

We need to talk about cars ...

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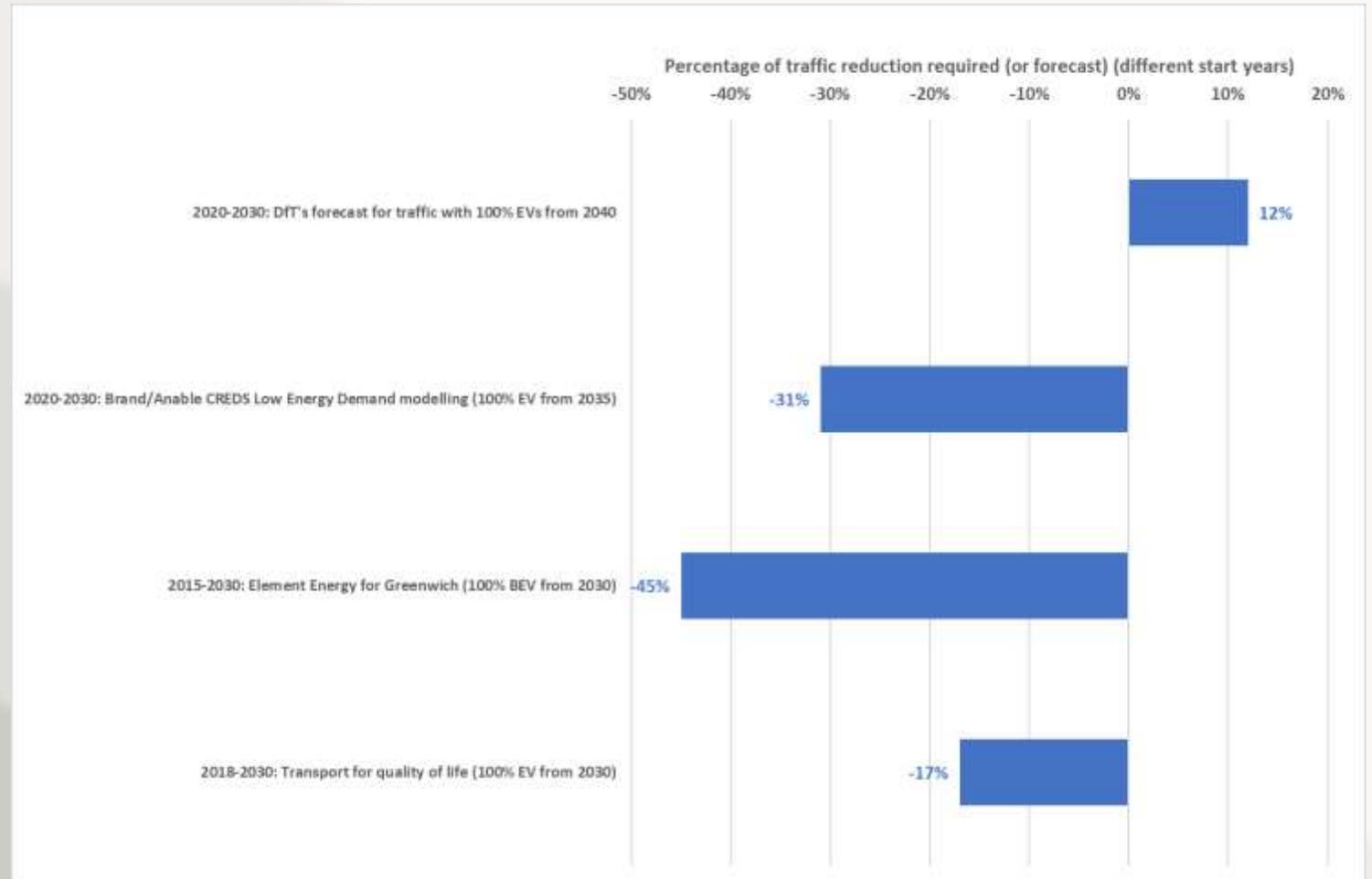
Key Messages

