



Humanity has 'opened gates to hell' by letting climate crisis worsen, UN secretary warns

António Guterres opened United Nations climate ambition summit with attack on wealthy countries and the fossil fuel industry

# Hurry the hell up – or not

A (timely) stocktake of where we are nationally on road transport decarbonising and how best to move the dial

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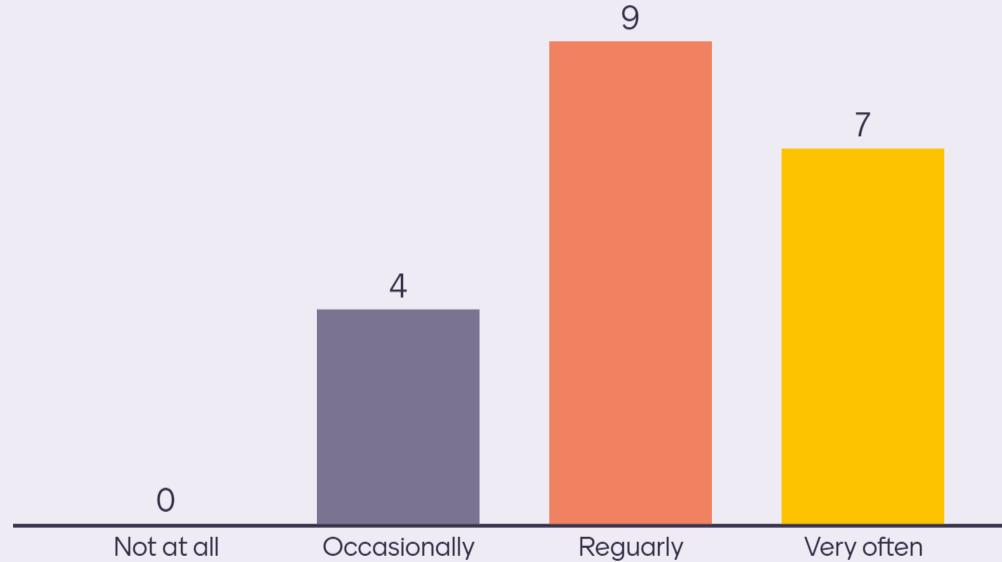
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Let's take the temperature  
in this session

# How much is climate change on your mind?



Not at all optimistic

How optimistic are you that road transport will play a full part in the UK meeting future interim carbon budgets and delivering Net Zero by 2050?

4.5

Highly optimistic

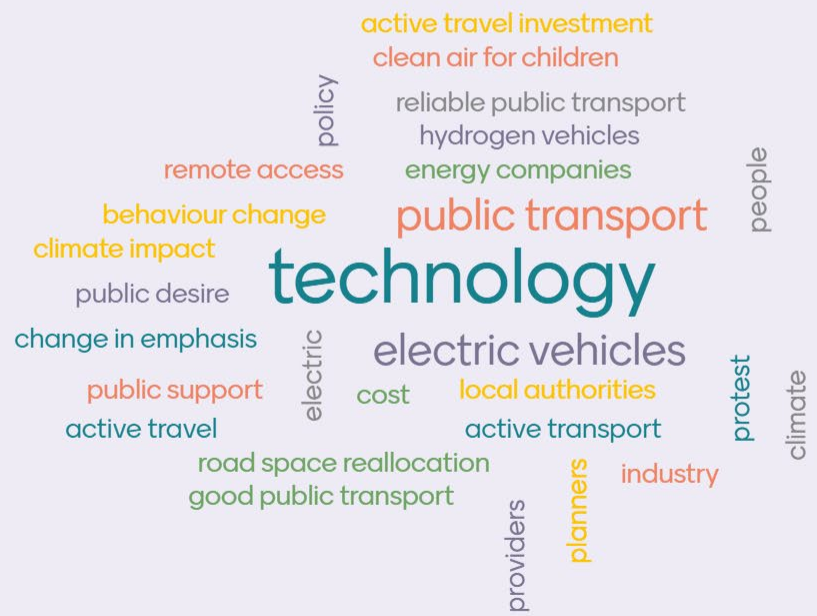
# What are the main BARRIERS to UK road transport decarbonisation?

