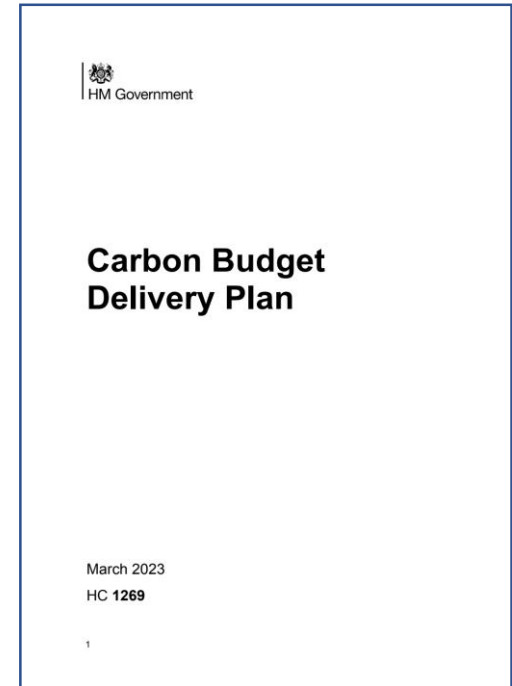
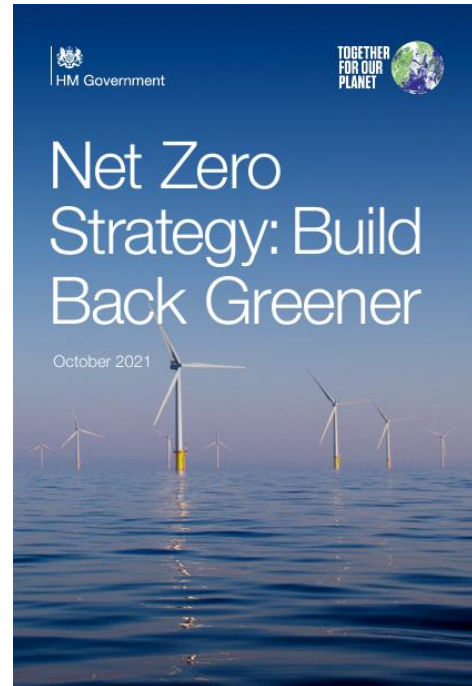


