CENTRE FOR RESEARCH INTO
ENERGY DEMAND SOLUTIONS

Why the tool was developed

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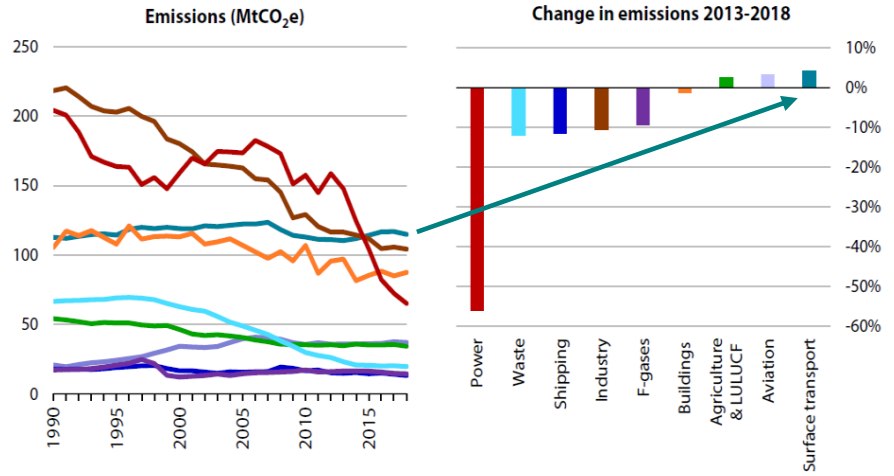
Scale of the transport challenge

- There has been no net reduction in carbon or energy from UK transport since 1990
- Transport– 21% in 1990, 33% in 2018 as a % of all UK emissions
- Net-zero means ZERO emissions for SURFACE transport

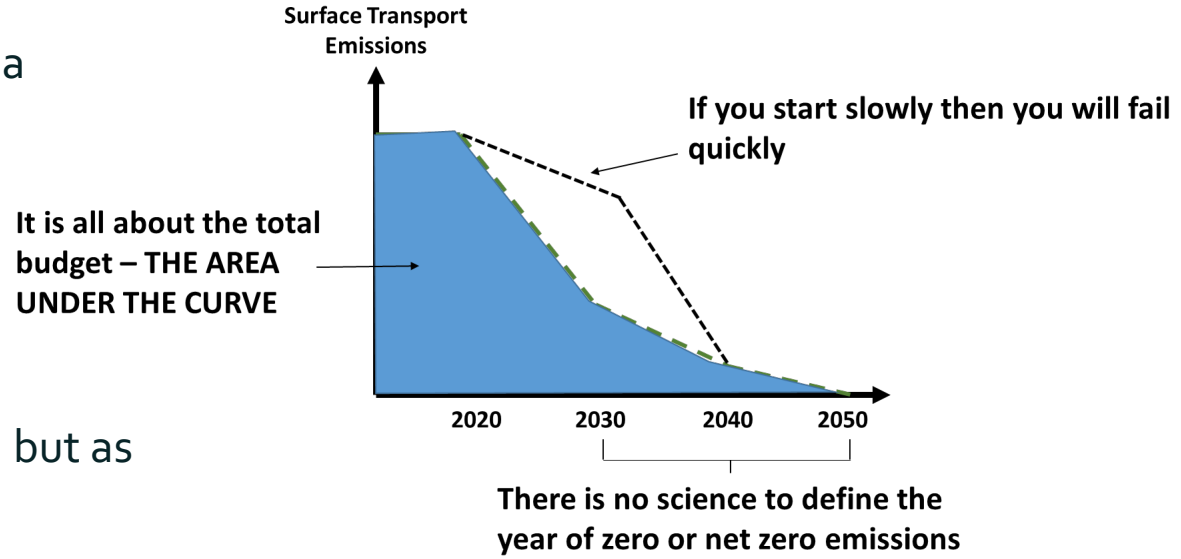
Figure 1.5. Trends in UK sectoral GHG emissions