40 responses



# What are the main ENABLERS to UK road transport decarbonisation?

35 responses



What words describe how you feel about the Prime Minister's speech on 20 September?  
42 responses



A (timely) stock take of  
where we are nationally





Every day is a DIY carbon literacy training day!

The UK is world leading at (legally binding) target setting but now faces delivery risk, with a notable drop in confidence overall. Risk in road transport decarbonisation includes rate of transition to ZEVs, no progress on clarifying the role of car demand reduction, and lack of commitment to modal shift.

**Don't screw it up now**

**Stocktake in 50 words and in 5 words**

June 2022

Progress in reducing  
emissions

2022 Report to Parliament



June 2022

if we're going to change politics  
in the way I'm talking about, **we can  
never allow carbon budgets to be  
set in the same way again.**

The last Carbon Budget process was debated in  
the House of Commons for just 17 minutes  
and voted through with barely any consideration given  
to the hard choices needed to fulfil it.



20 September 2023

“This year, the UK’s presidency of COP26, has driven **world-class leadership**  
backed not only in our 2050 Net Zero target but in **signing up to a 68% cut in our  
emissions by 2030 and 78% by 2035, compared to 1990 levels.**”

“**In targets, the UK is indeed a world leader.** However, this Progress Report  
reveals that, **despite important achievements in renewable energy and electric  
vehicles,** the Government is failing in much of its implementation.”

“the CCC will in future be concentrating even more centrally upon the delivery  
and implementation of the **targets which are now enshrined in statute and  
international agreements.** The Government has set the right course. It has now  
to **deliver on the scale and urgency** that is required.”

# Enshrining targets in law has been crucial

**Responding to the  
Climate Change  
Committee's (CCC)  
Annual Progress Report  
2022 Recommendations**

March 2023  
HC 1270

March 2023

“**We welcome** the Climate Change Committee's (CCC) 2022 Progress in Reducing Emissions report, which highlights the successes of the government in **setting an ambitious climate mitigation agenda**, whilst also providing healthy challenge to our progress to net zero by 2050. **It correctly emphasises that the journey to net zero requires swift delivery, and that this is a decisive decade** for tackling climate change which Global Britain must take a leading role in.”

Government rightly emphasised a need for swift delivery

## Carbon Budget Delivery Plan

March 2023  
HC 1269

1

March 2023

“It is important to emphasise  
...the list of proposals and  
policies that we set out is,  
**necessarily, a snapshot of our  
current plan** for meeting carbon  
budgets. **As future  
circumstances change, we will  
review and adapt the proposals  
and policies in this report**”

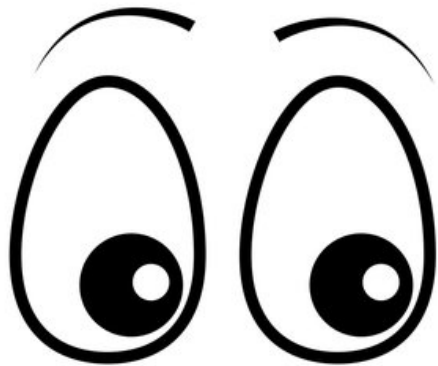


20 September 2023

can we put the  
long-term interests of our country  
before **the short-term political  
needs of the moment**,  
even if it means  
being controversial?

“The Carbon Budget Delivery Plan fulfils statutory duties under the Climate Change Act 2008 setting out a package of quantified and unquantified proposals and policies, and associated timescales and delivery risks, that enable Carbon Budgets 4-6 to be met.”

# And here's the (adaptable) delivery plan



The proposal for government to interfere in how many passengers you can have in your car. I've scrapped it.



