Department for Transport

Decarbonising Transport

A Better, Greener Britain

One Year On

Department for Transport
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Last year we published our Transport Decarbonisation Plan. Since then we've made good progress, and there's more to come.

Last year we published *Decarbonising Transport: A Better, Greener Britain*, clearly setting out our commitment to driving down greenhouse gas emissions from transport. Ahead of COP26 last November, the Plan set out our ambitious pathway to net zero transport, that will deliver green jobs and make our places cleaner, quieter, healthier and better to live in.

Since then, we've made huge progress and have already delivered many of its ambitious commitments:

- We're bringing forward a zero emission vehicle mandate to ensure that the supply of electric vehicles meets the soaring demand and to help the private sector invest with confidence in vital charging infrastructure.
- We've announced funding for Sustainable Aviation Fuels and the creation of new skilled jobs in clean maritime through UK SHORE.
- We've invested over £200m to launch the world's largest demonstration of zero emission HGVs.
- We've made strides in our aim to make public transport and walking and cycling the natural first choice for our daily journeys.

This puts the UK firmly at the forefront of clean transport. However, we know there is still much more to do. Whilst the world has changed over the past year, we remain focused on meeting net zero, as well as ensuring we deliver the wider benefits that come with the transition to zero emission transport. Our plans will also help to reduce reliance on fossil fuels, helping to improve our energy security and resilience. As we said twelve months ago, this is a true challenge of our time. We will continue to rise to it.

Trudy Harrison MP
Minister of State for Transport

All change

Decarbonising Transport: A Better, Greener Britain **is already changing the way we travel. Since publication in July 2021 our Plan is improving the journeys we take and the places we live and work in.**

In 2021, over 18% of new cars sold had a plug, up from just over 3% in 2019. Hundreds of thousands of people are now choosing to go electric, and since announcing in **October 2021** that we will introduce a zero emission vehicle (ZEV) mandate from 2024, more car manufacturers are committing to having 100% of their UK sales zero emission by 2030. Our analysis shows these commitments now cover over 60% of the total new vehicle UK market share.

The way your goods get to you is decarbonising – supported by the phase out dates for new, non-zero emission heavy goods vehicles (HGVs) that we announced in **November 2021** at COP26.

Amazon, for example, has launched five electric, articulated HGVs into its fleet which are operating from their fulfilment centres in Tilbury and Milton Keynes. These are the first of nine electric HGVs expected by the end of 2022, joining more than 1,000 electric delivery vans currently on the road in the UK.

All change

In the space of year, our policies are delivering tangible differences to communities. We're ensuring that access to more sustainable forms of travel and its supporting infrastructure are constantly expanding, making the greener choice the easier choice.

Drivers have increasing access to public chargepoints, with the UK having one of the largest networks in Europe. Our Electric Vehicle Infrastructure Strategy – published in **March 2022** – is accelerating this green transition and, as of 1 June 2022, the UK had over 31,000 public chargepoints, of which nearly 6,000 were rapid chargers.

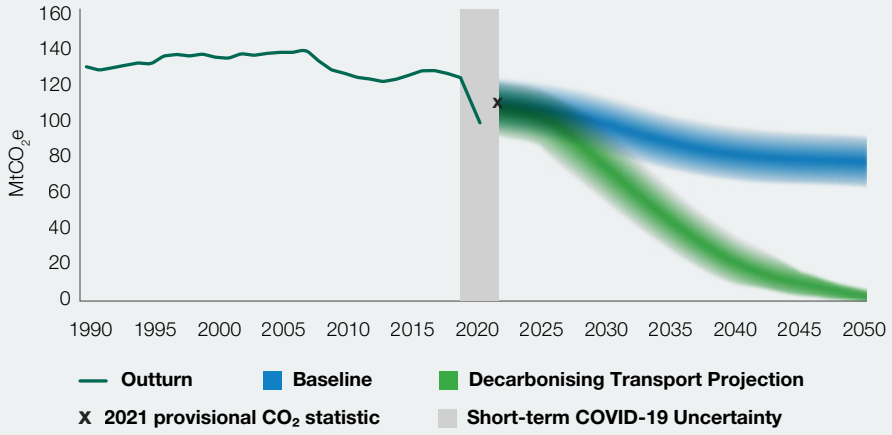
The newly-launched executive agency Active Travel England will oversee delivery of 134 first-rate cycling and walking schemes – backed by £161m government investment announced in **May 2022** – like this one on Oxford Road in Manchester.

Transport emissions fell dramatically in 2020 during the pandemic, but it remains the largest emitting sector

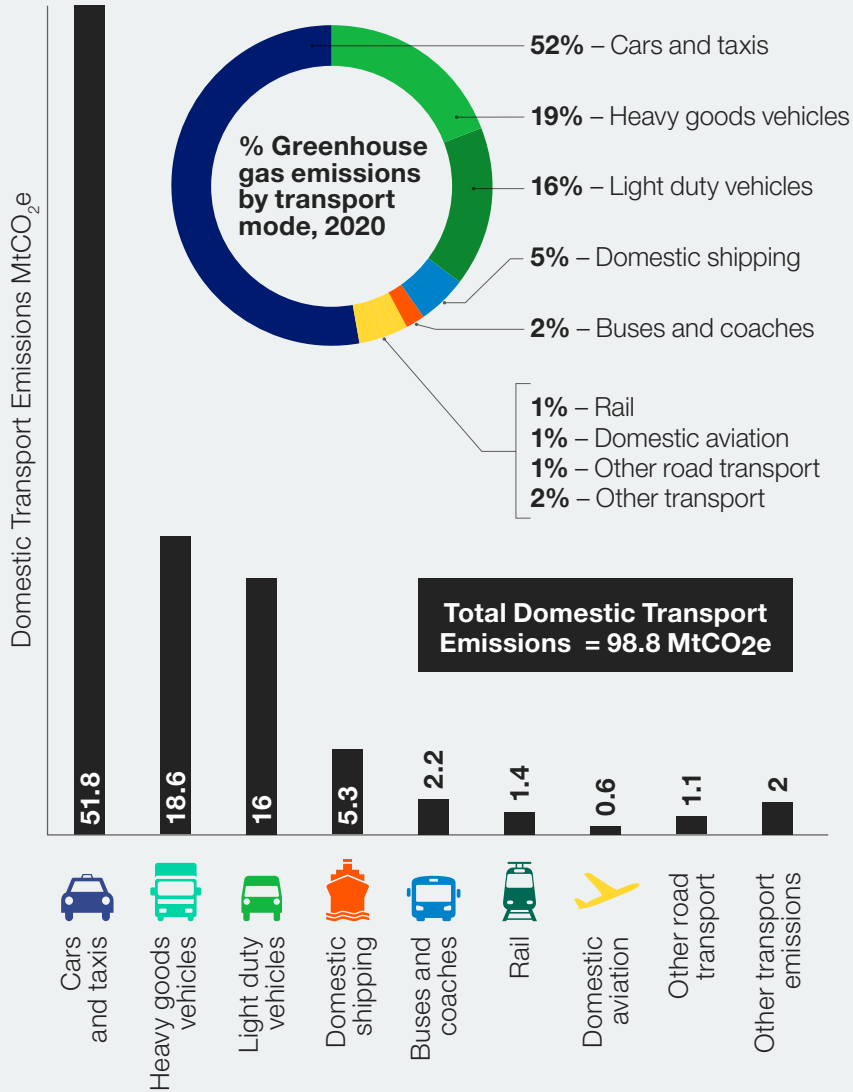
In 2020, domestic transport was responsible for 24% of UK greenhouse gas (GHG) emissions, remaining the largest emitting sector. Between 2019 and 2020, transport emissions fell by 19%, largely as people stayed at home in response to the COVID-19 pandemic. Actual transport emissions for 2020 – and provisional estimates for 2021 – are mapped onto the trajectory published in the original document, below.