Reverse Gear

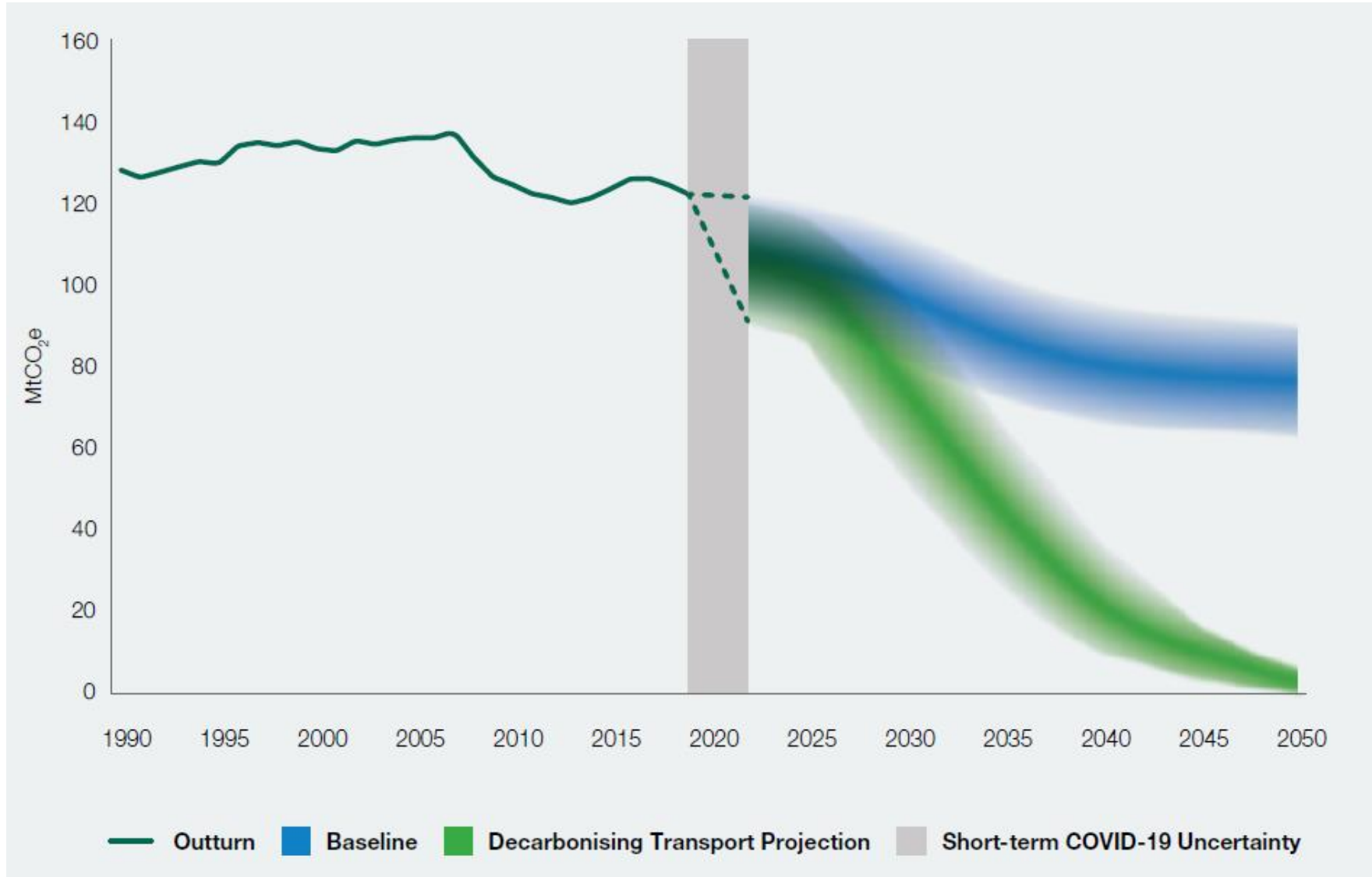
Professor Greg Marsden

Institute for Transport Studies
University of Leeds
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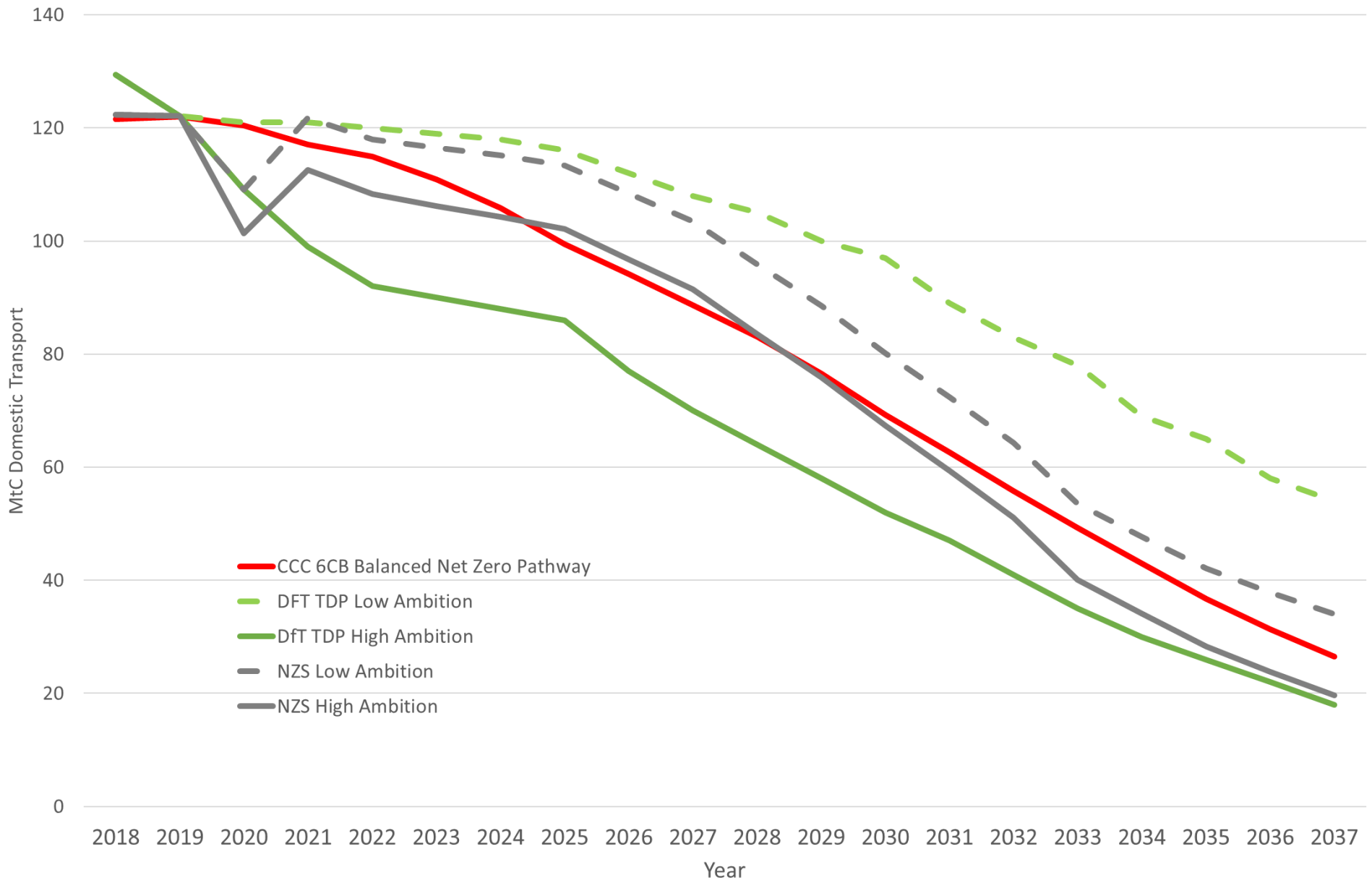
Transport Decarbonisation Plan



Domestic Transport
(not just surface)