- If you are not talking about solutions which are much more ambitious in terms of scale and speed of implementation than *anywhere* has ever achieved so far, you are not addressing climate mitigation
- If we do not achieve deep reductions by 2030, we will not succeed
- The Paris Agreement implies even quicker emissions reductions than so far proposed by the Committee on Climate Change and DfT
- Surface transport needs to reach ZERO, not *net zero*, emissions
- Electric vehicles and active travel will only make small contributions by 2030. **It is NOT about increasing the amount of walking, cycling and EVs. It is about reducing absolute levels of car use and the number of large polluting vehicles**

CCC/DfT reduction pathways are not enough

- The Paris Agreement – to keep global warming to less than 2°C
 - In 2018, global CO₂ emissions were ~36GtCO₂ but the global carbon budget for energy is ~650GtCO₂
= 18 years of current emissions*
- When apportioned to the UK car sector – this means **we will have used up the carbon budget for cars in 7 or 8 years from now**
- Various modelling exercises show **car traffic needs to be reduced from today's levels by 2%-4% year on year between now and 2030 IF we stop selling ICEs from 2030**

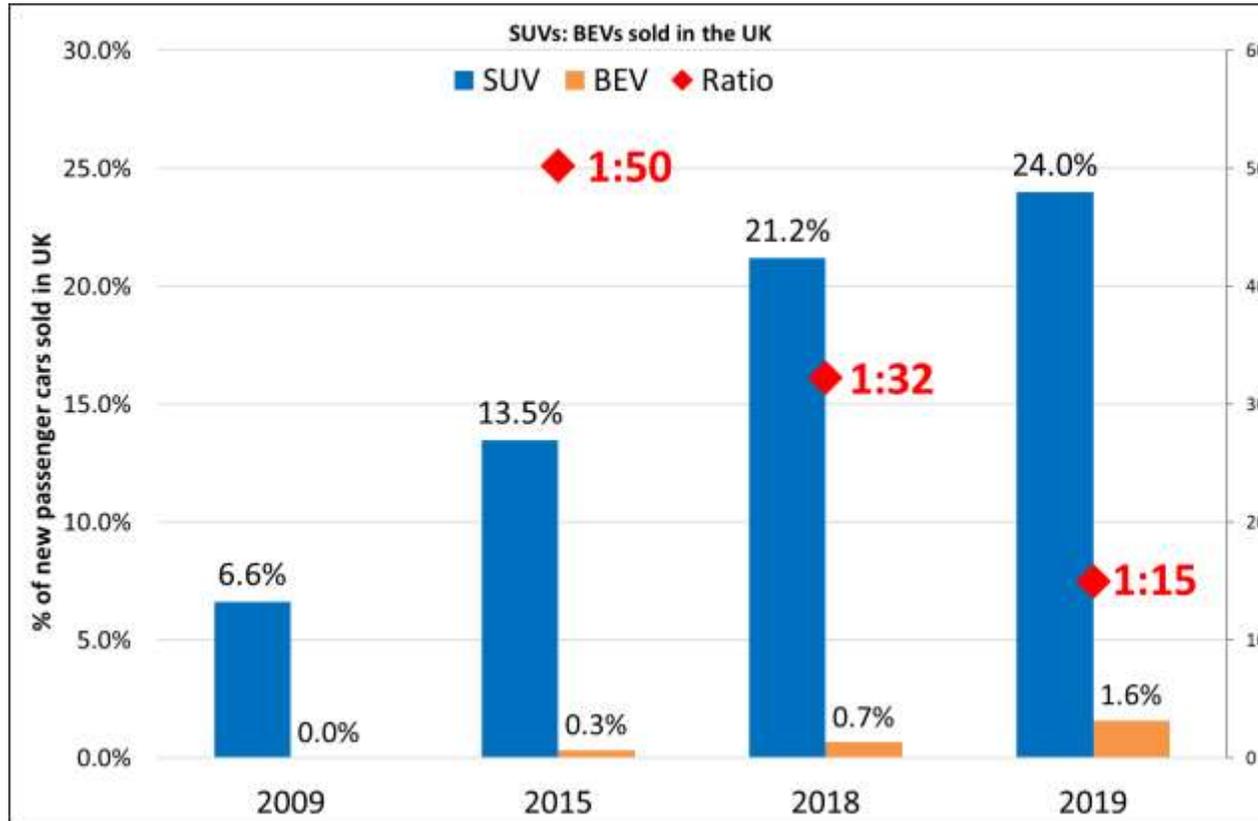
*Tougher than CCC Net Zero: does not account for irreversible feedbacks, but also not for speculative negative emissions technologies)