To meet net zero by 2050, and our stretching carbon budgets on the way, we must continue to make rapid progress.

Decarbonising Transport **domestic transport greenhouse gas projection including latest outturn data**



UK domestic transport emissions 2020

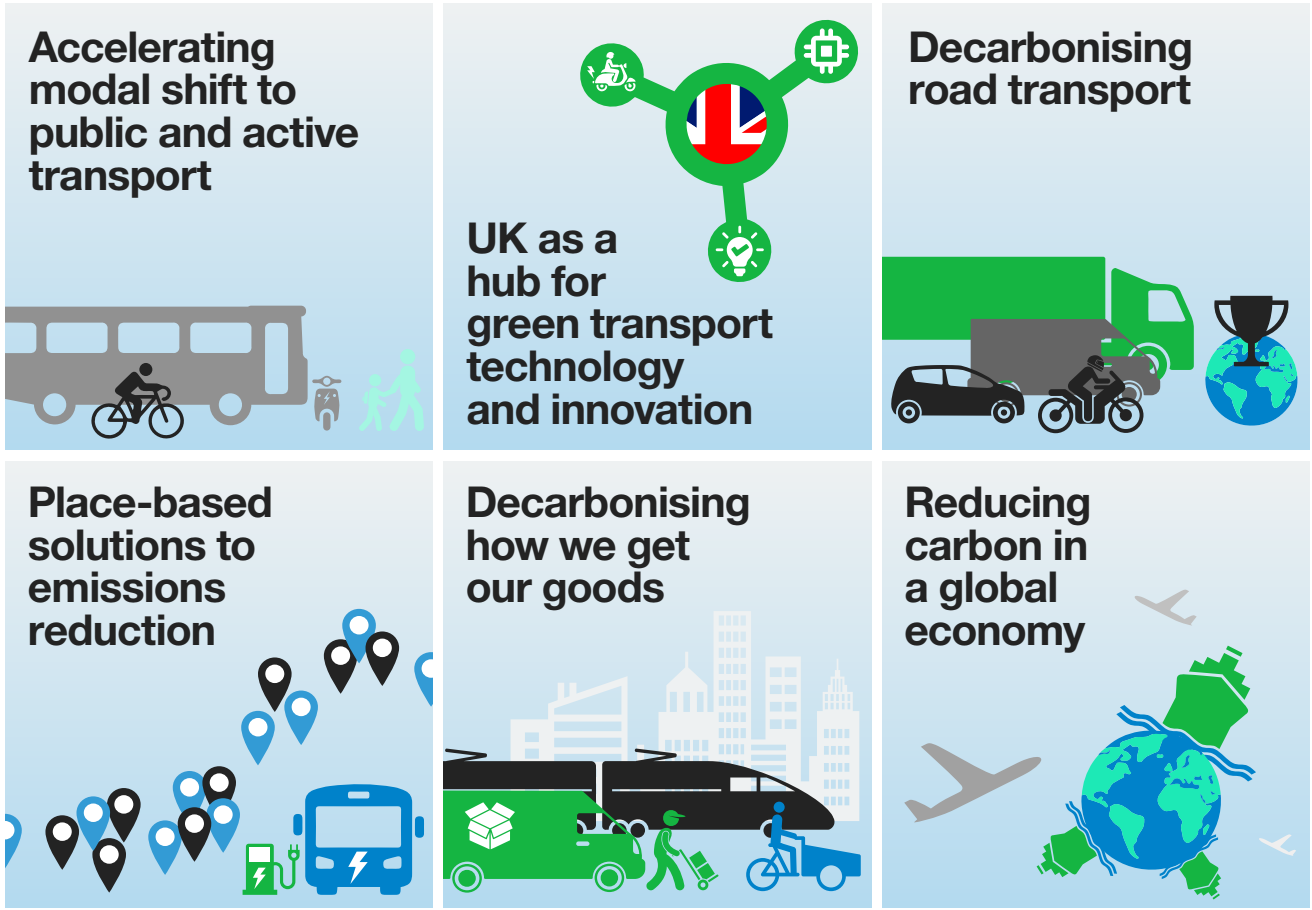


The scale of the challenge is still clear and we remain committed to the six strategic priorities for transport decarbonisation we set out in last year's Plan

We identified six strategic priorities throughout development of *Decarbonising Transport: A Better, Greener Britain*. These reflect the themes and view of the future we will pursue to decarbonise our transport system.

We have made good progress in all areas since we published the Plan last year. This document provides an overview of that progress. It also looks to the future and some of the immediate next steps we are looking forward to over the coming months and years.

We have followed the structure of the original Plan to showcase each area of the transport sector in turn.



