Cabinet Office

Carbon reduction plan Guidance

Notes for Completion

Where an In-Scope Organisation has determined that the measure applies to the procurement, suppliers wishing to bid for that contract are required at the selection stage to submit a Carbon Reduction Plan which details their organisational carbon footprint and confirms their commitment to achieving Net Zero by 2050.

Carbon Reduction Plans are to be completed by the bidding supplier[1] and must meet the reporting requirements set out in supporting guidance, and include the supplier's current carbon footprint and its commitment to reducing emissions to achieve Net Zero emissions by 2050.

The CRP should be specific to the bidding entity, or, provided certain criteria are met, may cover the bidding entity and its parent organisation. In order to ensure the CRP remains relevant, a Carbon Reduction Plan covering the bidding entity and its parent organisation is only permissible where the detailed requirements of the CRP are met in full, as set out in the Technical Standard[2] and Guidance, and all of the following criteria are met:

- the bidding entity is wholly owned by the parent
- the commitment to achieving net zero by 2050 for UK operations is set out in the CRP for the parent and is supported and adopted by the bidding entity, demonstrated by the inclusion in the CRP of a statement that this will apply to the bidding entity
- the environmental measures set out are stated to be able to be applied by the bidding entity when performing the relevant contract
- the CRP is published on the bidding entity's website

Bidding entities must take steps to ensure they have their own CRP as soon as reasonably practicable and should note that the ability to rely on a parent organisation's Carbon Reduction Plan may only be a temporary measure to satisfy this particular condition of participation.

---

1 Bidding supplier or 'bidding entity' means the organisation with whom the contracting authority will enter into a contract if it is successful.

2 Technical Standard can be found at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/991625/PPN_0621_Technical_standard_for_the_Completion_of_Carbon_Reduction_Plans__2_.pdf

The Carbon Reduction Plan should be updated regularly (at least annually) and published and clearly signposted on the supplier's UK website. It should be approved by a director (or equivalent senior leadership) within the supplier's organisation to demonstrate a clear commitment to emissions reduction at the highest level. Suppliers may wish to adopt the key objectives of the Carbon Reduction Plan within their strategic plans.

A template for the Carbon Reduction Plan is set out below. Please complete and publish your Carbon Reduction Plan in accordance with the reporting standard published alongside this PPN.

Carbon Reduction Plan Template

Supplier name: Redflex Traffic Systems Limited trading as Verra Mobility

Publication date: 24 August 2026

Commitment to achieving Net Zero

Redflex Traffic Systems Limited trading as Verra Mobility is committed to achieving Net Zero emissions by 2050.

Baseline Emissions Footprint

Baseline emissions are a record of the greenhouse gases that have been produced in the past and were produced prior to the introduction of any strategies to reduce emissions. Baseline emissions are the reference point against which emissions reduction can be measured.

Redflex Traffic Systems Limited trading as Verra Mobility ('Redflex') has set a goal to achieve net-zero Scope 1 and 2 emissions by 2050. Following a review of baseline emissions, the Scope 1 and 2 near-term targets have been established as:

- Scope 1: Transition to a 30% electric fleet by 2030
- Scope 1: Phase out use of mains gas and replace with electric heating
- Scope 2: Use 100% renewable electricity by 2030

Baseline Year: 2022
Additional Details relating to the Baseline Emissions calculations.
Redflex's baseline emissions were assessed for 2022.

The GHG assessment considered Scopes 1, 2, and 3 according to the GHG protocol. Market-based emissions are reported throughout this plan. The total company emissions were 274 tCO_2e (13.7 tCO_2e/FTE, 0.6 tCO_2e/m), and Scope 3 was the largest emission source. Scope 3 emissions accounted for 83% of Redflex's footprint. Scope 1 and 2 emissions comprised 13% and 4% of the footprint, respectively. Of the Scope 3 sources, business travel (24%) and commuting (23%) made up the majority of the footprint. Other notable Scope 3 sources included emissions from upstream fuels (13%) and upstream transportation and distribution (11% of Scope 3 emissions). Significant business travel emissions are from long-haul business class flights (88%). Short-haul flights made up 7% of business travel emissions. For comparison, there were 12 long-haul flights during the reporting period and 38 short-haul flights. Emissions from commuting were largely apportioned to car use. 77% of commuting emissions were from diesel car use, and 22% were from petrol car use.