- DfT (2018) [Road Traffic Forecasts 2018](#) The Department for Transport.
- Brand, C., Anable, J. and Marsden, G. (2020) Low energy demand scenarios for mobility. CRED5 Working Paper. Available upon request from authors.
- Hopkinson, L. and Sloman, L. (2018) [More than electric cars. Why we need to reduce traffic to reach carbon targets](#) Transport for Quality of Life and Friends of the Earth. December 2018. A range of assumptions were tested of which two are presented here, with updated figures supplied by personal correspondence with Lisa Hopkinson in September 2020.
- Element Energy (2020) [Development of the Greenwich Carbon Neutral Plan: The Evidence Base](#) Report for Royal Borough of Greenwich. November 2019.



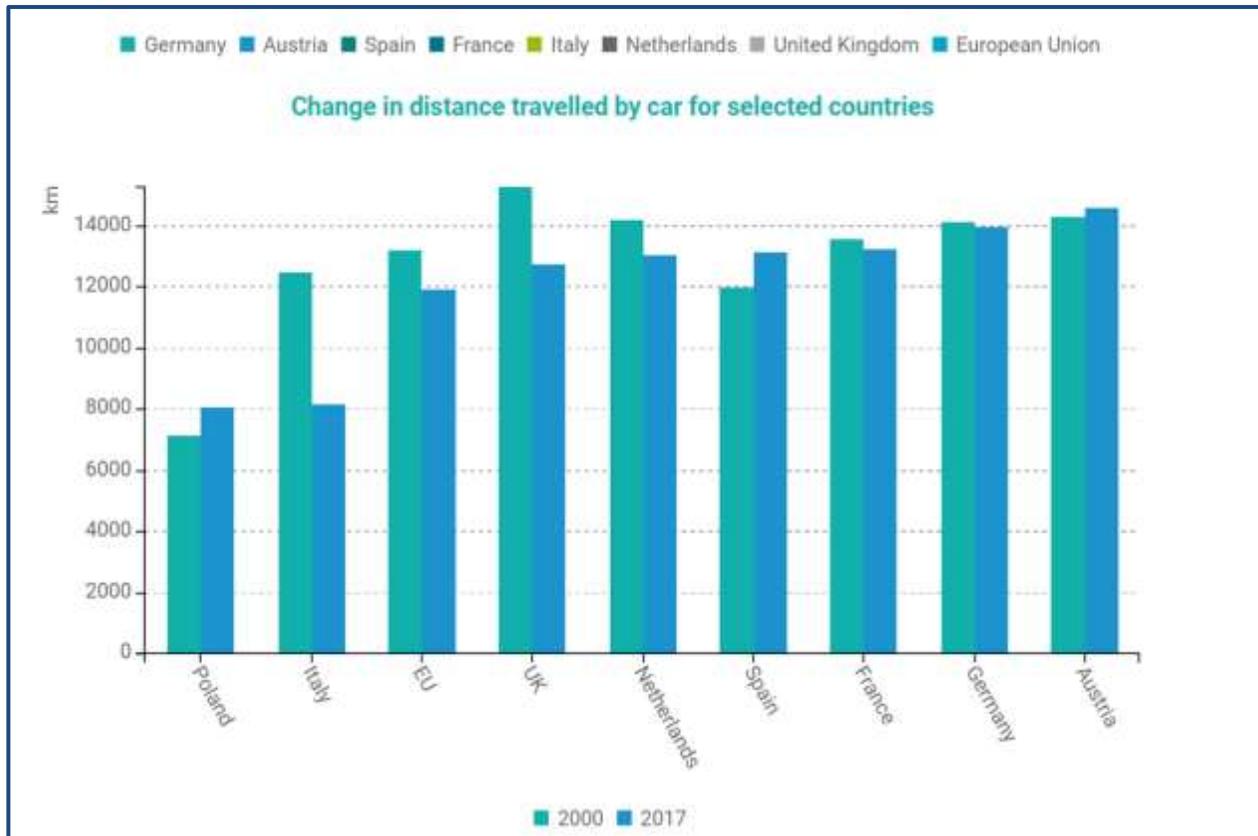
Increasing sales of large cars are more than offsetting sales of BEVs