Last year's Plan set out emissions, air quality, health and jobs benefits

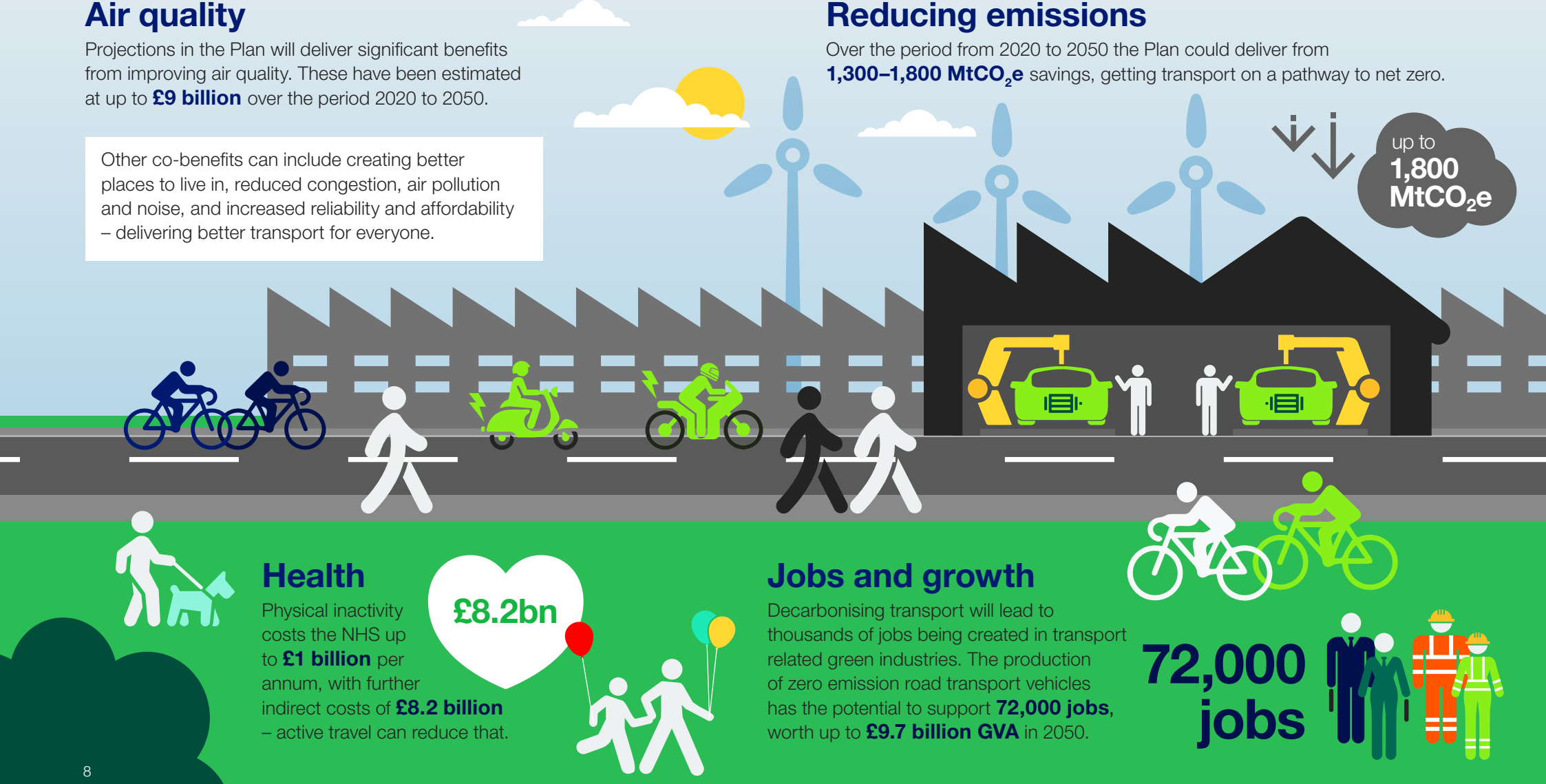
Air quality

Projections in the Plan will deliver significant benefits from improving air quality. These have been estimated at up to **£9 billion** over the period 2020 to 2050.

Other co-benefits can include creating better places to live in, reduced congestion, air pollution and noise, and increased reliability and affordability – delivering better transport for everyone.

Reducing emissions

Over the period from 2020 to 2050 the Plan could deliver from **1,300–1,800 $MtCO_2e$** savings, getting transport on a pathway to net zero.



Health

Physical inactivity costs the NHS up to **£1 billion** per annum, with further indirect costs of **£8.2 billion** – active travel can reduce that.

Jobs and growth

Decarbonising transport will lead to thousands of jobs being created in transport related green industries. The production of zero emission road transport vehicles has the potential to support **72,000 jobs**, worth up to **£9.7 billion GVA** in 2050.

Part 1

Decarbonising all forms of transport

Increasing walking and cycling

Enabling more people to walk and cycle can help us to tackle climate change. But the benefits go much wider, with increased levels of active travel improving air quality, health and wellbeing, and helping to drive down congestion and noise pollution on our roads.

Over £200m for new cycling and walking schemes includes:

- £161m to back 134 new footways, cycle lanes and pedestrian crossings across 46 local authorities.
- £35m for the National Cycle Network.
- Up to £8m for a national e-cycle programme.

In the past year, we have…

Launched the government's new Executive Agency – **Active Travel England** (ATE) – with Olympic gold medallist Chris Boardman announced as commissioner. ATE will provide training and support to local authorities to deliver ambitious and transformational schemes for communities across England.

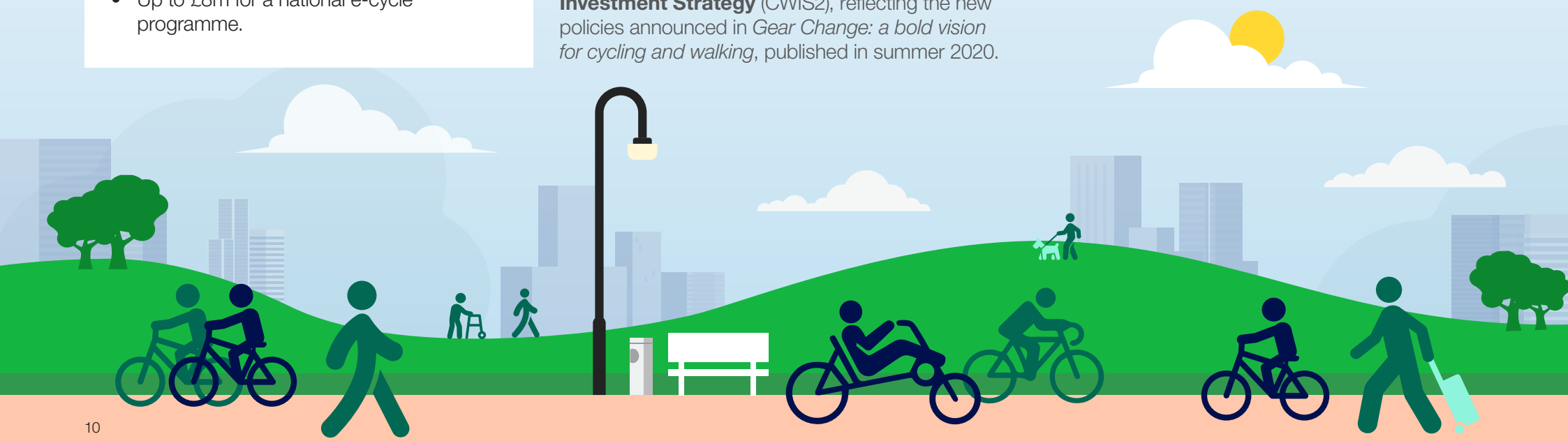
Announced **over £200m for new cycling and walking schemes** across England. ATE will oversee the delivery of 134 first-rate schemes across 46 local authorities outside London.

Published the **second Cycling and Walking Investment Strategy** (CWIS2), reflecting the new policies announced in *Gear Change: a bold vision for cycling and walking*, published in summer 2020.

Next, we plan to…

Develop **long term funding plans** for cycling and walking infrastructure and behaviour change programmes up to 2025.

Continue establishing ATE to deliver its **inspection and planning system** functions, helping local areas to thrive.



Zero emission buses and coaches

To reach net zero we must make all vehicles, including buses and coaches, as green as possible. We want to make public transport and cycling and walking the natural first choice for journeys, so we are also improving bus services to encourage as many people as possible to Bus Back Better.

In the past year, we have…

Reached almost **2,000 new zero emission buses** funded, including through the Zero Emission Bus Regional Areas (ZEBRA) scheme and the All Electric Bus City initiative for Coventry.

Consulted on **setting an end date for the sale of new, non-zero emission buses**. We also launched a call for evidence to better understand how we can decarbonise coaches and minibuses.

Announced indicative **funding for 31 areas** in England outside London to deliver local bus service improvements and encourage passengers onto buses.

