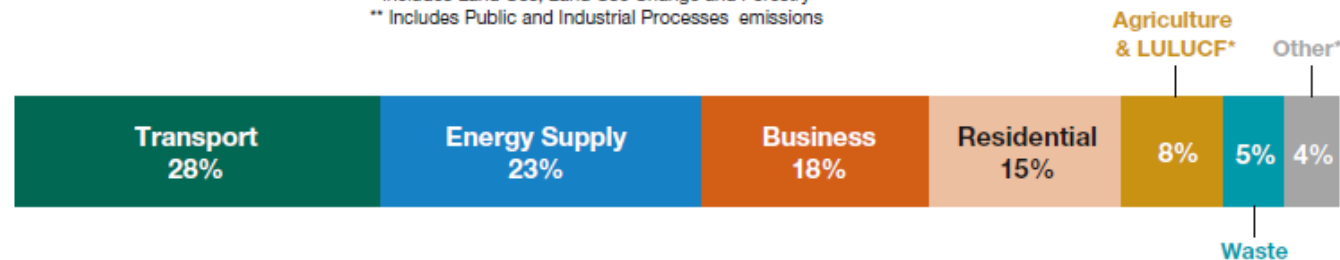


* Includes Land Use, Land Use Change and Forestry
 ** Includes Public and Industrial Processes emissions

Transport became the largest emitting sector of GHG emissions in 2016

This follows large decreases in energy emissions while transport emissions have remained relatively static.

451 million tonnes of CO₂ equivalent (MtCO₂e) is the total net domestic greenhouse gas emissions from all UK sectors in 2018, down 2.1% from 2017.



Source: 2018 UK greenhouse gas emissions¹⁰

Build Back Better



Decarbonising Transport Setting the Challenge



National Infrastructure Strategy

Fairer, faster, greener

HM Treasury

HM Government

The Ten Point Plan for a Green Industrial Revolution

Building back better, supporting green jobs, and accelerating our path to net zero

November 2020

National Infrastructure Strategy

Build back fairer, faster and greener

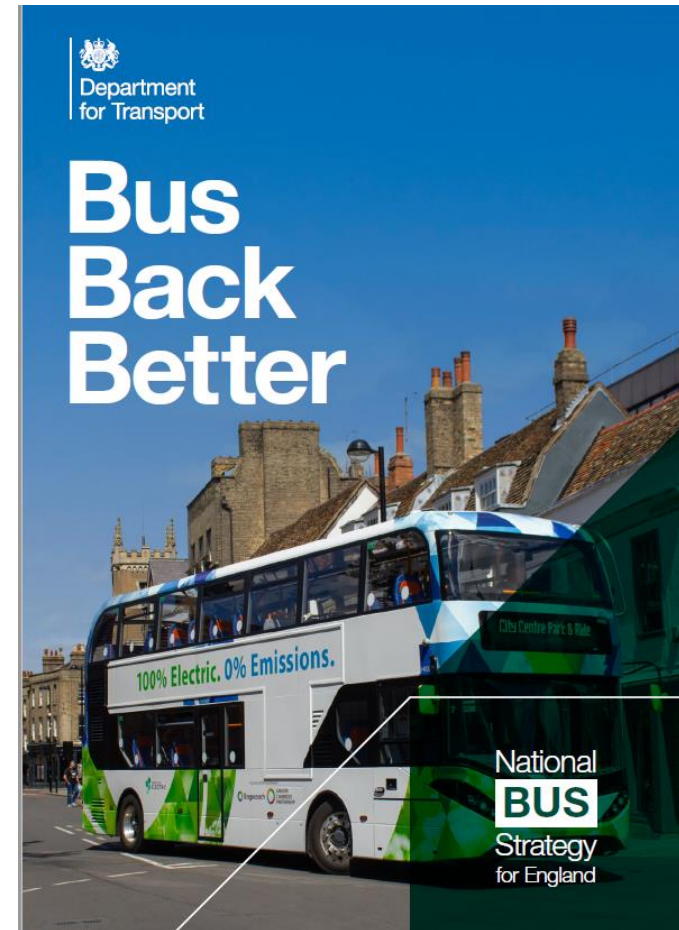
- Four goals:
 - Levelling up and strengthening the Union
 - Decarbonising the economy and adapting to climate change
 - Supporting private investment in infrastructure
 - Accelerating and improving delivery

