

## **Iain Forbes, Head of AQ policy at DfT.**

- Good afternoon, Iain Forbes, Head of AQ policy at DfT.
- Asked to give an update on developments in transport policy of relevance to this group, so with your permission I'll touch on three things
- (1) I'll flesh out a few more details on the local transport white paper and the local sustainable transport fund; (2) I'll give a quick update on some recent and forthcoming activity of the office for low emission vehicles; and (3) I'll give a quick round up of some other DfT activity you may be interested in.

## **White paper**

- First, the recently published white paper. I wanted to spend some time on this as it sets out where the Government is coming from on local transport
- Where has this come from? What are its priorities, and what does this mean in practice?
- Coalition Programme for Government (May 2010) "We will support sustainable travel initiatives, including the promotion of cycling and walking, and will encourage joint working between bus operators and local authorities."
- Business Plan (November 2010) "Work with other Government Departments to develop a national sustainable travel strategy set out in a Local Transport White Paper".
- And on 19<sup>th</sup> Jan it was published: "Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen". What's in it?
- First thing to note is the dual focus, on both economy and growth, and on the environment.
- Upfront it describes the "sustainability challenge" facing local transport.
  - o Excess delay £11bn; carbon emissions £4bn; £25bn poor air quality, noise and physical inactivity; £9bn traffic accidents.
- It makes the case for the part an efficient transport network has to play in giving people access to work, services and leisure.
- But also sets out the case for a transport system that is "greener, safer, and improves quality of life in our communities"
- With domestic transport making up 21% of GHG emissions the case for action there is clear
- And it also notes the strong health imperative for further improvements in air quality, including in areas where we comply with European standards.
- The second thing to note is that the emphasis is on the local.
- Government has stated that it wants to "end the era of top-down Government", by which it means on decentralising power, simplifying local funding and improving local transparency and accountability.
- The Government is serious about this, Localism Bill sets out some fundamental reforms.

- Relevant to transport this means encouraging the establishment of Local Enterprise Partnerships involving local authorities and business leaders, decentralising local planning and radically simplifying transport funding.
- Whereas before my colleagues in the Local Transport Team were kept busy looking after over a dozen different transport funding streams, in future there will be four:
  - o A Major Schemes Programme, supporting schemes over £5m;
  - o Funding for Local Highways Maintenance;
  - o An integrated transport block fund for smaller transport schemes;
  - o And finally a £560m Local Sustainable Transport Fund (more later)
- Reducing data burdens and encouraging benchmarking. Carbon tool.
- Packed with case studies of the sorts of measure local authorities may wish to take forward, including promotion of walking and cycling, car clubs, smart ticketing, bus partnerships, and a description of the Norwich low emission zone.
- Message is clear that it is for local authorities to decide what works best for them.
- Finally, a quick word on getting communities involved.
- Examples of how local authorities have sought work in partnership with the local community to deliver transport, and indeed examples of where local people have taken the initiative and sought to offer services themselves, such as local community bus services.
- This is a big thing for this Government, and I think it will speak to the sorts of schemes they are keen to promote in future.
- As an example, two days ago the Minister announced £10m of funding for local community transport projects such as dial-a-buses. I believe Sussex councils benefited from some of this.

## **Local Sustainable Transport Fund**

- I'd like now to spend some more time on the LSTF. This is for two reasons, one because it illustrates some of the themes mentioned above, two because some of you may be interested to bid into it
- The aim is to:
  - o Support jobs and business;
  - o Bring about greater use of sustainable transport modes;
  - o Facilitate the delivery of wider social, environmental, health and safety benefits.
- £560m in both capital and resource funding available over 4 years.
- Small projects requiring a contribution of up to £5m, as well as some larger projects up to £50m.
- Fund for local authorities, although we anticipate LAs will seek to work in partnership with external organisations.
- Simple, straightforward application process
- Carbon and growth are key features, and mandatory to any bids, but the assessment will also take into account how proposals will improve air quality, and increase compliance with air quality standards.
- Anticipate it will fund projects that seek to promote walking and cycling; encourage modal shift; manage effectively demands on the network, secure

better traffic management and improve access and mobility for local communities.

- Two tranches, with deadlines for bids on 18 April and 6 June.
- More details on DfT website. Q&A recently published.
- So this fund seeks to enable local authorities to take forward the measures they think best to address shared challenges over growth and the environment.

## OLEV

- Second I wanted to give two quick updates on issues related to the Office for Low Emission Vehicles, or OLEV.
- For those of you who don't know OLEV is a cross-Govt, industry endorsed team based in DfT combining policy, funding streams and staff from DfT, BIS and DECC.
- The core purpose is to support the early market for Ultra Low Emission vehicles by:
  - o Promoting the installation of recharging infrastructure by match-funding local consortia who are interested in doing this (£30m) – 9,700 charging points
  - o Delivering a grant to make the purchase of plug-in vehicles cheaper for consumers (provision of £300m)
  - o Supporting research and development of ULEVs (£80m)
- The first thing I wanted to mention is that the Plug-in car grant went live on 1 January this year. This means there are now people benefitting from grants of up to £5000 to help reduce the differential between the price of an ULEV. There are 9 models of car eligible for the grant, and it also supports innovative ownership models such as leasing.
- The second thing is a heads up to look out in June for the publication of a nationwide electric vehicle infrastructure strategy. This will set out the Govt's view on the role it sees for this in promoting environmental and economic objectives.

## Round up

- Finally I want to do a quick round-up of two recent DfT publications you might be interested in.
- First, on 21<sup>st</sup> February we published a evidence request – bus lorry operators – seek information and views on how best to reduce emissions of air pollutant from these sectors
- This aims to gather evidence on how operators currently view air quality issues, their views on some commonly discussed interventions, and information on the barriers and opportunities to delivering further improvements.
- It is available on the DfT website as an online form. You need to go to [consultation.dft.gov.uk](https://consultation.dft.gov.uk). It closes on 21<sup>st</sup> April

- Finally, while the theme of today is local air quality management, I know many of you will also be interested in version 1.0 of the DfT Carbon Tool for local authorities, published for consultation on our website on 16<sup>th</sup> February.
- This brings together central Govt research on local transport and carbon, improves access to national transport data and simplifies carbon appraisal guidance for transport interventions designed to reduce carbon emissions.
- It is designed to be an easy to use method of getting a reasonably robust assessment of the carbon impact of these policies. The final version will be published in the summer, so if you think you might be interested in using it and you have ideas for ways it could be improved, then please respond to the consultation. It closes on 30<sup>th</sup> April.
- Thank you.