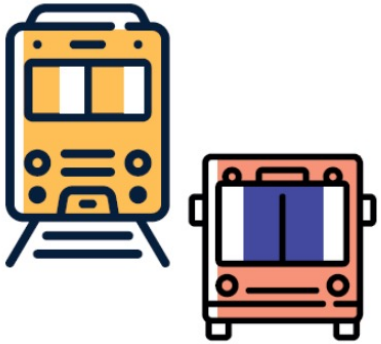
Source: BEIS (2019) *2018 UK Greenhouse Gas Emissions, Provisional Figures*; BEIS (2019) *2017 UK Greenhouse Gas Emissions, Final Figures*; CCC calculations.
Notes: The chart on the right-hand side shows changes in sectoral emissions between 2013 and 2018 for all sectors except for Agriculture, LULUCF, Waste and F-Gases which cover the period 2013-2017; buildings emissions in this chart are temperature-adjusted.

EVERYWHERE HAS TO ACT NOW

- 300+ LAs have declared a climate emergency
- National target to cut emissions
  - 68% by 2030
  - 78% by 2035
- At least -6% per annum, but as much as -14%



If your carbon ambition is in line with Paris, this means radical change

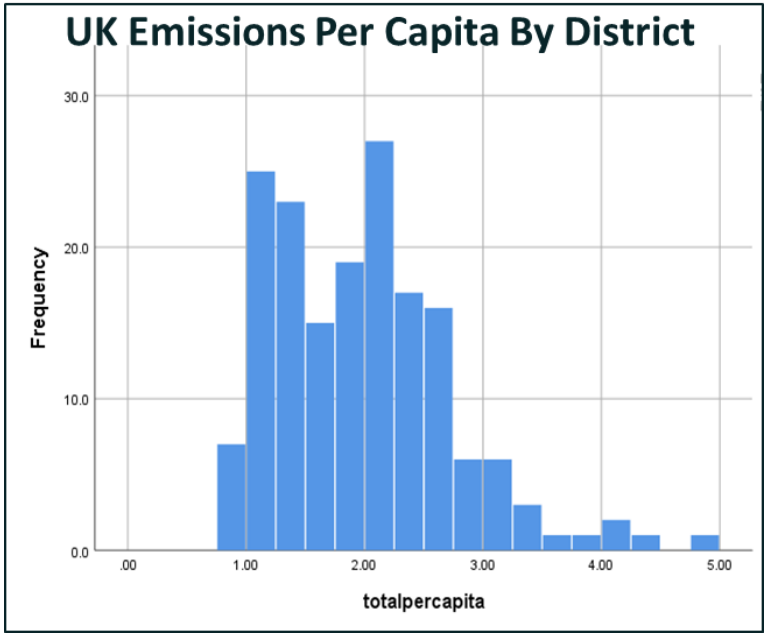


Transport

- Reducing private car travel by 21% through shifting demand to public, shared and active travel e.g. walking and cycling
- Increasing travel by walking by 78%
- Increasing travel by bike by 2,000%
- Increasing travel by bus by 39%
- Increasing travel by rail by 53%

West Yorkshire Combined Authority Emissions Reduction Pathway

There is a large range of starting points

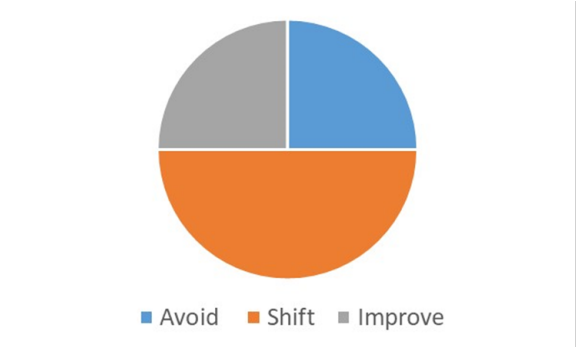


There is a factor of

5

difference between the highest and lowest per capita emissions

Not everywhere can act in the same way



Not everywhere can go at same speed or at the same cost

Uses of the tool

- **Measuring** baseline local carbon footprints and relative contribution of sub-areas and sectors
- **Identifying** target areas and sectors
- **Monitoring**/ evaluation of policy effectiveness
- **Benchmarking** / comparing to similar local authority areas
- **Prediction** and scenario planning
- **Public engagement**