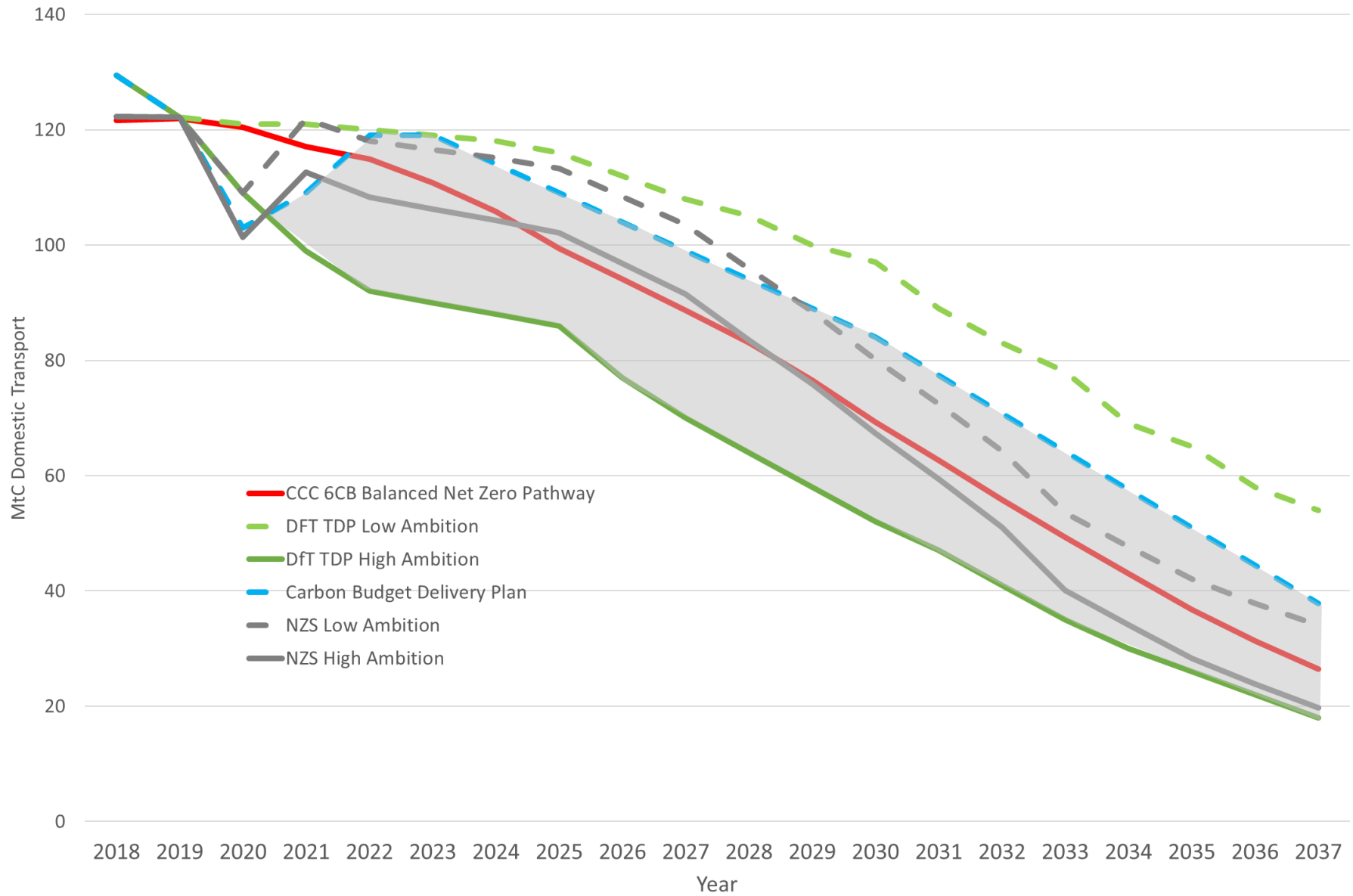
C R **E** D S

 DecarboN8



Domestic Transport Pathways 2021





Domestic Transport Pathways 2023



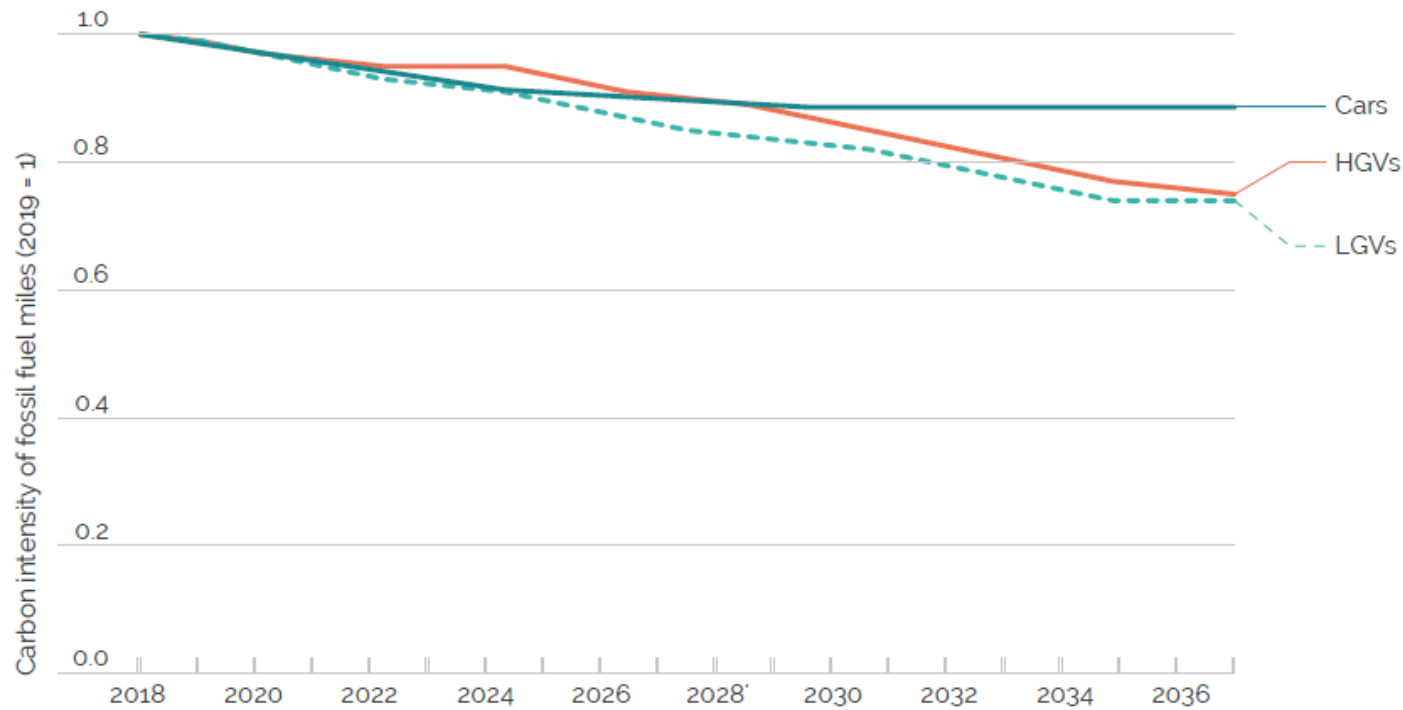
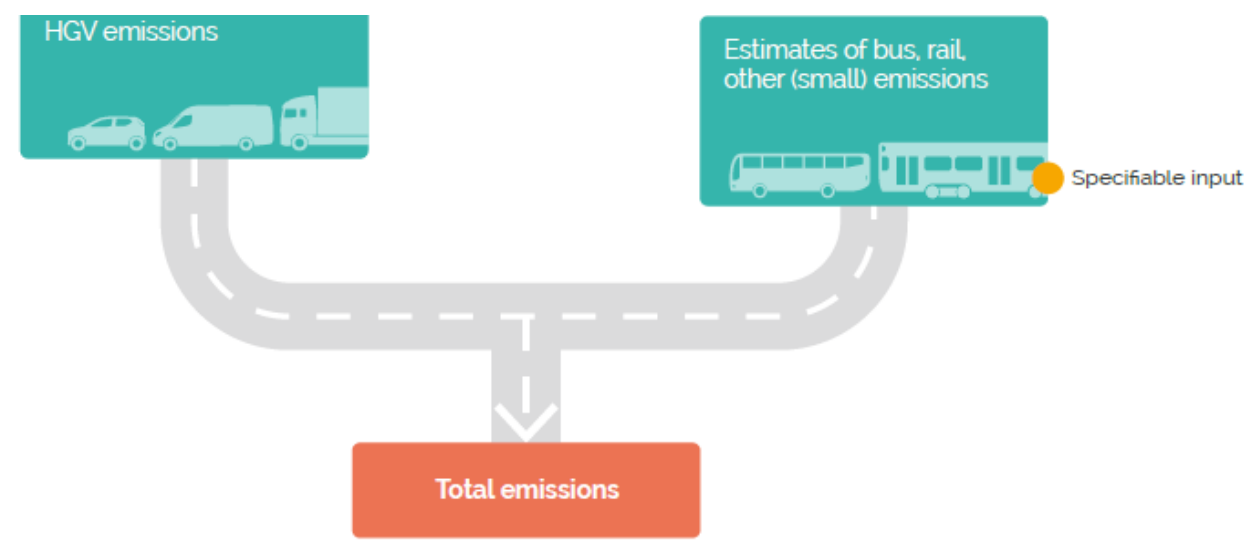