Further incentivised the uptake of zero emission buses through an **uplift in the Bus Service Operators Grant (BSOG)**.

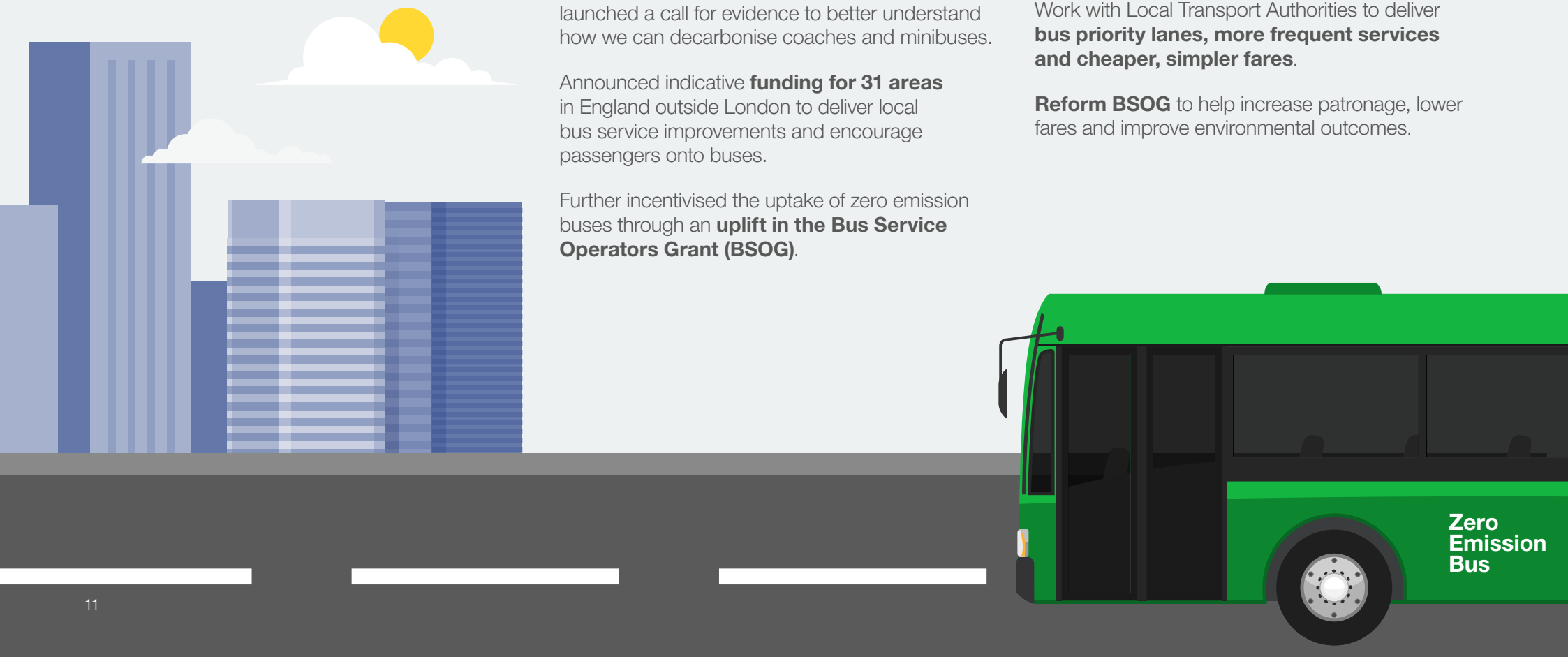
Next, we plan to…

Set an end date for the sale of new, non-zero emission buses and expectation for when the entire fleet should be zero emission.

Provide a further **£200m funding for zero emission buses** over the Spending Review period.

Work with Local Transport Authorities to deliver **bus priority lanes, more frequent services and cheaper, simpler fares**.

Reform BSOG to help increase patronage, lower fares and improve environmental outcomes.



Decarbonising our railways

As with buses and coaches, encouraging more people onto trains will help to drive down the emissions from transport. We will accompany this by continuing our efforts to decarbonise the railway. Over the last year we have seen important steps in both areas, with new plans announced to electrify lines, funding to trial new infrastructure, and the first steps of ambitious plans to reform our railways to meet the needs of passengers.

In the past year, we have…

Published the £96bn **Integrated Rail Plan** for the North and Midlands, which includes plans to electrify in full the Midland Main Line between London and Sheffield and the Transpennine Main Line between Manchester and York.

Provided £2.15m funding to support a **fast-charging trial for battery-only trains** on the Greenford branch line, in an operational setting for the first time. The fast charge equipment will be installed at West Ealing station.

Introduced the **HS2 Phase 2b Bill**, which will secure the powers to construct and maintain new high speed railway between Crewe and Manchester. We also introduced regular passenger services on the Dartmoor Line, adding extra capacity that will enable more passengers to choose low-carbon rail travel.

Next, we plan to…

Develop the **rail decarbonisation programme** with the Great British Railways Transition Team (GBRTT), ahead of Great British Railways becoming formally established.

Work with GBRTT to develop a **rail freight growth target** after consulting across industry. Once set, the growth target will create new opportunities for confidence, growth and investment within the sector.

A zero emission fleet of cars, vans, motorcycles and scooters

As the biggest source of GHG emissions in transport, we are focused on decarbonising road vehicles. The challenges differ across the vehicle fleet, but we have progressed in all areas. We have ambitious plans to maintain momentum, particularly as we progress the Zero Emission Vehicle (ZEV) mandate towards introduction.

- Nearly **900,000** plug-in vehicles are currently on UK roads. **1 in 6** new cars sold in 2021 had a plug.
- Over **31,000** public charging devices have been installed in the UK – one of the largest networks in Europe.

In the past year, we have…

Committed a further £620m at SR21, increasing government support for the transition to electric vehicles to **£2.5bn** since 2020.

Committed to adopting a ZEV mandate, requiring a percentage of manufacturers' new car and van sales be zero emission each year from 2024. In April, we published a technical consultation on the mandate's design features and plans to regulate CO2 emissions from new non-ZEV cars and vans.

Announced **£300m** in funding targeted towards **grants to boost sales of plug-in vans, trucks, taxis, motorcycles and wheelchair accessible vehicles**.

Published the consultation on **ending the sale of new non-zero emission L-category vehicles** and launched our joint government and industry **Action Plan for zero emission Powered Light Vehicles** (PLVs).