Bus Back Better

- £3 billion of new funding to level up buses across England

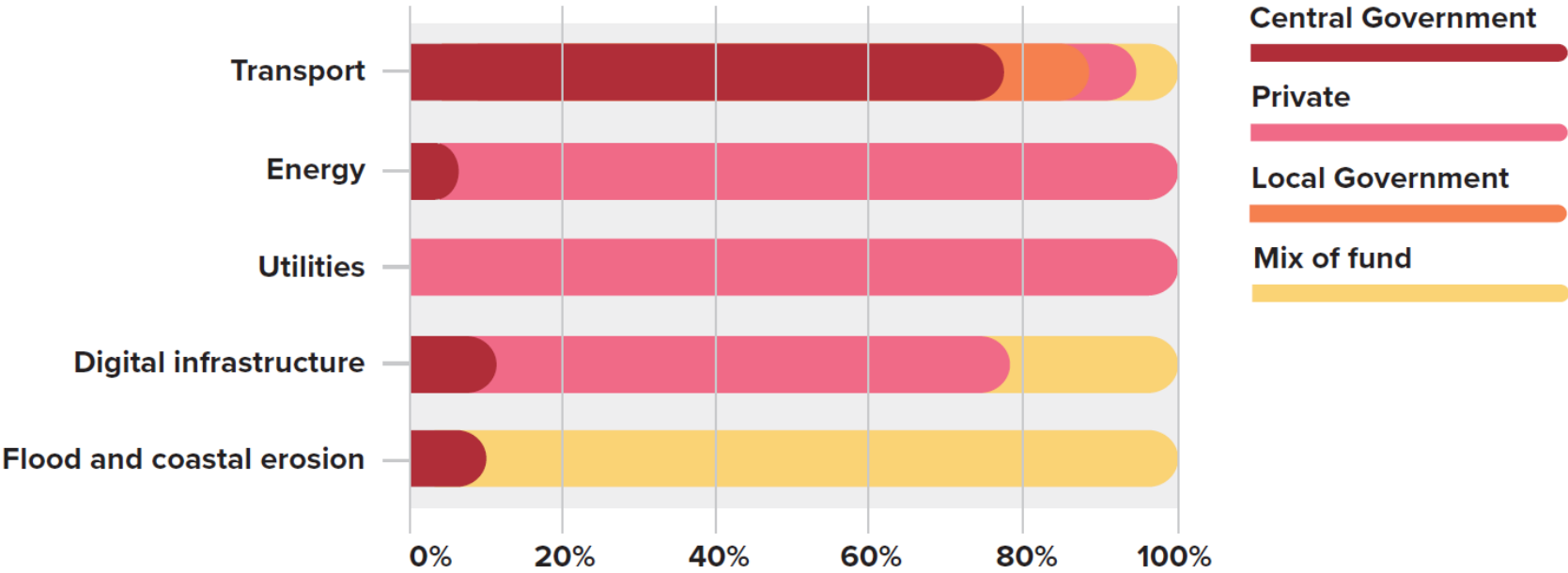
“Buses are at the centre of the public transport network, making 4.07 billion journeys in England in 2019/2021, more than twice as many as the railways.”

- Bus operators and local government working together to deliver improvements for passengers
- Emphasis on ensuring priority for buses within the highway



Funding

Funding mix of UK investment between 2018/19 and 2020/21 by sector



Source: 2018 National Infrastructure and Construction Pipeline

Funding – National Infrastructure Bank

- Core objectives
 - **Help tackle climate change** – meeting net zero by 2050
 - **Support regional and local economic growth** through better connectedness, opportunities for new jobs and higher levels of productivity
- Focus on clean energy, transport, digital, water and waste
- Offer advice and expertise to help deliver better projects and support the ambition of local authorities
- Bring together different actors for collaborative projects to help build a pipeline of viable investment opportunities
- Investment principles will be issued later in the Spring

Funding – Levelling Up Fund

- £4.8 billion cross-departmental fund to invest in local infrastructure across the UK
- Projects that will have a visible impact on people and communities
- Capacity funding will help support identified local authorities to develop high quality bids for the Fund and ensure that investment is targeted where it is needed most – levelling up
- Multiple rounds of funding – limits on the number of applications

What does the future bring?

- A greater emphasis on regional and local issues – levelling up
- Funding for local authorities particularly where that project would have a positive impact on the environment and local community
- Support for under resourced regions to secure additional funding in areas in need of greater support
- Is the current consenting regime suitable given the drive for swift improvements?