Table 2: CaSE calibration

Result	2025	2030	2035
CaSE (MtC)	847	715	58.2
NRTP (MtC)	849	716	58.6
Difference (MtC)	-0.2	-0.1	-0.4
% Difference	-0.2%	-0.1%	-0.6%

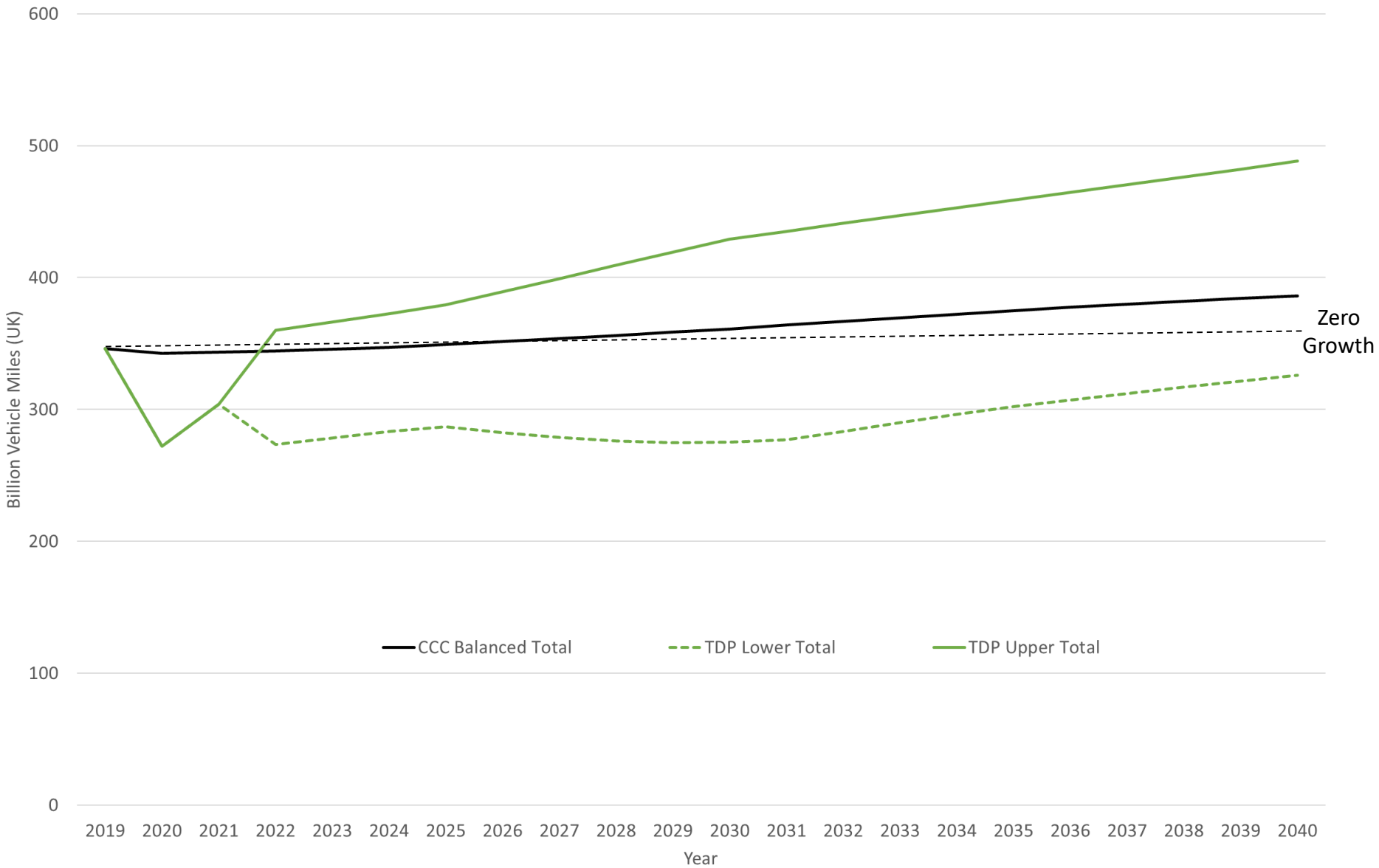


Figure 5: Average vehicle efficiency assumptions for non EV fleet (Source: Author's work)



