

Pathways to Net Zero

Wider Economy

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Chair:

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The proposition

- The transport sector alone cannot achieve transport net zero
- Most travel is a derived demand (i.e. moving between locations to carry out activities), so is strongly influenced by the conditions under which activities take place: location, frequency, timing, etc.
- Most of these activities are provided by public or private sector operators, whose service delivery models often take little account of the transport consequences of their operations
- SO, we need cross-sector collaboration and to address transport challenges in the context of the wider economy

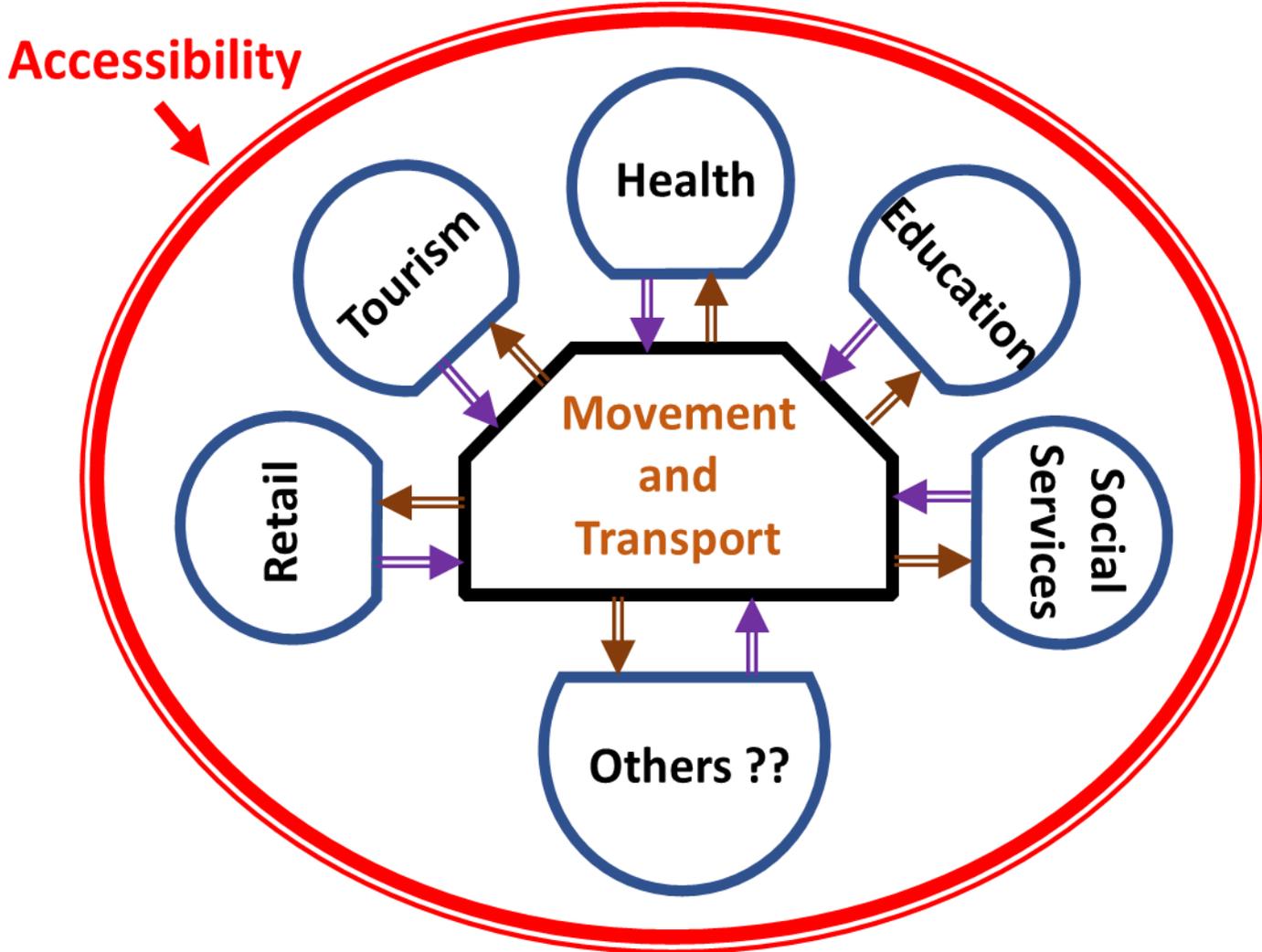
2019 NTS

- Assuming all trips are influenced by specific service providers, except:
 - Visits to friends and family (home or elsewhere)
 - Holidays and day trips

Then:

- 82% of daily trips are influenced by service providers, and
- 66% of annual mileage

Interrelationships with other sectors (e.g. health)



KEY:

Impact of Transport on Sector: ⇒ (e.g. Health)
+ = healthy travel
- = pollution, safety

Impact of Sector on Transport: ⇐

- What demands do service delivery models and investments put on transport?

