

APPENDIX: D

Policy paper

The Ten Point Plan for a Green Industrial Revolution (Published 18 November 2020)

The approach government will take to Build back better, support green jobs, and accelerate our path to net zero 2050

The Following points extracted from the Policy paper:

Point 4: Accelerating the shift to zero emission vehicles

Point 5: Green public transport, cycling and walking

Point 7: Greener buildings

Point 9: Protecting our natural environment

Point 4: Accelerating the shift to zero emission vehicles

Zero emission vehicles can be our most visible incarnation of our ability to simultaneously create jobs, strengthen British industry, cut emissions, and continue travelling. From 2030 we will end the sale of new petrol and diesel cars and vans, 10 years earlier than planned. However, we will allow the sale of hybrid cars and vans that can drive a significant distance with no carbon coming out of the tailpipe until 2035. The accompanying support package of £2.8 billion demonstrates our continued faith in British car manufacturing as the backbone of UK industry in the West Midlands, Wales and the North, bringing jobs and investment back into the UK whilst simultaneously reducing greenhouse gas emissions and improving the air we breathe.

The UK is a leading a manufacturer of Electric Vehicles. The Nissan Leaf, produced in the UK, was the third highest selling EV in Europe in 2019. There are over 100 models of EVs on the market, and by 2025 nearly as many models as with conventional petrol and diesel vehicles are expected. With cars and vans making up nearly a fifth of emissions, we are taking decisive action to end the sale of new petrol and diesel cars and vans by 2030, with all vehicles being required to have a significant zero emissions capability (for example plug-in and full hybrids) from 2030 and be 100% zero emissions from 2035. We will work with industry to make the transition to ensure it remains one of Britain's success stories. Alongside this new phase-out date, we will publish a green paper next year on the UK's post-EU emissions regulations. As we move forward with this transition, we will need to ensure that the tax system encourages the uptake of EVs and that revenue from motoring taxes keeps pace with this change, to ensure we can continue to fund the first-class public services and infrastructure that people and families across the UK expect.

We must take advantage of the once in a generation opportunity to build a world-leading EV supply chain here in the UK and improve air quality in our towns and cities. We have committed up to £1 billion to support the electrification of UK vehicles and their supply chains, including developing 'Gigafactories' in the UK to produce the batteries needed at scale. A single factory could employ around 2,000 people in highly skilled jobs. We are announcing the first £500 million of investment this Parliament to drive the electrification of the UK automotive sector, protect existing jobs including in the West Midlands, Wales and the North and support thousands of high-quality jobs across the UK.

We will invest £1.3 billion to accelerate the roll out of charging infrastructure, targeting support on rapid charge points on motorways and major roads to dash any anxiety around long journeys, and installing more on-street charge points near homes and workplaces to make charging as easy as refuelling a petrol or diesel car. And whilst the costs of EVs are already falling, we will provide £582 million to extend the plug-in car, van, taxi and motorcycle grants to 2022 to 2023 to reduce their sticker price for the consumer.

We will also consult on a date for phasing out the sale of new diesel heavy goods vehicles (HGVs). We will invest £20 million next year in freight trials to pioneer hydrogen and other zero emission lorries, to support industry to develop cost-effective, zero-emission HGVs in the UK.

Accelerating the shift to zero emission vehicles could deliver...

- support for around 40,000 new jobs in 2030
- around £3 billion of private investment by 2026
- savings of around 5 MtCO_{2e} to 2032 and 300 MtCO_{2e} to 2050

Policy impacts

- realising carbon savings of around 300 MtCO_{2e} to 2050
- thousands more ultra-low and zero-emission cars and vans on UK roads, supported by additional funding for plug in vehicle grants
- thousands more charge points in homes, workplaces, in residential streets and along motorways and major A roads

Target milestones

- **2021:** We will publish a Delivery Plan setting out key milestones to deliver the new phase out dates
- **2021:** We will publish a green paper on the UK's post EU emissions regulations and the car and van phase out dates, as well as launch a consultation on the phase out of new diesel HGVs
- **2030:** We expect the network of charge points on England's motorways and major A road to be extensive with more than 2,500 high powered charge points that can charge your car so it can drive over 100 miles, all in the time it takes to have a cup of coffee
- **2030:** End of sales of new petrol and diesel cars and vans
- **2035:** All new cars and vans will be zero-emission from the tailpipe leading to cleaner, greener vehicles on UK roads. England's motorways and major A roads will have around 6,000 high powered charge points

Point 5: Green public transport, cycling and walking



As well as decarbonising private vehicles, we must increase the share of journeys taken by public transport, cycling and walking. We will therefore accelerate the transition to more active and sustainable transport by investing in rail and bus services, and in measures to help pedestrians and cyclists. We will fund thousands of zero-emission buses and give our towns and cities cycle lanes worthy of Holland. This will improve the air we breathe and increase both mental and physical health, as well as reduce emissions.

We will invest tens of billions of pounds in enhancements and renewals of the rail network, £4.2 billion in city public transport and £5 billion on buses, cycling and walking, as announced by the Prime Minister in February. We will electrify more railway lines; end the complicated franchising model and create a simpler, more effective system; and create integrated bus and train networks in more places, with smart ticketing, more frequent services, and bus lanes to speed journeys. We will invest £120 million next year to begin the introduction of at least 4,000 more British built zero emission buses. Early next year, we will publish the first-ever National Bus Strategy, funded through the £5 billion of new money for buses and cycling announced by the Prime Minister, including more frequent and cheaper 'superbus' networks and integrated ticketing between operators and modes. We will fund at least 2 all-electric bus towns, beginning this financial year, as well as developing the first fully zero-emission city centre.