C R **E** D S

 DecarboN8



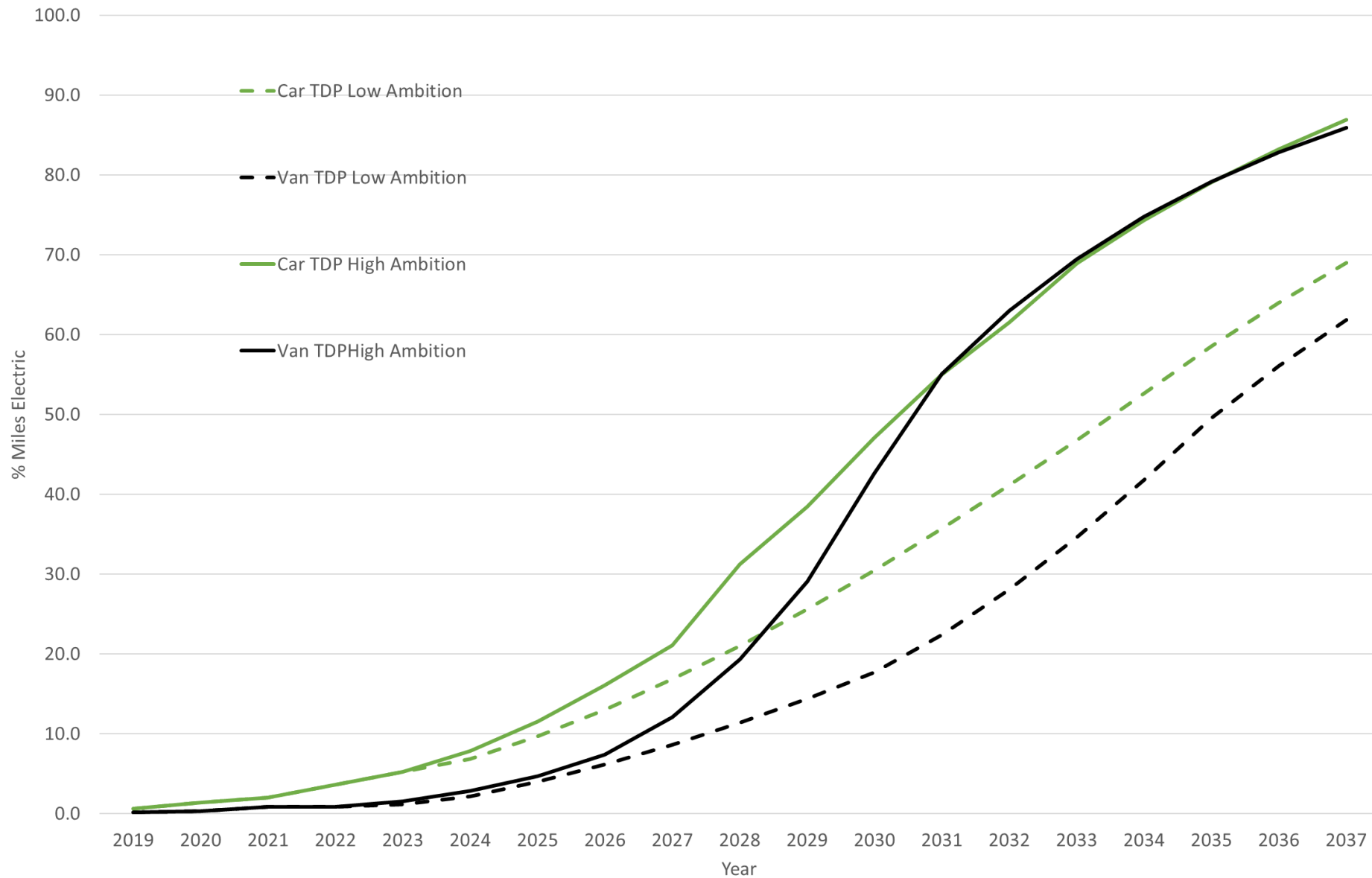
Road Traffic Projections 2021





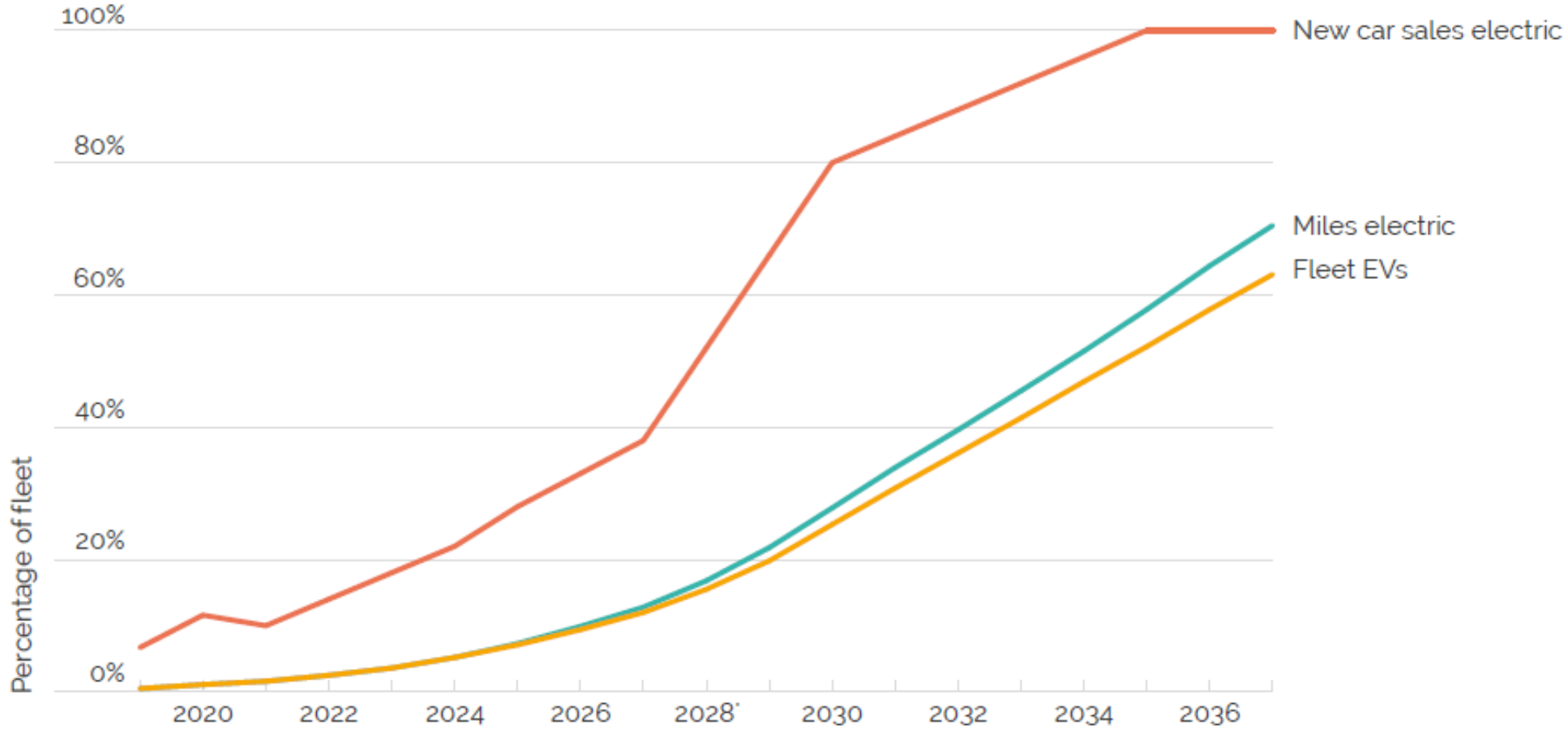
Road Traffic Projections 2022





EV Ambition 2021

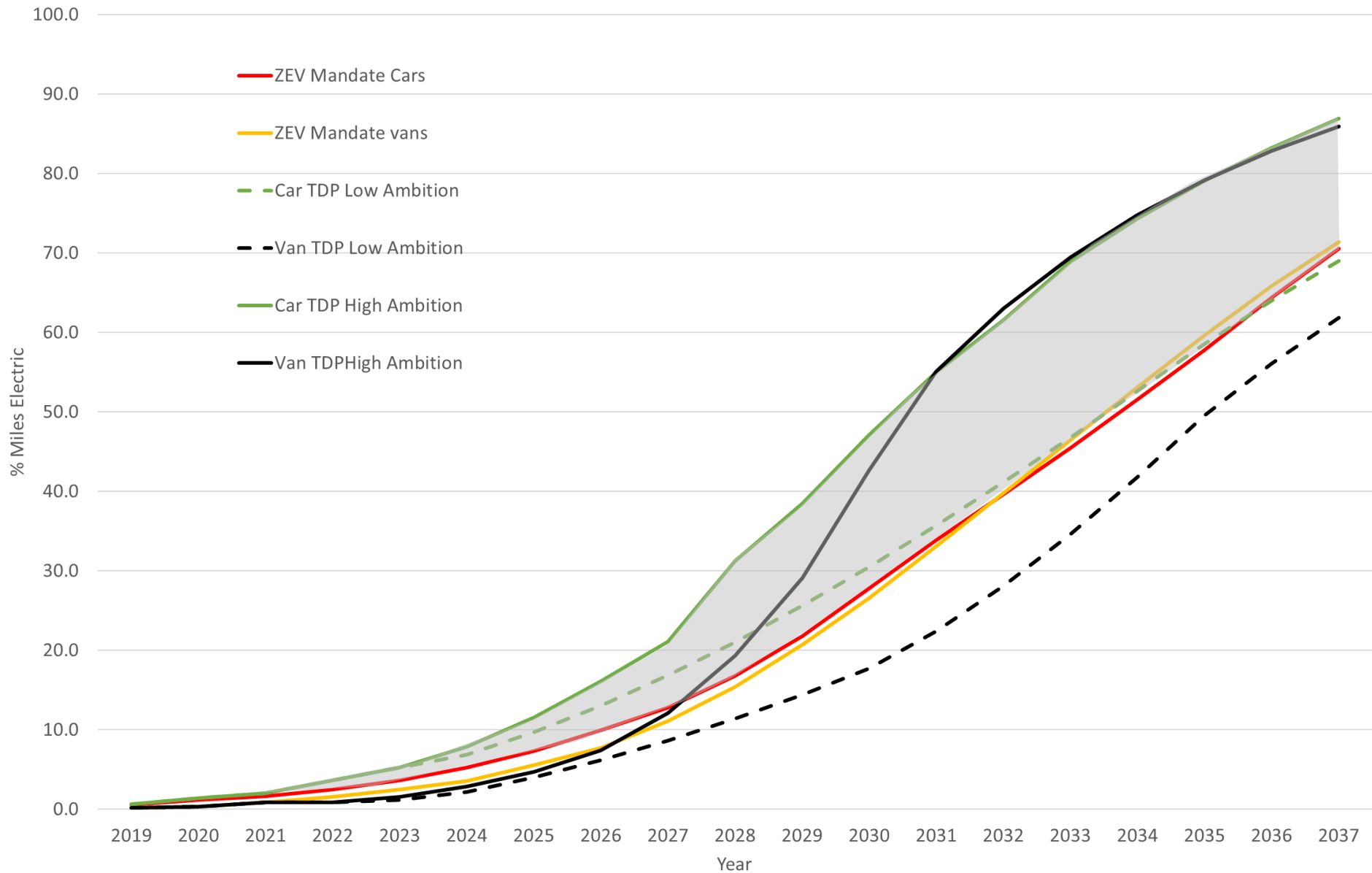