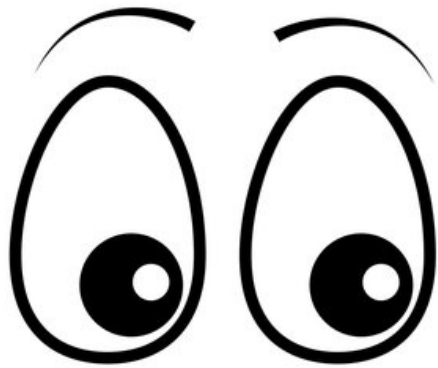
20 September 2023

**Table 5 – Quantified proposals and policies**

#	Sector	Policy Name	Policy Description	Avg. Annual CB4 Savings (MtCO <sub>2</sub> e) pa	Avg. Annual CB5 Savings (MtCO <sub>2</sub> e) pa	Avg. Annual CB6 Savings (MtCO <sub>2</sub> e) pa	Timescale from which the policy takes effect
135	Domestic Transport	Increasing average road vehicle occupancy	This proposal requires further development. We will consider measures that could reverse recent trends in declining average road vehicle occupancy, bringing the UK more in line with comparable countries and reducing overall vehicle miles travelled, should this be required to stay on track to meet carbon budget obligations.	0.000	0.5	0.7	CB5

“should this be required to stay on track to meet carbon budget obligations”

So there's that sneaky little proposal!



the DfT hopes to be able to publish the consultation on new LTP guidance soon after the local elections, with a view to having the **final guidance in place by the end of the year**

**Department for Transport**  
 Lord Moylan  
 Built Environment Committee  
 House of Lords  
 London  
 SW1A 0PW  
[builtenvironment@parliament.uk](mailto:builtenvironment@parliament.uk)

Dear Daniel,

**'Public Transport in Towns and Cities' debate**

Thank you again for the Built Environment Committee's 'Public Transport in Towns and Cities' report and for securing the subsequent Grand Committee debate. As promised, I am writing to address the points raised in the debate that, due to time constraints, I was unable to address directly in my closing remarks. I am copying this letter to everyone who spoke in the debate and will place a copy of it in the Library of the House.

**Local transport plans and local plans**

A recurring theme during the debate was the importance of local transport planning in the wider context of local planning. As part of this discussion, Lord Best asked for an update on the Department for Transport's progress with local transport plan guidance. Given the importance of this issue and the urgency with which it was raised during the debate, I want to set out the position as clearly as possible.

Planning is an essential component of the new Local Transport Plan. It is a key part of best practice in discharging the statutory functions of a combined authority in the development of an LTP. To answer Lord Best's question, the Department hopes to be able to publish the consultation on new LTP guidance soon after the local elections, with a view to having the final guidance in place by the end of the year.

The Department is also working closely with the Department for Levelling Up, Housing and Communities on wider planning reforms. The Levelling Up and Regeneration Bill contains a new requirement for local authorities to produce Infrastructure Delivery Strategies in close collaboration with stakeholders and infrastructure providers. Infrastructure Delivery Strategies will help to align

12 May 2023

Table 6 – **Unquantified** proposals and policies

No.	Sector	Policy name and description	Timescale from which the policy takes effect	How the policy supports delivery/meeting of carbon budgets
22*	Domestic Transport	Drive decarbonisation and transport improvements at a local level by <b>making quantifiable carbon reductions a fundamental part of local transport planning and funding.</b>	CB4	Updated Local Transport Plan (LTP) and Quantifiable Carbon Reductions (QCR) guidance will support local transport authorities to drive transport decarbonisation at the local level. This will enable a better understanding of the potential carbon impact of local transport interventions, which will support local authorities to deliver <b>quantifiable</b> carbon reductions and contribute to national decarbonisation.

Delivery of guidance would be helpful



Oh! Is it here? Is this it?



## Appendix D: Sectoral summaries of delivery confidence

“Road transport accounts for around 90% of domestic transport emissions, with nearly three quarters coming from cars and vans. A **principal risk** is that the regulation and incentives we are putting in place are insufficient to drive the transition to zero emission vehicles at the speed required to enable carbon budgets to be met.”

“Regulation will come into force, most notably **the ZEV mandate from 2024** and phase out dates for the sale of all types of new non-zero emission vehicle by 2040 at the latest.”

“Another risk is that we see **considerable, unanticipated growth in transport demand**, going beyond our high-end projections.”



20 September 2023

So, to give us more time to prepare, I'm announcing today that **we're going to ease the transition to electric vehicles.**

You'll still be able to buy petrol and diesel cars and vans until 2035.

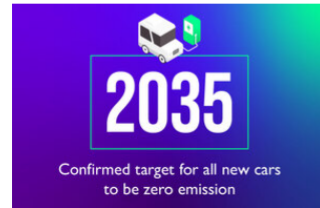
**We may not transition to ZEVs quickly enough**

News story

## Government sets out path to zero emission vehicles by 2035

80% of new cars and 70% of new vans sold in Great Britain set to be zero emission by 2030, increasing to 100% by 2035.