Low/no carbon transport strategies

AVOID:

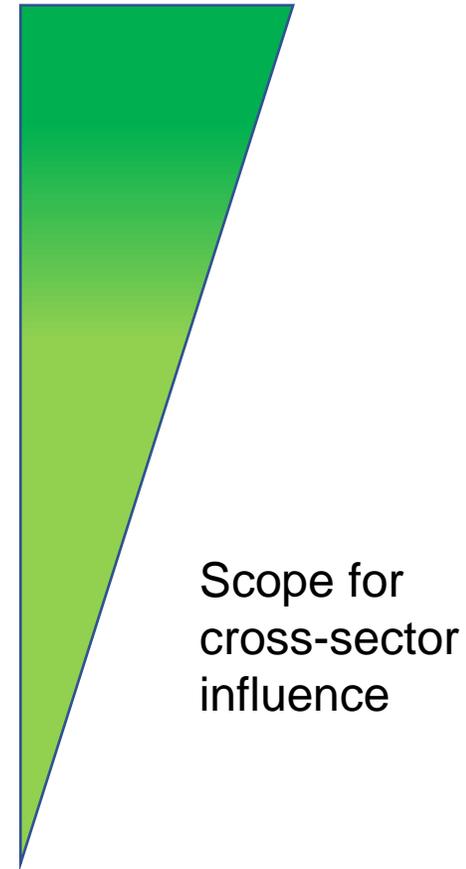
- Substitute digital for physical meetings
- Provide equipment in-home
- Localise facility provision (shorter trips)

SHIFT:

- Support/encourage shift to sustainable modes
- Consolidation of freight

IMPROVE:

- Decarbonisation of vehicle fleet
- Increase energy efficiency



Generic Service Delivery Options

Form of delivery	Details	Consequences
Fixed Physical Facilities	Trade-offs: Numbers vs Size	Varying size of catchment areas (trip lengths) and modal options
Mobile	Neighbourhood provision	Access on foot, but limited temporal availability
Provision to people's homes	Goods deliveries	Ordered by occupier or professional agency
	Personal services	Providing forms of care
Provision in-home	Physically	Purchase of equipment
	Digitally	Internet + receiver