ZEV Mandate Cars

C R  D S

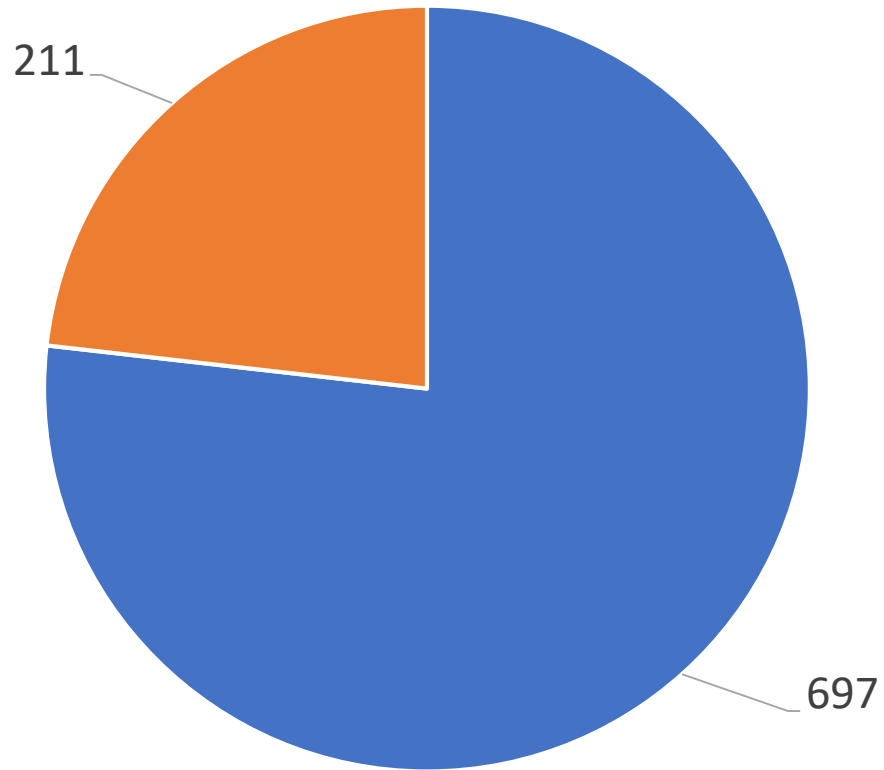
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EV Ambition 2023



Carbon Budgets 4 to 6 CCC



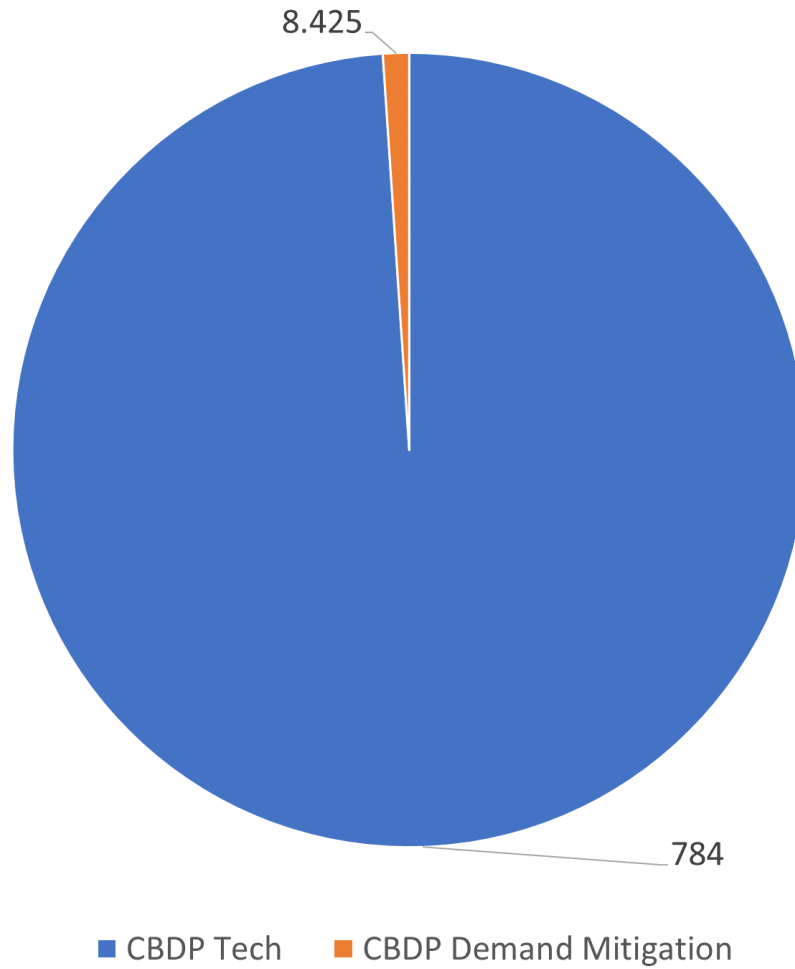
■ Total Tech CCC ■ Demand Mitigation CCC