From: [Department for Transport](#) and [The Rt Hon Mark Harper MP](#)  
Published 28 September 2023

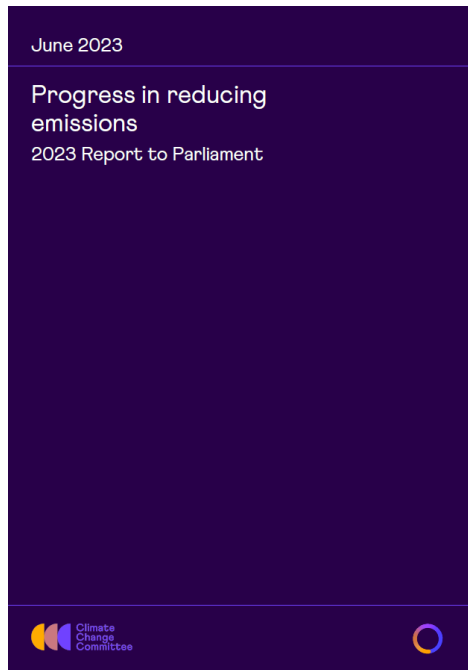


28 September 2023

“The 2024 requirement for at least 22% of new cars and 10% of new vans to be zero-emission remains unchanged”

“The Government has, however, changed some other targets. By 2030, automakers will need to ensure that 80% of new cars and 70% of new vans are electric. The proportion will then increase in increments through to 100% in 2035.”

# ZEV Mandate unveiled



June 2023

“In this report, we comment on a curious situation. This year, the Government has published more detail on their climate programme than ever before, **cajoled to do so by the Courts.** But Ministers seem less willing to put that programme at the centre of their stated aims. **Our confidence in the achievement of the UK’s 2030 target and the Fifth and Sixth Carbon Budgets has markedly declined from last year.**”

### Government’s net zero climate strategy ‘unlawful’ as heatwave temperatures soar

Three environmental and legal campaign groups argued public cannot hold ministers to account because climate plans omit crucial details

Sophora Smith Climate Correspondent • 8 hours ago • Comments



The court has ruled that the government should explain how emission-reduction targets would be met and the judge agreed. (PA Archive)

18 July 2022

Oh goodness – not such a good school report

- Surface transport is UK's highest emitting sector
- 58% reduction by 2035 compared to 2022 according to Carbon Budget Delivery Plan
- "The Government has made no progress on our recommendations on clarifying the role for car demand reduction and ensuring that key enablers (road-building decisions and taxation) are aligned to delivering this."

A Government choice not to quantify most policies aimed at incentivising modal shift signals a lack of commitment

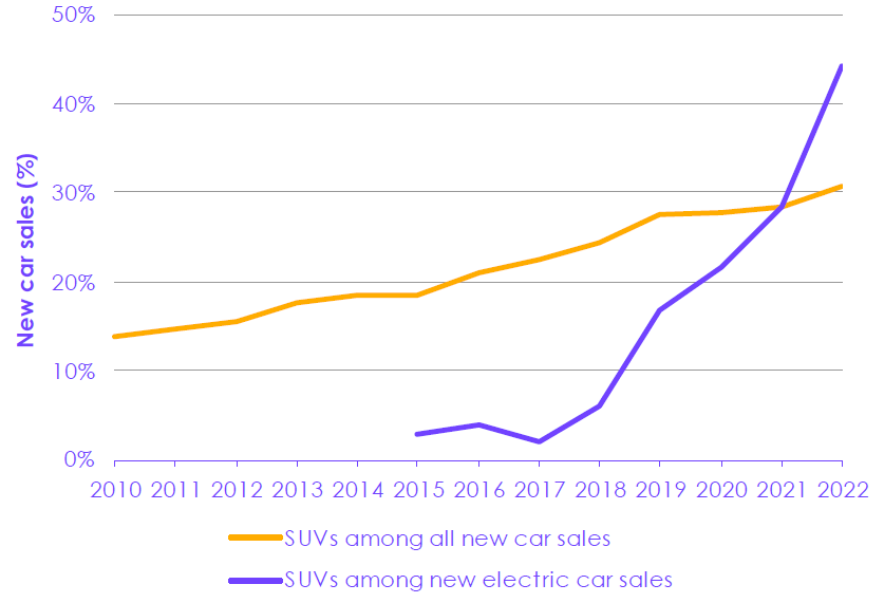
- Policy progress over the last year slower than expected
- Carbon savings from plug-in hybrid cars much poorer than previously thought, emphasising need to prioritise BEVs
- "The market share of electric cars continues to increase ahead of our Balanced Pathway assumptions"
- "Delivering the 2030 phase-out of new conventional car and van sales is vital to meeting the UK's decarbonization pathway."
- "The rate of chargepoint deployment will need to more than double in the coming year and beyond to ensure charging provision keeps pace with EV uptake." (it expanded by one third over past year)