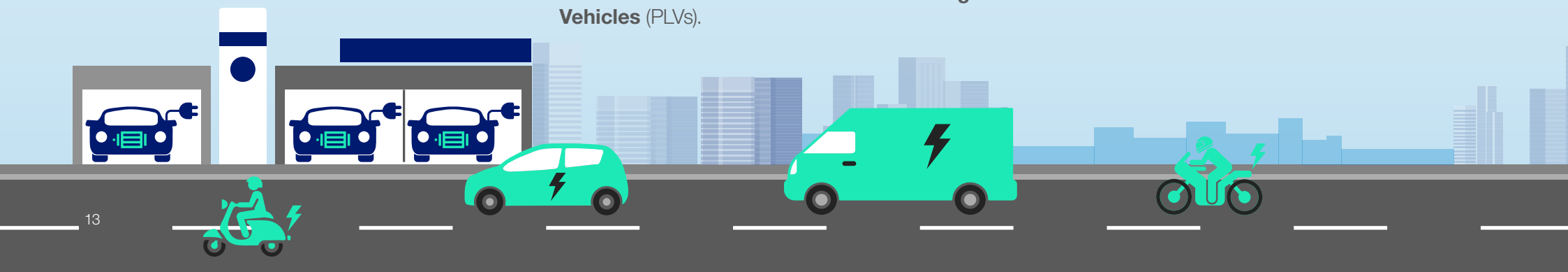
Next, we plan to…

Ensure the ZEV mandate delivers the **fastest and most sustainable transition to zero emission vehicles** once it comes into force in 2024. We will soon publish a final public consultation on the proposed regulatory framework, with a view to laying regulations in early 2023.

Consult on **changes to driving licence flexibility for alternatively fuelled vehicles weighing up to 4.25 tonnes**, to reduce costs and increase the number of drivers eligible to drive an alternatively fuelled vehicle on a standard licence.

Work towards target of **25% of the government's car fleet to be ultra low emission by the end of 2022**.

Continue to work closely with the MCIA and Zemo Partnership to **realise the full potential of the zero emission L-category sector**.



A zero emission fleet of cars, vans, motorcycles and scooters – supporting infrastructure

As well as decarbonising vehicles themselves, we must also provide the supporting infrastructure to accelerate the transition to zero emission vehicles.

In the past year, we have…

Published *Taking charge: the electric vehicle infrastructure strategy*, our ambitious and forward looking strategy to ensure people across the UK have access to the public charging infrastructure needed by 2030.

Worked with local authorities to fund over £20m of EV chargepoints and launched our online local authority information hub.

Changed Building Regulations to require chargepoint infrastructure in new homes and non-residential buildings and, in some cases, when buildings are renovated.

Introduced new regulations requiring **new private chargepoints meet minimum smart standards**.

Next, we plan to…

Take **powers in the Transport Bill** to oblige local authorities to produce and implement local charging strategies.

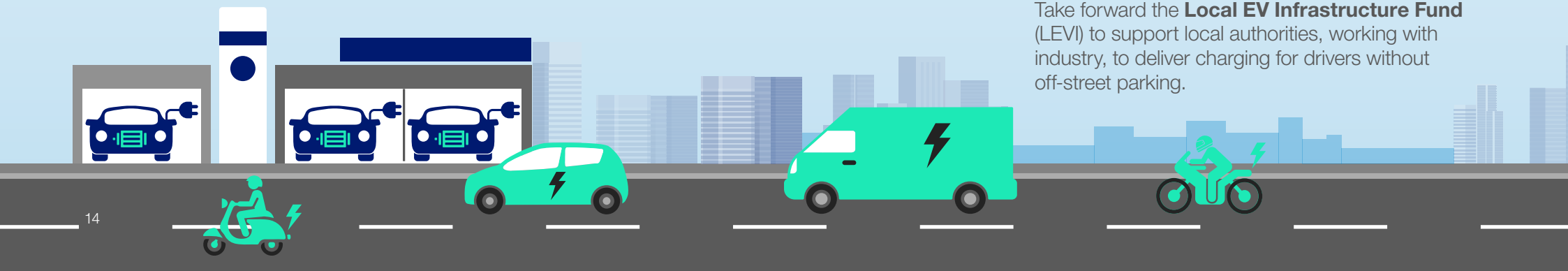
Regulate to **improve the consumer experience of public charging**, such as making it easier to pay.

Publish British Standards Institute (BSI) **standards setting out best practice on accessible design of public chargepoints**.

Take forward **Project Rapid** to increase the number of electric vehicle chargepoints on England's motorways and major A-roads.

Deliver a **reformed Electric Vehicle Homecharge Scheme** – to focus on renters, leaseholders and those living in flats – and **expanded Workplace Charging Scheme**.

Take forward the **Local EV Infrastructure Fund** (LEVI) to support local authorities, working with industry, to deliver charging for drivers without off-street parking.



Accelerating maritime decarbonisation

Maritime in the UK covers a range of vessel sizes, with different operational requirements, so our approach needs to be flexible. Over the last year we have announced new landmark funding to support the research and development of key technologies. Alongside this we continue to press for an ambitious international settlement to this global challenge.

In the past year, we have…

Published the **Course to Zero consultation**, seeking views and evidence on the optimal pathway to net zero emissions in 2050.

Announced £206m for **a new UK Shipping Office for Reducing Emissions (UK SHORE)**. In May we announced the first of a series of interventions under UK SHORE, including the launch of a second Clean Maritime Demonstration Competition.

Published a consultation which included proposals **to expand the UK Emissions Trading Scheme** to domestic maritime.

Completed a call for evidence on steps to support and, if needed, **mandate the uptake of shore power** in the UK.

Extended the Renewable Transport Fuel Obligation (RTFO) to allow renewable fuels of non-biological origin to be used in shipping.

Signed the **"Declaration on Zero Emission Shipping by 2050"** at COP26 to commit to push the International Maritime Organization to remain aligned with the Paris Agreement.

Next, we plan to…

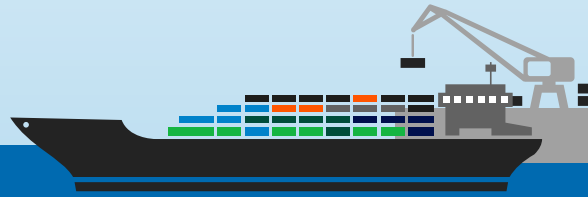
Consult on the potential for a **phase out date** for the sale of new non-zero emission domestic vessels.

Publish indicative decarbonisation targets for the UK's domestic maritime sector in the updated **Clean Maritime Plan** in 2023.

Develop more initiatives as part of the UK SHORE R&D investment programme, including a larger multi-year Clean Maritime Demonstration Competition later in the year.

Publish a summary of responses to the **shore power call for evidence** followed by a full consultation on policy proposals.

Continue to **play a leading role internationally**, building consensus to raise ambitions consistent with a 1.5°C degree pathway during the 2023 review of the IMO Initial Greenhouse Gas Strategy.



Accelerating aviation decarbonisation

Decarbonising aviation is a huge technological challenge, distinct from those faced for land-based transport. To this end we are soon to launch our Jet Zero Strategy and we continue to negotiate for ambitious international action.

At the Spending Review 2021 we announced:

- £180m to support development of UK SAF for three years.
- A £400m partnership with Breakthrough Energy to support net zero technology, including advanced SAF.
- £685m for the Aerospace Technology Institute (ATI) programme for three years.

In the past year, we have…

Developed a **Jet Zero Strategy** to publish this summer. It will set out our approach and principles to reach net zero aviation by 2050 and was informed by the 1,400 responses to the consultation we published last year.

Launched the International Aviation Climate Ambition Coalition at COP26 to support **higher climate ambition in international aviation.** So far 28 states have joined, representing over half of global emissions.

Convened a group of states to support and advise the World Economic Forum's **Clean Skies for Tomorrow initiative** on international action on Sustainable Aviation Fuels (SAF).