What the CCC
Expected

C R E D S

 DecarboN8

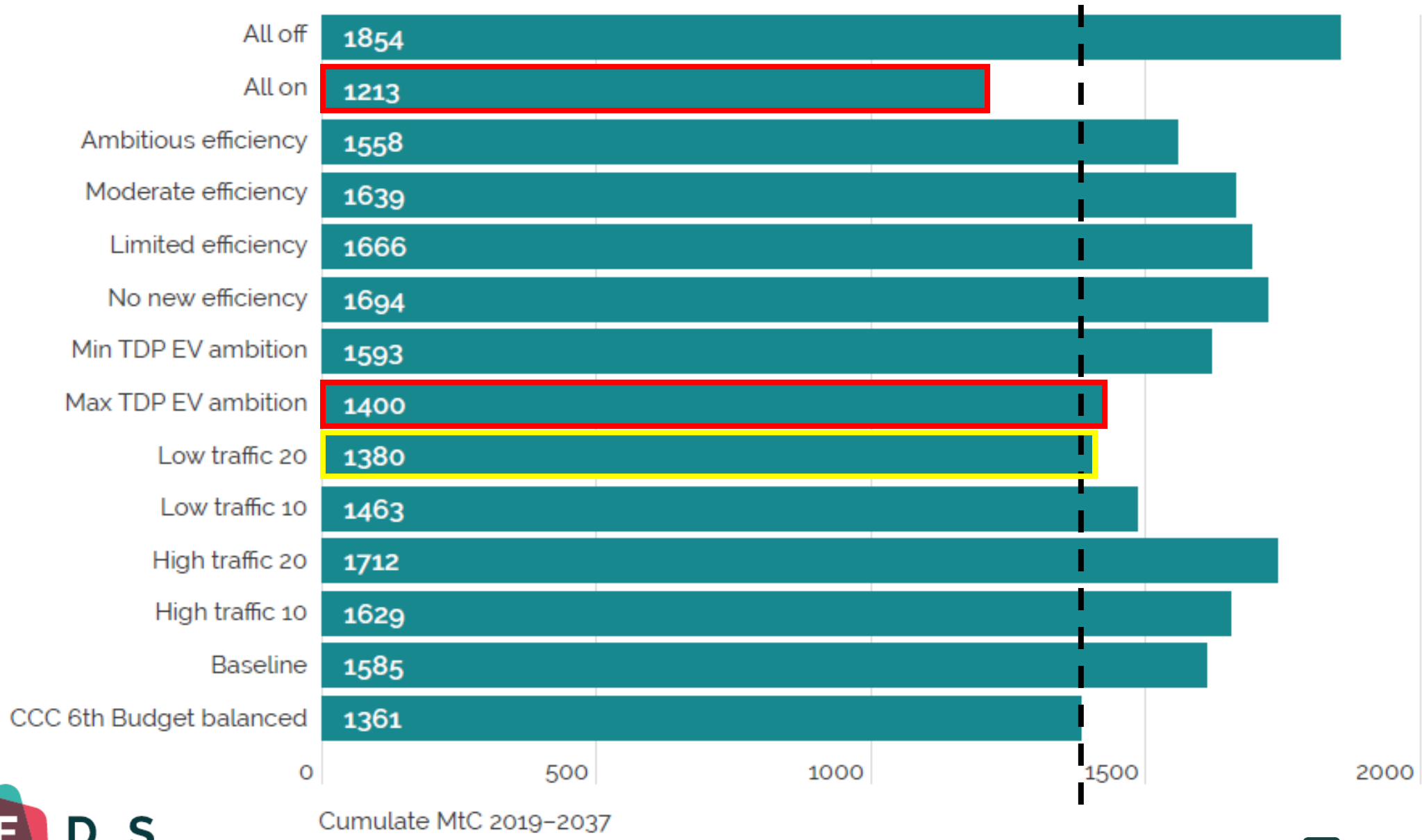
Carbon Budget Delivery Plan



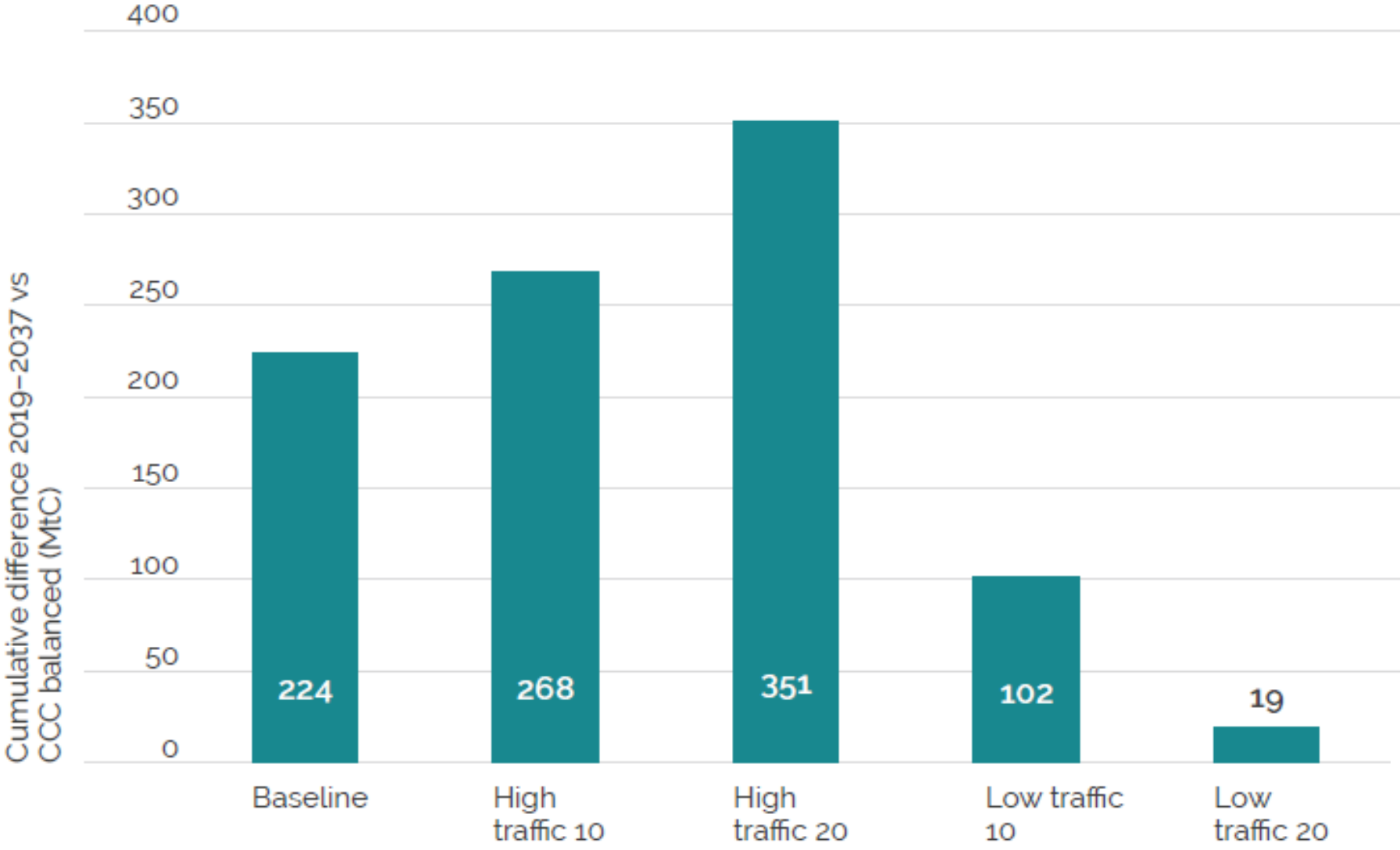
What the CBDP
Has Quantified

C R E D S

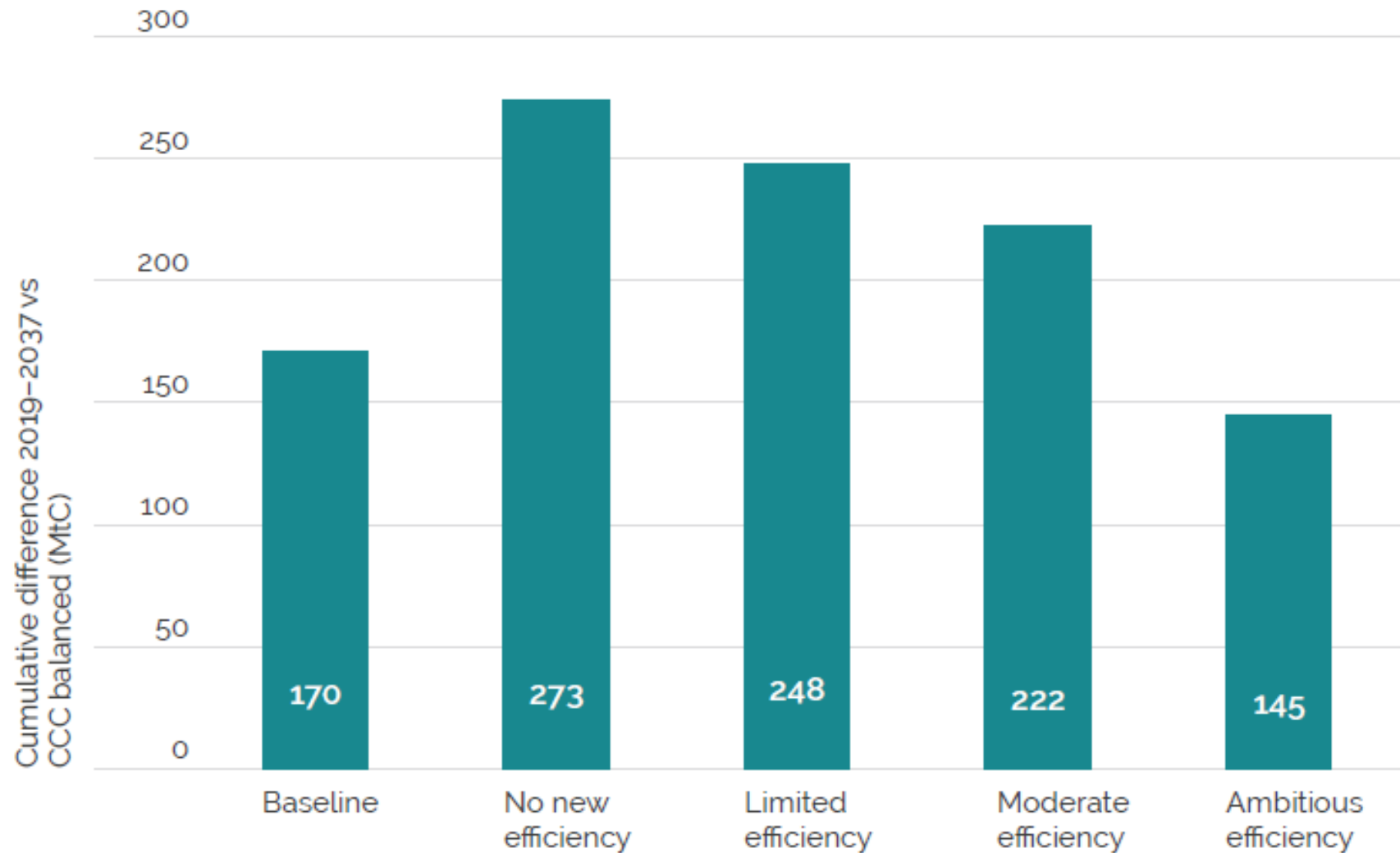
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Traffic



Efficiency



C R  D S

 DecarboN8

Implications

- Transport ambition is being pushed elsewhere in the economy
- EV pathway is becoming more fixed
- Significant uncertainty over efficiency gains
- If you are following CCC 6th CB ambition then 20% traffic reduction (all traffic) required by 2030 vs NRTP Core
 - More if just car traffic reduction
- No indication of step change in local funding over and above baseline assumptions
- Strategy bakes in lower motoring costs (for some), undermining public transport and creating injustice on per mile costs
- There is a growing gap between local/regional/sub-national ambition for transport and national policy

Thank You

- You can download the report from here:
- Thanks to Stephanie Ferguson and Hannah Harris for their work on production of the report.
- Any errors or omissions are those of the author