## Avoid, Shift, Improve matters

- “Reducing vehicle sizes and weights could also be beneficial for EVs, where larger vehicles have higher embedded emissions and consume more electricity.”



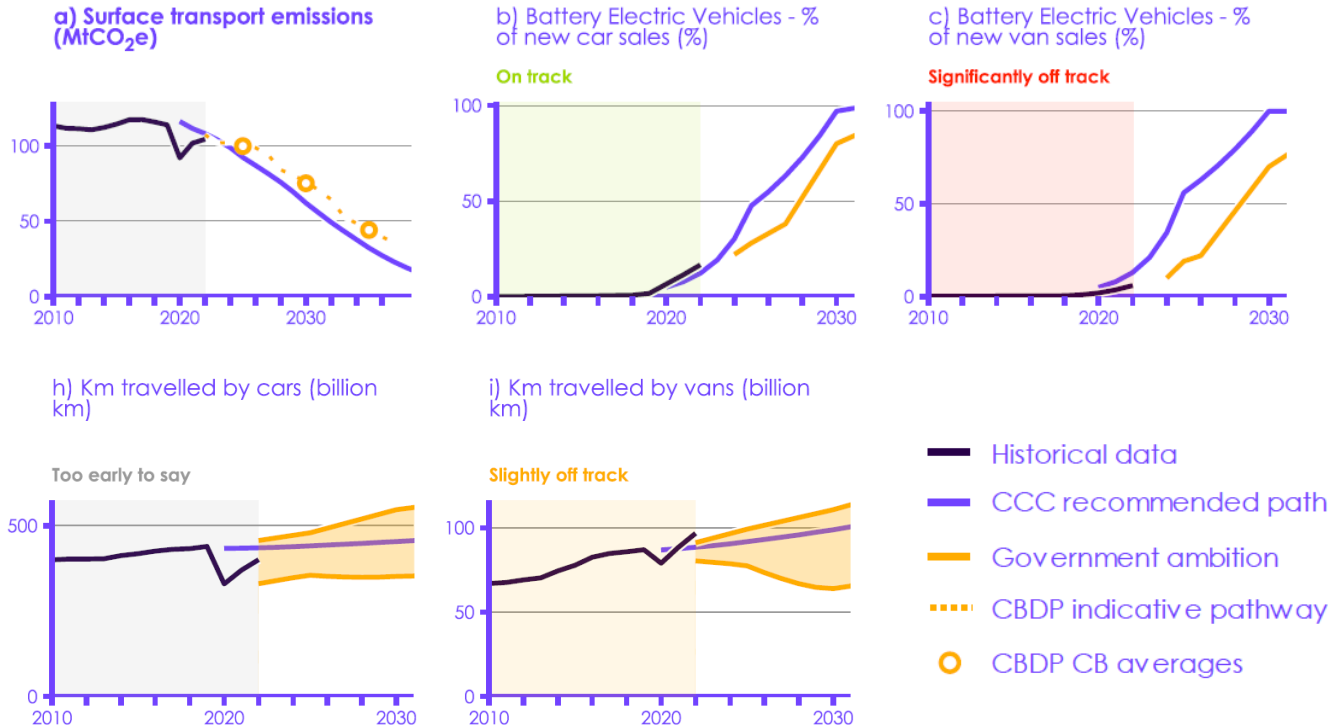
Figure 4.5 Sales of sports-utility vehicles (SUVs) as a proportion of all new car sales



Source: SMMT (2023) *Vehicle Segmentation 2007-2022* (data provided for CCC Monitoring Framework).  
Notes: The two time series show the share of new car sales that are categorised as either 'Dual purpose' or 'Multi purpose vehicle' in SMMT's market segmentation, for all cars and for electric cars respectively.