Data based on Department for Transport Vehicle Licensing Statistics: Table VEH0253

- In 2019, SUVs accounted for 24% of new passenger car sales in the UK
- Just four years before it was 13%
- Ratio of SUVs:BEVs may be falling, but total cumulative sales of SUVs over past 4 years totals 2.3 million compared to 85k BEVs. That is a lot of 'locked in' fossil fuels for at least the next decade

A healthy mode share does not guarantee smaller carbon footprint if car use is not curtailed



<https://www.odyssee-mure.eu/publications/efficiency-by-sector/transport/distance-travelled-by-car.html>

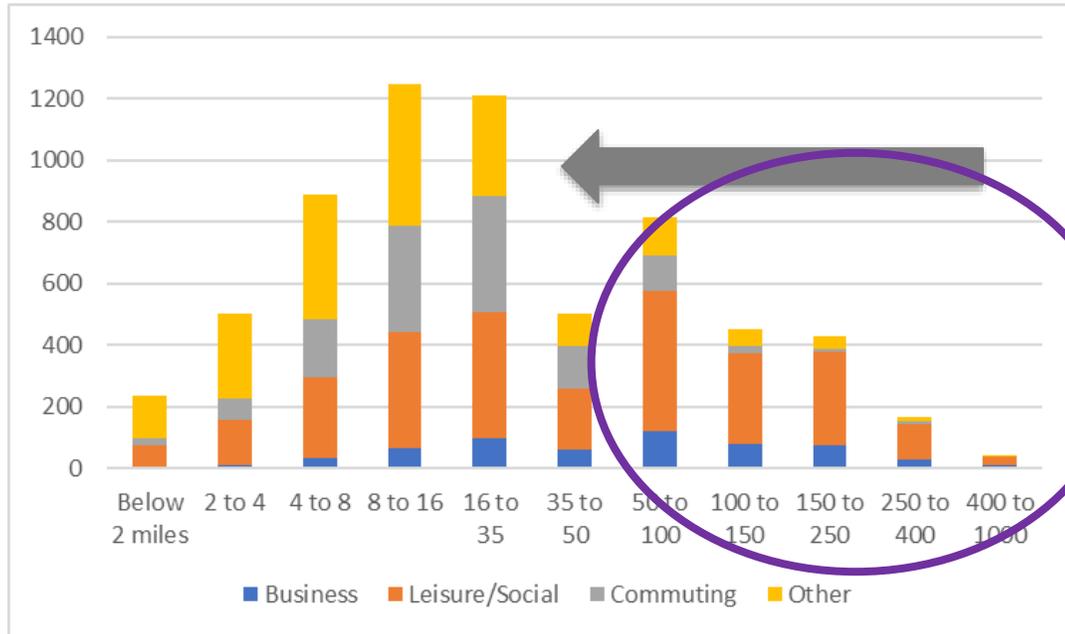
Lots of cycling and public transport use \neq low car use.

Despite 29% of trips undertaken by bicycle in the Netherlands, average distance per capita by car in the is as high as the UK.