We also **consulted on aligning the UK Emissions Trading Scheme (ETS) with net zero** and a trajectory for phasing out Fee Allowances for aviation.

Provided **£3m** of funding for **R&D into Zero Emission Flight Infrastructure**.

Established a **Zero Emission Flight Delivery Group** within the **Jet Zero Council** to drive progress and bring government and industry together.

Published a Statement of Intent setting out a near-term approach to implementation of the **offsetting requirements** of CORSIA in the UK.

Consulted on a SAF mandate and **invested £15m** in UK SAF products.

Next, we plan to…

Launch and deliver the new **£165m SAF industry competition** over the next three years and clarify our position on a SAF mandate and its development.

Work with other states to secure agreement at ICAO's 41st Assembly to an ambitious **long-term aspirational goal for international aviation CO_2 emissions**.

Case studies

Decarbonising all forms of transport

Clean Maritime Demonstration Competition

Originally announced in the Prime Minister's *Ten Point Plan for a Green Industrial Revolution*, DfT launched the Clean Maritime Demonstration Competition (CMDC) in March 2021. It allocated over £23m of R&D funding to projects across the UK, supporting the design and development of zero emission shipping technologies and greener ports through a total of 55 technology trials and feasibility studies to accelerate maritime decarbonisation. For example:

Hydrogen in an Integrated Maritime Energy Transition (HIMET)

Led by the European Marine Energy Centre in a consortium of ten, this demonstrator project focused on the decarbonisation of ferry services and cruise terminal operations in Orkney through the use of hydrogen. The total project cost £2.3m of which £1.6m was DfT allocated funding.

SHAPE UK

Led by the University of Portsmouth in a consortium of nine, this demonstrator project aimed to address the barriers to producing and using hydrogen within the maritime landscape, based in Portsmouth International Port. The total project cost £1.5m of which £1.3m was DfT allocated funding.

Wrightbus

Wrightbus recently announced it is creating up to 300 permanent jobs at its Ballymena site in Northern Ireland. This growth has been built by developing world-leading, zero emission buses, supported by UK Government funding and policy driving the economy towards net zero. Wrightbus was the first bus manufacturer in the world to offer a comprehensive offering of electric and hydrogen buses across both the single and double deck format.

Part 2

Multi-modal decarbonisation and key enablers

Delivering a zero emission freight and logistics sector

The last year has seen significant developments on the route to a zero emission freight and logistics sector. We announced end of sales dates for new, non-zero emission HGVs and new funding to demonstrate the technologies needed to decarbonise the heaviest HGVs within the road freight sector. We are also looking at decarbonisation across the freight sector with our recently published Future of Freight Plan.

In the past year, we have…

Announced two **phase out dates** for the sale of new non-zero emission HGVs: 2035 for HGVs weighing 26 tonnes and under and 2040 for HGVs heavier than 26 tonnes. We've also issued a call for evidence on exemptions to the 2035 phase out date for HGVs weighing 26 tonnes and under.

Completed the first year of the **Zero Emission Road Freight Trial programme**, which included six feasibility studies and the deployment of twenty battery electric rigid trucks into NHS and local authority fleets. We have announced a **£200m demonstration fund** to expand upon this work, which will demonstrate three zero emission HGV technologies at-scale, on UK roads.

Announced **weight limit increases** of two tonnes for certain zero emission HGVs and up to one tonne for certain alternatively fuelled HGVs.

Changed eligibility for the **plug-in truck grant** to target heavier HGVs and extended it until 2024/25, supporting the early market for zero emission HGVs.

Published the **Future of Freight Plan** – *Future of freight: a long term plan* – including a proposal for a Freight Energy Forum to support the roll out of zero emission energy infrastructure.

Supported the use of hundreds of **e-cargo bikes** across England to enable clean last-mile deliveries.

Next, we plan to…

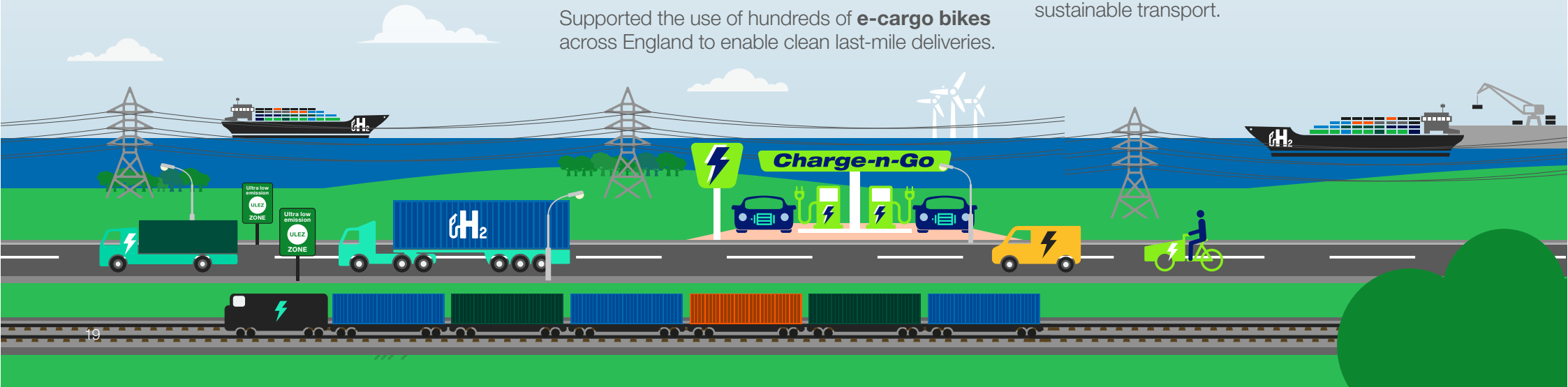
Publish the response to the call for evidence on **exemptions to the 2035 HGV phase out date for HGVs 26 tonnes and under**.

Launch battery electric and hydrogen fuel cell competitions for the **Zero Emission Road Freight Demonstrator** programme.

Design and consult on the **future regulatory framework** which will enforce HGV phase out dates.

Convene **industry stakeholders** to work together to develop a plan for **zero emission HGV infrastructure rollout** and the role of the public and private sectors to achieve this.

Develop proposals for a **rail freight growth target**, helping to shift freight onto more sustainable transport.



Delivering decarbonisation through places

Progress towards net zero transport emissions is made up of the sum of progress in different places. Every town, village and city has a role to play in ensuring that the UK meets its target of net zero by 2050. There are huge benefits to a place-based approach, particularly in supporting levelling up across the UK.

In the past year, we have…

Launched round one of the **£4.8bn Levelling-Up Fund**, with funding for 19 places to deliver primarily transport-based projects with decarbonisation benefits.

Announced **£5.7bn of funding** to eight Mayoral Combined Authorities over five years, starting in 2022/23, through the **City Regions Sustainable Transport Settlements**.

Allocated **£20m** of funding in 2021/22 to UK local authorities through the **On-Street Residential Chargepoint Scheme (ORCS)**, which will see the total number of chargepoints funded through the scheme pass 11,000.