No quite locking in the benefits

Figure 4.2 Key indicators for surface transport



Don't screw it up now



“We need to go away and do the calculations but today’s announcement is likely to take the UK further away from being able to meet its legal commitments.”

Professor Piers Forster,  
Chair of the Climate Change Committee

20 September

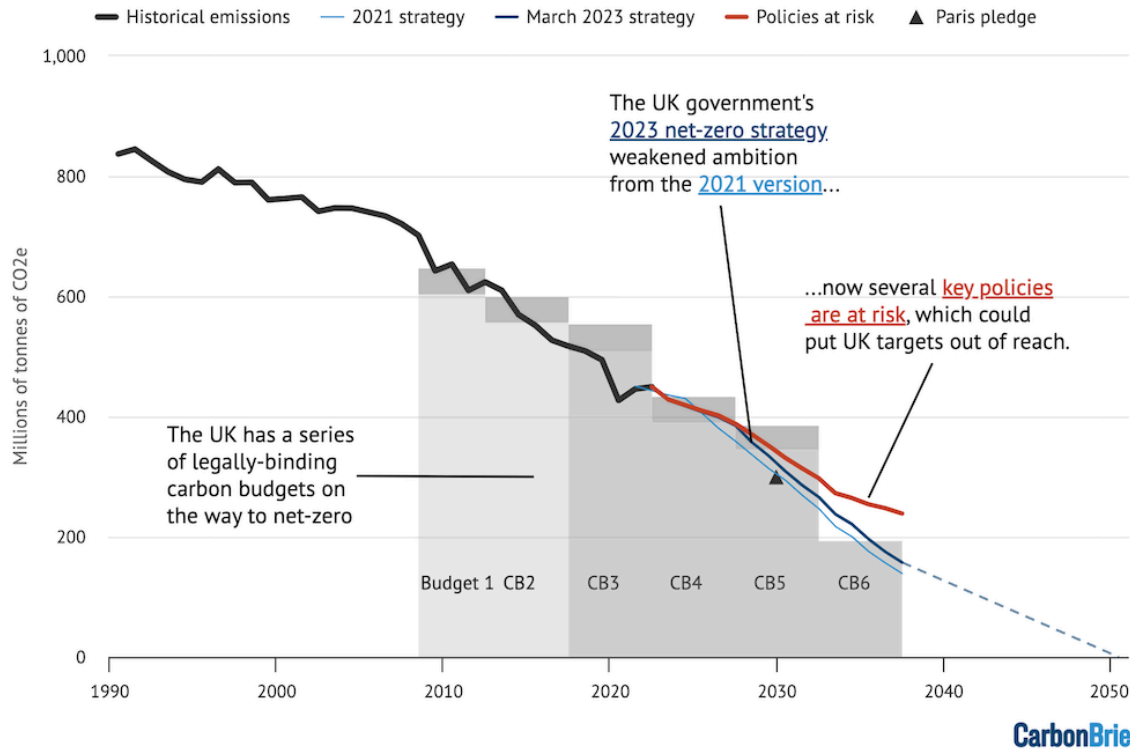
“The government had been due to respond to the committee’s progress report in mid-October, but has given itself until 31 October.”

22 September

After THAT speech another stock take needed

## UK government's **climate policy U-turns** could put legal targets out of reach

The government had already weakened its ambition in its [March 2023 net-zero strategy](#)



Snap analysis following 20 September speech  
(ZEV mandate included in 'at risk' red-line projection)

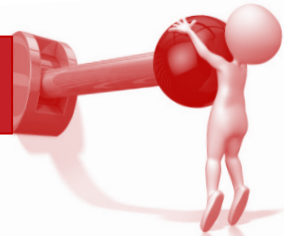


How best to move the dial

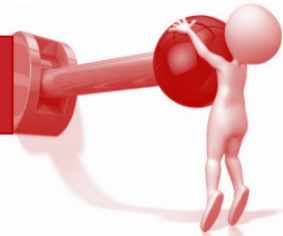
Avoid



Shift



Improve



Three levers at our disposal – use all three!