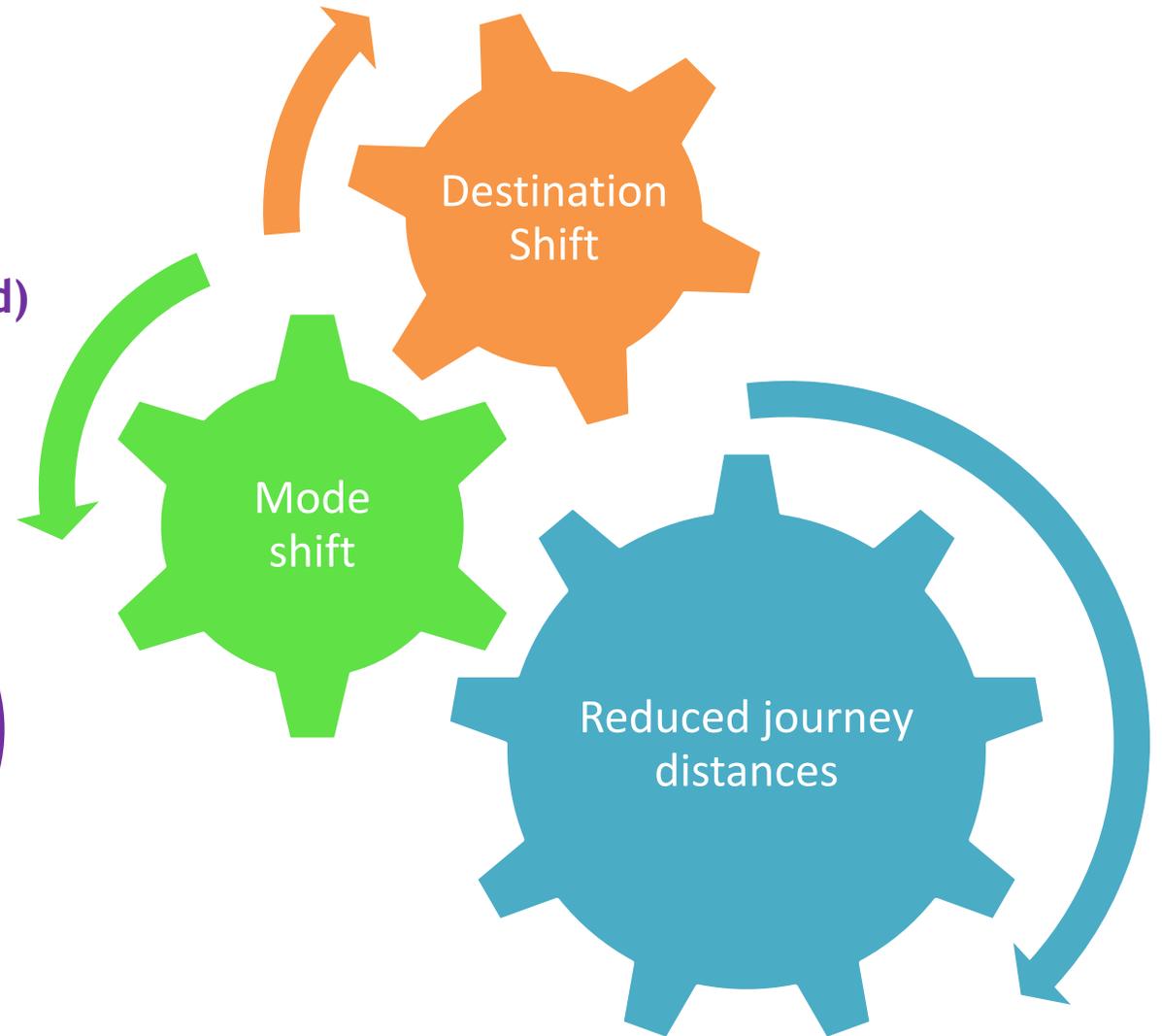
E-bikes are finally making a dent in some car travel

Mode shift should be discussed in conjunction with destination shifting

~ 3% trips do ~30% of total mileage (2017, England)



Analysis of National Travel Survey 2017



Leeds draft transport strategy 2020

Our approach to the Big Moves



The scale of the challenge

Meeting our pledge for Leeds to become carbon neutral by 2030 will be challenging. Our current policy projection will contribute to a reduction in CO2 emissions, however we need to do more to further reduce emissions. Our policies including our Bold and Big Moves detailed in this strategy will contribute up to a 43% reduction in CO2 emissions from transport by 2030.

The challenge in achieving net-zero carbon emissions is not one just facing Leeds, it is also facing regional and national government. The Department for Transport are currently working to a 2050 ambition for carbon neutrality and their policy projections are set out in Decarbonising Transport: Setting the challenge report. Recent announcements, bringing forward the ban on the sale of fossil fuelled vehicles to 2030 will help reduce carbon emissions however further policy actions are required.