Launched the **£10m Local EV Infrastructure (LEVI) Fund** pilot, to test the design of this £450m scheme to support local EV charging infrastructure.

Published the first iteration of the **Local Authority Transport Decarbonisation Toolkit** to support local authorities in planning and delivering measures to reduce carbon emissions from transport. It contained eight measures including car clubs, active travel and lift sharing.

Next, we plan to…

Publish **guidance on Local Transport Plans (LTPs)** to support local transport authorities to develop them in line with government priorities, including decarbonisation.

Publish additional standalone guidance, alongside guidance on LTPs, for local transport authorities on **Quantifiable Carbon Reductions**.

Deliver a further **£20m for the ORCS** in 2022/23.

Further investment in local charging through the **LEVI** fund, which will provide approximately **£400m of capital and £50m of resource funding**.

Publish the next iteration of the **Local Authority Toolkit**, with new measures to support local authorities. We will continue to engage with local authorities to foster collaboration on the development of the Toolkit.

Maximising the benefits of sustainable low carbon fuels

Low carbon fuels can deliver significant carbon savings for transport right now, helping us deliver not just net zero by 2050, but also our interim goals. We want to deploy low carbon fuels across transport in a way that achieves maximum GHG savings.

In the past year, we have…

Published a call for ideas and held stakeholder workshops to develop our **low carbon fuels strategy.**

Published the **UK Hydrogen Strategy**, including key policy detail on government support for low carbon hydrogen production across the UK.

Introduced **10% bioethanol (E10)** across Great Britain.

Increased the main target of the **Renewable Transport Fuel Obligation (RTFO) by 1.5%**, increasing the potential GHG savings from the use of renewable fuels.

Extended the RTFO to support renewable fuels of non-biological origin used in shipping, including ammonia, hydrogen and methanol.

Established the **UK's first multi-modal hydrogen transport hub** with seven pilot trials in the Tees Valley area, including a hydrogen forklift truck, vans, buses, cars and a boat.

Next, we plan to…

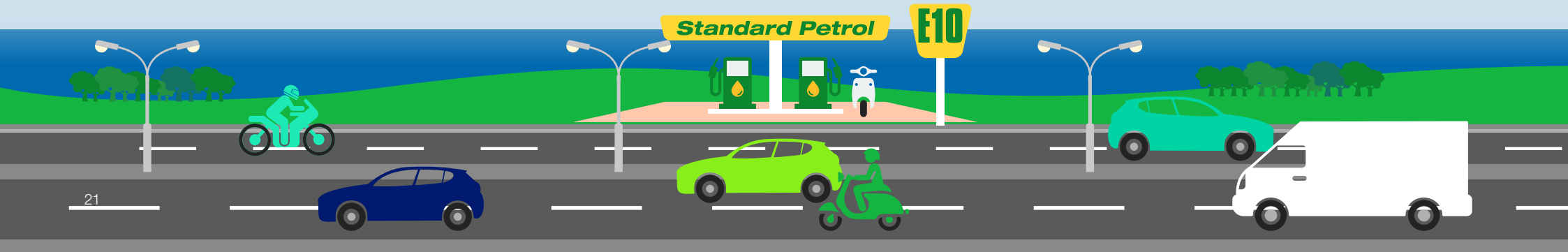
Provide clarity on our plans to **stimulate demand and investment in SAF**, including through a mandate, and publish our **low carbon fuels strategy** for the whole sector to 2050, providing a clear vision for investment.

Continue working with stakeholders to review the **role of higher biocontent fuels and potential measures to minimise market barriers**.

Make **E10 available across the UK**, with its introduction in Northern Ireland planned for winter 2022. We will continue to **increase the main RTFO target** up to a total of 5% by 2032.

Confirm changes to the RTFO this summer to maximise transport's use of additional green hydrogen. We will also set the groundwork for the RTFO to reward Recycled Carbon Fuels (RCF), through the **Transport Bill**. This summer we are running a consultation to understand how best to include RCFs in the RTFO.

Publish our plan for the **next phase of the Tees Valley Hydrogen Transport Hub**, which will include support for supply and demand demonstrators, informing our future policy position and investment decisions.



Future transport – more choice, better efficiency

Delivering net zero transport is not just about finding solutions to decarbonise existing modes, but ushering in new technologies to respond to public demand. The UK is leading the way on harnessing zero emission technology. Our Future of Transport programme has made progress over the last year to foster the development of technology and we will continue to build on our ambitious plans to provide innovative solutions.

In the past year, we have…

Published the **DfT Science Plan**, setting out our vision for science and updating DfT's Areas of Research Interest.

Launched a **call for evidence on 'Transport Labour Market and Skills'** to inform how we will upskill the transport workforce and provide a pipeline of talent to meet the net zero challenge.

Consulted on the development of a **Code of Practice for Mobility as a Service**.

Published **guidance for local authorities** on supporting shared car ownership and shared occupancy schemes and services.

Next, we plan to…

Publish the **Mobility as a Service Code of Practice** to signal the UK's intent for Mobility as a Service to help shape the transport outcomes we want.

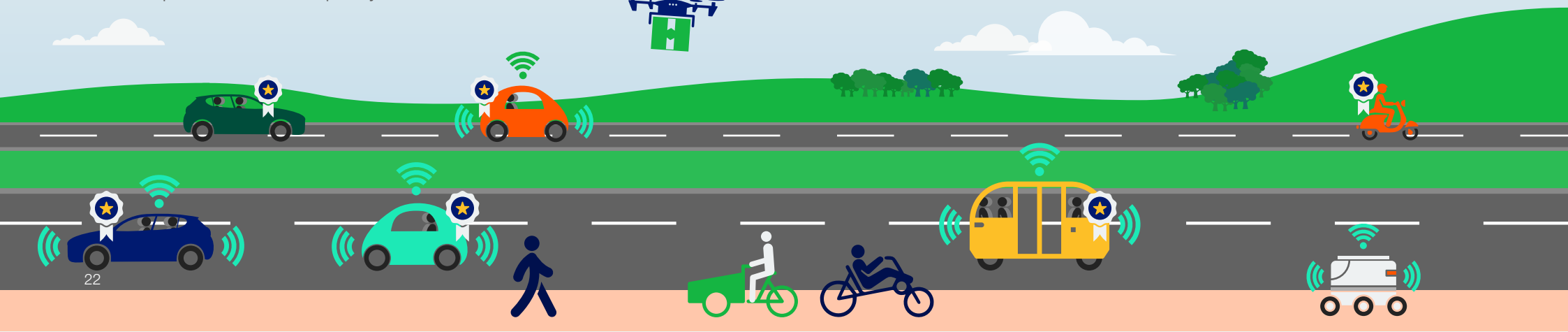
Publish the **findings from e-scooter trials**, evaluating their environmental and safety impacts and impacts on other road users. This will inform future regulation, including elements to be taken forward through the **Transport Bill**.

Work with industry to develop a shared understanding of **future skills needs** for the future of transport and net zero challenge, and identify actions to ensure skills and employment programmes meet those needs.

Build on responses to our recent consultation to develop and publish the **Future of Transport Rural Strategy** to address transport challenges faced by rural communities.