How we approach decarbonisation of road transport

In Theory

**Avoid**—Shift—Improve

How we approach decarbonisation of road transport

In Practice

Improve — Shift — Avoid

# Improve



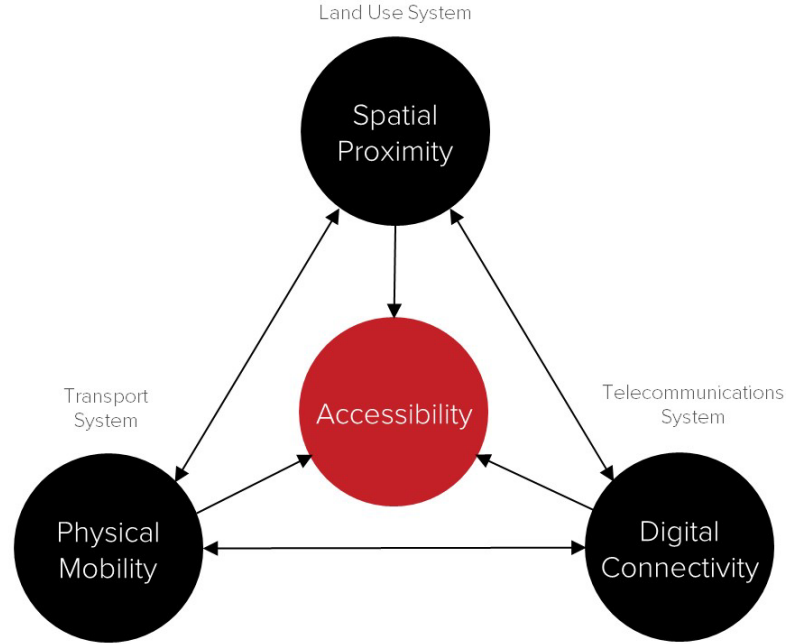
Locking in car dependence and its benefits for the car industry and its shareholders



More driving, bigger cars ⇒ rebounding on emissions, more pressure on infrastructure and on energy supply?

# Avoid — Shift

Eco-zealots  
want to reduce  
our car use by  
20%



We can  
still have 80% of  
our pre-pandemic  
car use, the  
access we need,  
**AND** help avert a  
nightmare future.  
Great!

Moving from a mobility mindset to an access mindset



## SUN CAMPAIGN VICTORY

**RISHI DELAYS BANS ON NEW CARS & BOILERS**  
**SCRAPS MEAT & FLIGHT TAX IN ECO PUSH BACK**



**Sun GIVE US A BRAKE**  
By HARRY COLE  
THE PM halted the Sun-led assault on his delayed plans to ban new petrol and diesel cars by five years to 2035 and added nine years to the phasing-out of new gas boilers.



# Given us a brake!

**Beat the Squeeze**  
8-PAGE PULLOUT



# I'LL SPARE FAMILIES RUINOUS COST OF NET ZERO, VOWS RISHI

PM takes on eco-zealots in bold move that could transform Tory fortunes

RISHI Sunak hit the brakes on the race to net zero yesterday. He warned that imposing 'unacceptable costs' on families

By Jason Groves and Claire Elliott

Minister, he vowed to shatter a consensus that has seen successive governments impose green targets with little regard for cost.

Five years. Plans to prohibit new gas boilers will also be delayed, with five million homes given a personal exemption. And the requirement for landlords to upgrade boiler standards by 2025 will also be delayed.