Our Big Moves set out our focus areas for the transport strategy. To outline our proposals for each of the Big Moves, we have broken down each move into the following components:

WE ARE GOING TO CONTINUE TO:

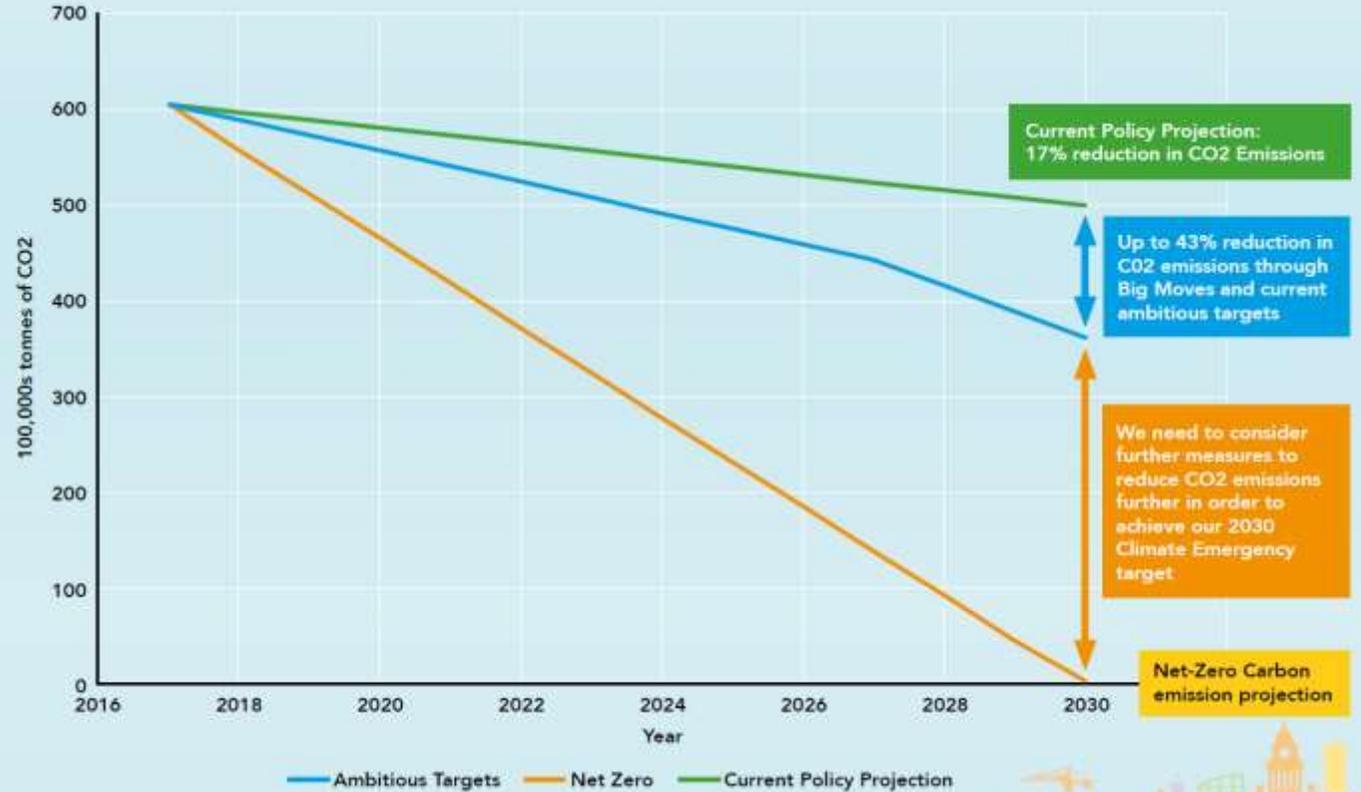
- This is where we outline what measures we are going to continue to do

WE ARE GOING TO:

- Measures we are going to introduce as part of this strategy to work towards our targets

WE MAY NEED TO CONSIDER:

- Measures we need to consider going forward in order to achieve our targets
- We will require support from Central Government to enable us to make these steps and changes to national policy to enable this to be achieved



Based on the scale of the carbon gap, we have to agree a set of 'meta' actions and standards from which local radical action will follow. Without these as a minimum, we WILL fail.

- No net road capacity expansion
- Road user charging – NOW while we still have fossil fuels to tax
- Road traffic reduction target

- No heavy goods vehicles in urban areas
- 'SUV' bans and rapid ratcheting up of all forms of parking and vehicle charges

- Comprehensive institutional shake up – re-regulation and integrated regional transport bodies with legislated minimum service standards
- National network of long distance cycle infrastructure, e-bike grants and bike sharing targeted to outside of city centres
- Express 'executive' buses and corridors; local neighbourhoods/high streets and minimum service standards delivered regionally