Use the principles in the DfT Science Plan to **guide R&D spending**.

Launch **Commute Zero** to support and encourage employers to take forward more sustainable commuting.



Case studies

Multi-modal decarbonisation and key enablers

Freight

The zero emission road freight trial (ZERFT) programme deployed 20 DAF LF battery electric HGVs, together with the required charging infrastructure, into commercial service. A range of public bodies, including the NHS, are now using these demonstrator trucks to understand how they stack up in the real world across a range of duty cycles. This includes gathering real-world data on user training, repair and maintenance and total cost of ownership, to inform future fleet operator buying decisions and help stimulate the sale of battery electric trucks.

Future of Transport

Arup worked with Liftshare to introduce a lift sharing scheme at its Solihull site, which 83% of its staff signed up to. **56% of its staff now have a shared commute** which has solved the company's parking problems, **reduced car travel by 6.5m miles**, saved staff **£1.6m in fuel costs**, and cut **1,500 tonnes of CO_2** emissions.

Levelling up fund

In Liverpool, new, high-quality **segregated walking and cycling routes** will be constructed in some of the City Region's most deprived areas to improve sustainable access to employment and support clean, inclusive growth.

On-Street Residential Chargepoint Scheme

Oxfordshire County Council was awarded almost **£1.2m** through the On-Street Residential Chargepoint Scheme to install **119 chargepoints across 19 district council car parks** within rural towns and villages, creating charging hubs for their residents who do not have access to private parking.

NB. Installation in 15 of 19 car parks is now complete. Full project completion expected later in the summer.

Case studies

Tees Valley Hydrogen Transport Hub

Launched in 2020, the UK's first Hydrogen Transport Hub is now established in Tees Valley, bringing together government, industry and academia to accelerate and explore the use of hydrogen across the entire transport system. It will:

- stimulate a critical mass of supply and demand to evaluate hydrogen at the systems level;
- demonstrate the commercial viability of using hydrogen in various types of transport; and
- inform our understanding of where hydrogen technology is best deployed, not just for clean transport, but as part of the wider clean energy system.

The Hub positions the region at the forefront of the global hydrogen transport sector, developing skills and new expertise, informing government policy and shaping future investment decisions as we improve our future energy security.

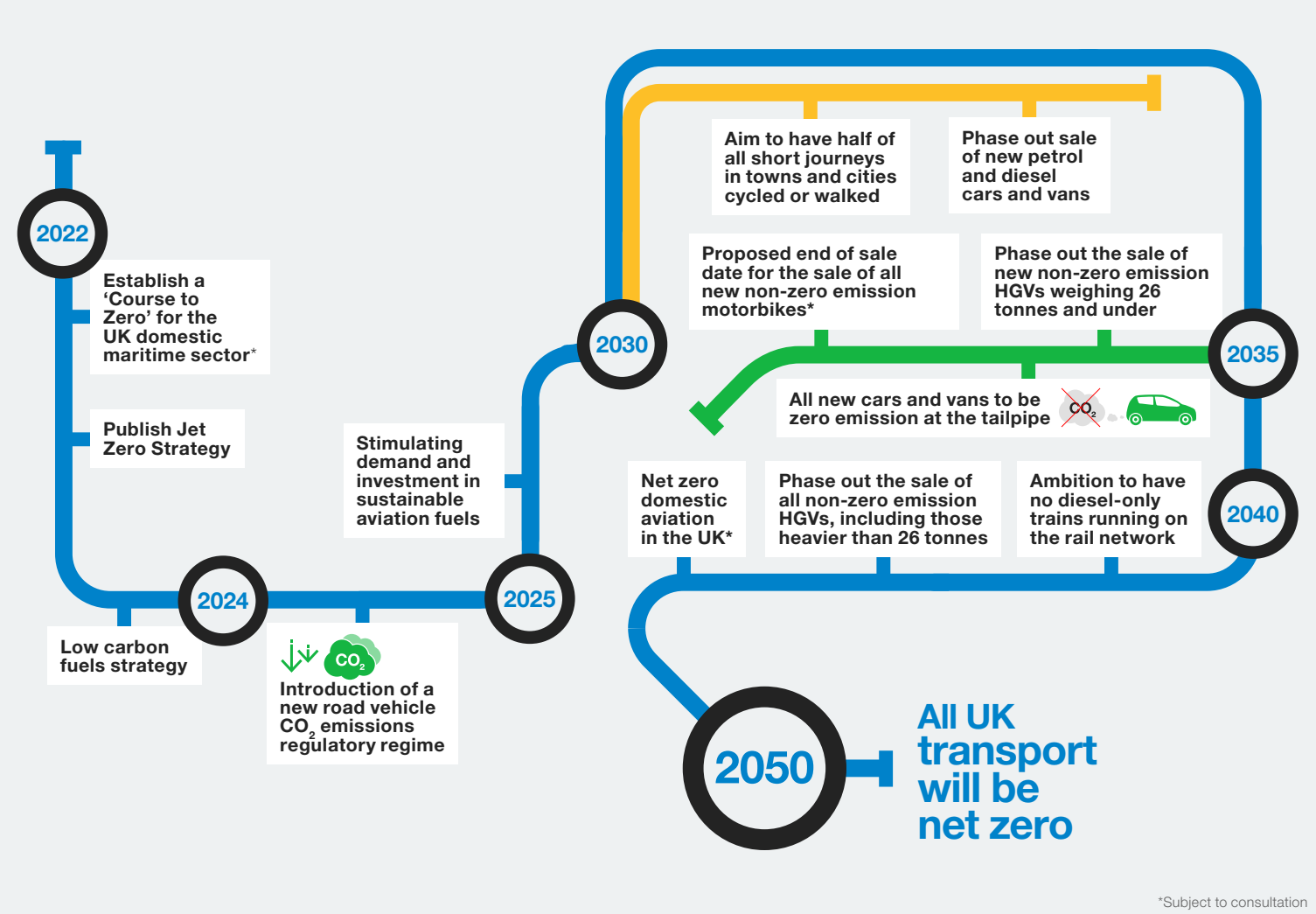
The Hub is already creating significant levels of industry interest, with BP and Protium Green Solutions announcing their intentions to build large scale green hydrogen production in the area. We continue to actively promote the work of the Hub to attract new private investment and clean growth into the area.

During financial year 20/21, DfT supported seven trial hydrogen transport projects in Tees Valley. Incorporating lessons learned from those projects and OZEV's Hydrogen for Transport Programme, we will further support the Hub in areas including hydrogen demand, supply infrastructure and skills in the area.

Part 3

What next?

Pathway to 2050 – timeline of key commitments



As this document shows, we have progressed many of the commitments we set out in the TDP one year ago. We have introduced or consulted on new regulation in key areas – including vehicle phase out dates and the ZEV mandate – and provided significant new funding to drive forward technology. We must maintain this momentum towards our carbon goals, delivering green jobs, cleaner air and better places. In parallel, we will also continue to work to ensure the transport sector is adapting to an already changing climate.

As outlined in the original Plan, we will regularly review progress against our targets, continue to adapt and take further action if needed to decarbonise transport. We will publish our progress and review our pathway at least every five years.

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