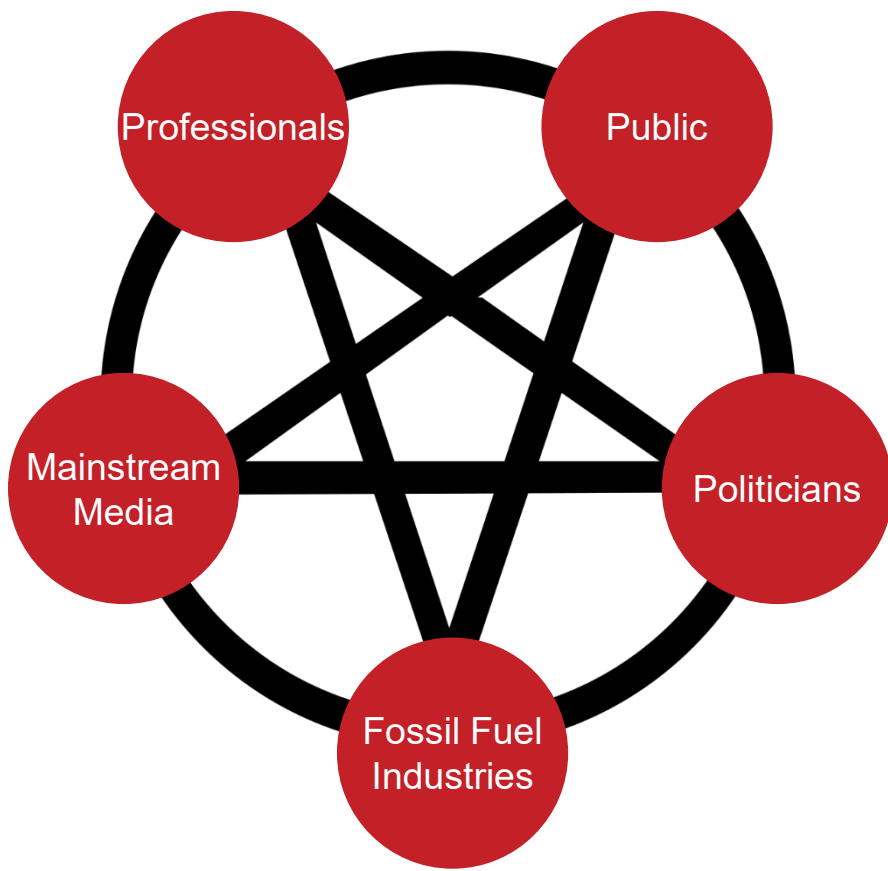
# 'HONEST' RISHI: NATION WON'T AND CAN'T PAY NET ZERO BILL

By Stephen Lyons  
Environment Editor  
RISHI Sunak has probed back green policies that handing voters cannot afford in the cost-of-living crisis.  
He delayed a ban on new petrol and diesel cars by five years to 2035 and added nine years to the phasing-out of new gas boilers.  
Flinging out the "hammer" of changing net zero means he will be the first prime minister that the UK was bound to meet other countries and could no longer impose "unacceptable costs" on the public. He found that



21 September 2023

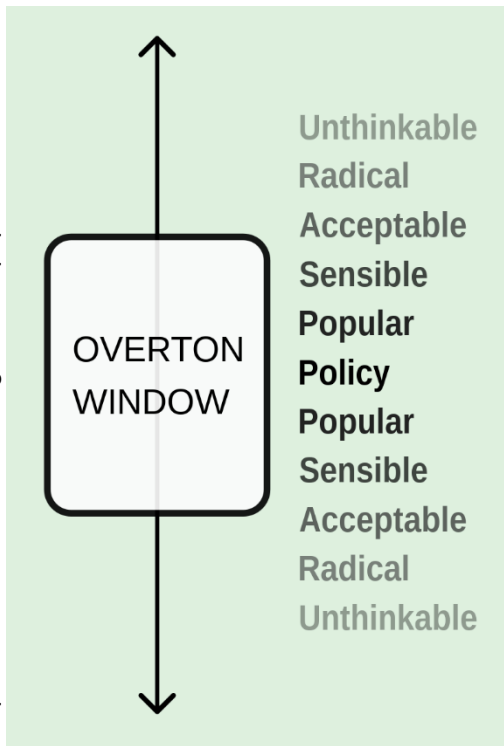
Politics and Mainstream Media – an unholy alliance?



The challenge is one of seeking sufficient **alignment of appetite** between key stakeholder groups to unlock the agency to deliver **impactful measures**

The pentagram of influence





the **Overton window** “frames the range of policies that a politician can recommend without appearing too extreme to gain or keep public office given the climate of public opinion at that time”

Wikipedia

In our different roles and with the agency we each have we must look to play our part in **helping move the Overton window** – climate action to enable climate action

Climate action to enable climate action

Thank you