Baseline year emissions:	
EMISSIONS	**TOTAL (tCO_2e)**
Scope 1	35
Scope 2	11
Scope 3	227
Total Emissions	274

Current Emissions Reporting

Reporting Year: 2025 (January- December 2025)	
EMISSIONS	**TOTAL (tCO_2e)**
Scope 1	55

Scope 2	4
Scope 3.4 - Upstream transportation & distribution	1
Scope 3.5 - Waste generated in operations	2
Scope 3.6 - Business travel	54
Scope 3.7 - Employee commuting & homeworking	37
Scope 3.9 - Downstream transportation & distribution	0
PPN 006 Total	153
Scope 3.1 - Purchased goods and services	2636
Scope 3.2 - Capital Goods	227
Scope 3.3 - Fuel and energy related activities	35
Scope 3.13 - Downstream leased assets	105
Total Emissions	3157

This Carbon Reduction Plan relates to the UK operations of Redflex Traffic Systems Limited trading as Verra Mobility. The emissions reported within the PPN 006 reporting boundary represent relevant UK Scope 1 and Scope 2 emissions and the required subset of Scope 3 emissions for the reporting year.

The full 2025 market-based organisational footprint was 3,157 tCO_2e.

Understanding the change in reported emissions

The increase in total reported emissions should not be interpreted as a like-for-like deterioration in carbon performance without considering changes in business activity, Scope 3 coverage and data methodology. The 2025 assessment identifies purchased goods and services as the dominant source, with capital goods, downstream leased assets and business travel also contributing materially.

Key 2025 source	tCO2e	Approx. share of full footprint
Purchased goods and services	2,636	84%
Capital goods	227	7%
Downstream leased assets	105	3%
Scope 1 direct emissions	55	2%
Business travel	54	2%
Employee commuting & homeworking	37	1%

Data quality is also a key priority. The 2025 assessment reports that approximately 2.3% of activity data was primary data. Future inventories may therefore change as estimates and spend-based calculations are progressively replaced with measured activity and supplier-specific data.

Progress against existing reduction commitments

Existing commitment / action	2026 position	Next step
30% electric fleet by 2030	Commitment retained. The 2025 assessment identifies company vehicle data quality and fleet emissions as continuing priorities.	Capture actual fuel and mileage data; review lower-emission/electric options at lease renewal, subject to operational suitability.
Phase out mains gas / move to electric heating	The previous CRP recorded removal of the facility gas boiler from 2023 onwards. The 2025 assessment nevertheless recommends obtaining actual stationary-energy	Confirm current heating arrangements and obtain actual gas/energy consumption data before marking the commitment fully closed.

	data from building management.	
100% renewable electricity by 2030	Commitment retained. Scope 2 market-based emissions are 4 tCO_2e in 2025.	Confirm electricity tariff/source with landlord or supplier and retain evidence of renewable procurement where applicable.
Improve activity data quality	Still a major priority. Primary activity data coverage in the 2025 assessment is low.	Introduce structured data capture for fleet, energy, waste, travel, freight and major purchased goods/services.
Green procurement/supplier engagement	Now significantly more important because purchased goods and services account for the majority of the 2025 footprint.	Complete a Pareto review of suppliers and engage priority suppliers for product/service-specific carbon data and reduction opportunities.
Reduce business travel emissions	Business travel remains a material Scope 3 source at 54 tCO_2e in 2025.	Maintain video conferencing and route optimisation; review flight class and trip consolidation in line with the existing travel commitment.
Reduce staff commuting emissions	Employee commuting and homeworking account for 37 tCO_2e in 2025.	Continue flexible working where practical; consider EV incentives/charging feasibility and repeat commuting data collection.

Emissions Reduction Targets

Redflex retains its commitment to achieving Net Zero by 2050, supported by the existing near-term Scope 1 and Scope 2 targets and the carbon reduction initiatives set out below. Progress against these commitments will be monitored through the annual GHG assessment and Carbon Reduction Plan review.