We will expand rail routes around our big regional cities, including Manchester and Birmingham. As set out in the manifesto, our long-term aim is to improve public transport in city regions to make it as good as London's, which would save thousands of tonnes of carbon. In smaller places, we will improve buses, introduce more rural on-demand services, and restore many of the rail links removed in the Beeching era to give people the choice not to drive. We will progress the Midlands Rail Hub scheme in Birmingham and improvements in Manchester and Leeds, alongside Northern Powerhouse Rail to improve east-west links across the Pennines.

We will build first hundreds, then thousands, of miles of segregated cycle lane and create more low-traffic neighbourhoods to stop rat-running and allow people to walk and cycle. We will expand school streets, which have caused dramatic falls in traffic and pollution around schools. We have already started this transformation with £250 million spending this year as part of the PM's announcement that we will spend £2 billion over this Parliament. A new body, Active Travel England, will hold the budget, inspect schemes, and assess local authorities for their performance on active travel. We will also launch a national programme of support to increase uptake of electric bikes.

Decarbonising our public transport could deliver...

- up to 3,000 jobs by 2025
- government investment of £5 billion in buses, cycling and walking this parliament
- savings of around 2 MtCO₂e from green buses, cycling and walking between 2023 and 2032

Policy impacts

- we will bring 4,000 zero emission buses onto our roads, representing 12% of the local operator bus fleet in England
- we will further electrify regional and other rail routes

- we will launch the first-ever National Bus Strategy, as part of the PM's £5 billion funding, integrated ticketing between operators and modes and more bus lanes, making services faster, more attractive and cheaper to operate
- we will spend £500 million reopening lines and stations closed under the Beeching cuts
- over 1,000 miles of safe and direct cycling and walking networks delivered by 2025 with network plans developed and being built out in every town and city in England

Target milestones

- **Early 2021:** National Bus Strategy and first electric bus town
- **2021:** First of 4,000 new zero-emission buses delivered
- **2023–2024:** First rail lines reopened
- **2025:** Cycle training available to every school child and adult who wants it
- **By 2025:** We will double cycling rates from 2013 levels to 1.6 billion stages per year

Point 7: Greener buildings

We will put our homes, workplaces, schools and hospitals at the heart of our green economic recovery, supporting 50,000 jobs and building new supply chains and factories in the UK. Making our buildings more energy efficient and moving away from fossil fuel boilers will help make people's homes warm and comfortable, whilst keeping bills low. We will go with the grain of behaviour, and set a clear path that sees the gradual move away from fossil fuel boilers over the next fifteen years as individuals replace their appliances and are offered a lower carbon, more efficient alternative.

Action on buildings can rapidly support jobs and level-up across the country. In addition to supporting around 50,000 jobs by 2030, today's announcements provide an opportunity to develop the growing UK heat pump manufacturing base and expand supply chains for building efficiency. Funding and regulatory measures, delivered in partnership with industry, will stimulate near-term investment whilst supporting the most vulnerable.

To future-proof new buildings and avoid the need for costly retrofit, we will seek to implement the Future Home Standard in the shortest possible timeline, and consult shortly on increased standards for non-domestic buildings so that new buildings have high levels of energy efficiency and low carbon heating. As is the common theme across this plan, we want to stimulate investment and manufacturing in the UK. We will aim for 600,000 heat pump installations per year by 2028, creating a market led incentive framework to drive growth, and will bring forward regulations to support this especially in off gas grid properties. This ambition still leaves open the choice as to whether we ultimately pursue hydrogen heating, an electrified heating system, or a mixture of both, whilst we continue to pilot the options.

We are providing £1 billion to extend the schemes announced by the Chancellor earlier in the year to further kickstart this market. We will extend the Green Homes Grant for another year to improve the energy efficiency of homes and replace fossil fuel heating. We will reduce emissions in schools, hospitals and public buildings by further funding for Public Sector Decarbonisation Scheme. We will transform the lives of more homeowners who live off the gas grid, particularly in rural areas, with upgrades to their heating systems through the Homes Upgrade Grant. And we will commit to further funding for the Social Housing Decarbonisation Fund to continue upgrading the least efficient social housing.

Private renters too will benefit, as we strengthen energy efficiency requirements for private sector landlords. To support those least able-to-pay, we will extend the Energy Company Obligation to 2026, so suppliers can help improve the draughtiest and coldest homes.

To go with the grain of consumer habits, we will improve energy efficiency standards of household products so they use less energy and materials, helping households and businesses reduce their bills with minimal effort, including by launching an improved Energy Technology List website. And we will kickstart the green home finance market by consulting on introducing mandatory disclosure requirements for lenders on the energy performance of homes on which they lend and setting voluntary improvement targets.

Developing greener buildings could deliver...

- support for around 50,000 jobs in 2030
- around £11 billion of private investment in the 2020s
- savings of 71 MtCO₂e between 2023 and 2032, or 16% of 2018 UK emissions

Policy impacts

- we are setting an ambition of 600,000 heat pumps installations per year by 2028
- homes built to the Future Homes Standard will be 'zero-carbon ready' and will have 75–80% lower carbon dioxide emissions than those built to current standards
- our green home finance initiatives could help to improve the energy efficiency of around 2.8 million homes, improving around 1.5 million to EPC C standard by 2030

Target milestones

- **2021:** Set out our Heat and Buildings Strategy
- **2021:** Launch a world class energy related products policy framework. We will push for products to use less energy, resources, and materials, saving carbon and helping households and businesses to reduce their energy bills with minimum effort
- **By 2032:** Ensure that the public sector has reduced its direct emissions by 50% compared to a 2017 baseline