Area	Target / direction	Target date
Scope 1 - Fleet	30% of fleet electric	2030
Scope 1 - Heating	Phase out mains gas and replace with electric heating	Maintain / confirm completion
Scope 2 - Electricity	100% renewable electricity	2030
Scope 3 - Purchased goods & services	Increase data coverage and move toward greener procurement	Ongoing
Scope 3 - Business travel	Maintain reduction measures; existing UK-Arizona premium-economy / route-optimisation commitment	2030
Scope 3 - Commuting	Support lower-carbon commuting / EV uptake	Ongoing to 2030
All scopes	Net Zero	2050

Carbon Reduction Projects

The following measures were recorded in the previous Carbon Reduction Plan and remain part of the organisation's carbon and sustainability approach:

Vehicle maintenance and awareness programmes, including efficient driving and no-idling awareness.

Flexible working arrangements to facilitate homeworking and reduce unnecessary commuting.

Video conferencing with internal teams, the supply chain and clients to avoid unnecessary travel.

Use of biodegradable hand soap and dissolvable toilet tissue.

Installation of water-saving devices.

Reusable water bottles for employees.

Re-issue of PPE and uniform where safe and appropriate.

Use of recycled paper and notebooks and controls to encourage double-sided printing.

PIR lighting to automatically switch off when areas are unoccupied.

Use of less harmful cleaning products where suitable.

Localised heating.

Remote system testing.

2026 Priority Carbon Reduction Initiatives

Priority	Action for 2026/27	Evidence / KPI
1 - Data quality	Create a carbon-data collection schedule covering company vehicles, electricity/heating, waste,	Higher proportion of primary activity data in next GHG assessment.

	business travel, freight and priority procurement categories.	
2 - Supply chain	Complete Pareto analysis of purchased goods/services and capital goods; engage highest-impact suppliers for supplier-specific emissions information.	Priority supplier list, engagement records and supplier carbon data.
3 - Fleet	Record actual fuel and mileage and review EV/lower-emission vehicle feasibility at lease renewal.	Fuel litres, mileage, fleet composition and replacement decisions.
4 - Energy	Confirm actual premises energy data and electricity tariff/source with landlord/building management.	kWh records and tariff evidence.
5 - Travel	Maintain virtual-meeting controls, consolidate trips and apply route/class considerations to long-haul travel.	Travel data by mode/class/route and annual tCO2e trend.
6 - Waste	Obtain actual waste weights by waste stream and treatment route rather than relying on estimates.	kg/tonnes by waste stream.
7 - Commuting	Continue flexible working where practical and assess EV charging/incentive feasibility.	Commuting survey and feasibility review.
8 - Governance	Review GHG performance and CRP actions through management review and update the CRP annually.	Management review minutes, action tracker and annual CRP.

The individual carbon reductions attributable to these measures have not yet been separately quantified. Improved primary activity data collection forms part of the 2026/27 programme and will support more robust measurement of reductions in future reporting periods.

Future carbon reduction initiatives

The 2025 GHG assessment indicates that the largest opportunity now lies within the value chain. Future activity should therefore place greater emphasis on supplier engagement and better primary data for purchased goods and services and capital goods, alongside continued action on fleet, energy, travel, waste and commuting.

Move from spend-based procurement estimates toward units, mass, product data or supplier-specific emissions factors wherever practicable.

Improve actual road-freight and international shipment distance data.
Improve energy-use information for downstream leased assets and investigate opportunities to reduce energy use in deployed equipment.
Use annual GHG results to prioritise actions according to both emissions significance and the organisation's ability to influence the source.

Annual Monitoring and Review

This Carbon Reduction Plan should be reviewed at least annually. Progress against each action and existing commitment should be recorded, reviewed by the appropriate management body and supported by evidence. Where methodology or data coverage changes materially, the reason should be explained to preserve transparency when comparing years.

Declaration and Sign Off

This Carbon Reduction Plan has been completed in accordance with PPN 006 and the associated guidance and reporting standard for Carbon Reduction Plans.

Emissions have been reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Protocol Corporate Standard, using the appropriate UK Government greenhouse gas conversion factors.

Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements, where applicable, and the required subset of Scope 3 emissions has been reported in accordance with the published reporting standard for Carbon Reduction Plans and the Corporate Value Chain (Scope 3) Standard.

This Carbon Reduction Plan has been reviewed and approved by the Board of Directors (or equivalent management body).

Board Approval date: 24th August 2026

Signed on behalf of Redflex Traffic Systems Limited:

Signature: ……………………………………
Name: John Campbell
Job title: Service & Standards Manager
Date: 24th August 2026