Barriers to Cross-sector Working

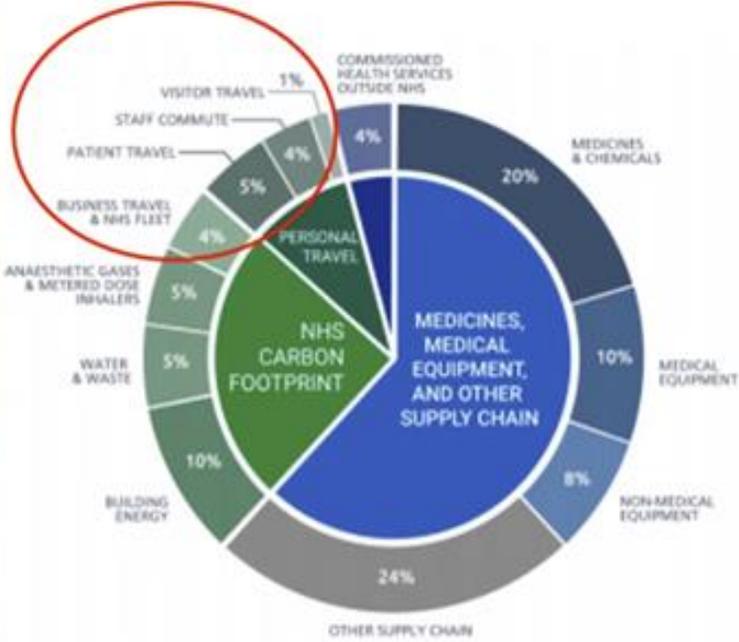
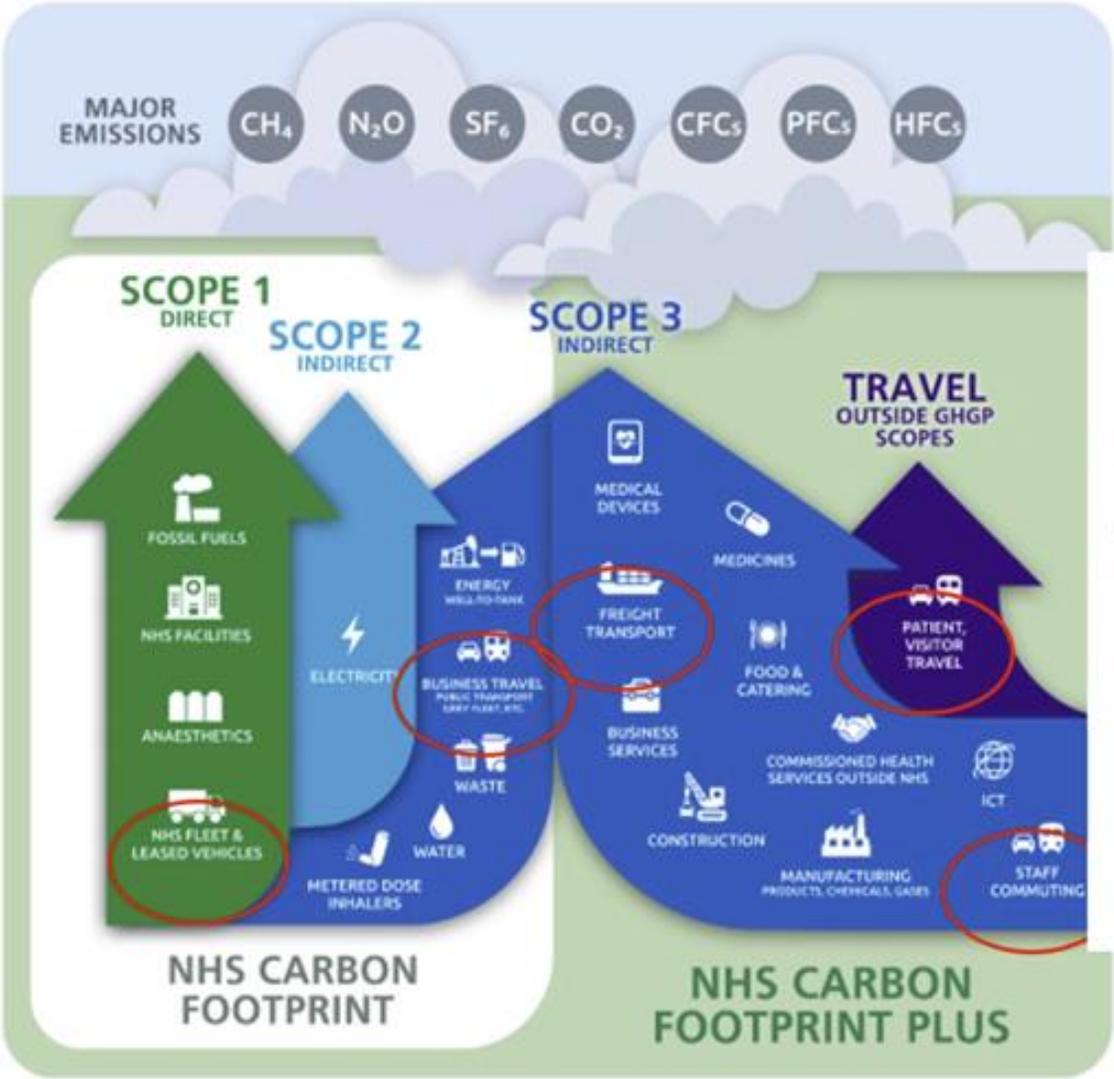
- Large private sector, profit-led involvement
- Language problems – different terminology
- Different culture and different priorities
- Different structures and decision-making processes
- Different incentives
- Different policy and business case criteria
- Different funding sources and time scales

BUT.....

Common Goal: Greenhouse Gas Protocol

- Scope 3 involves accounting for company-generated freight and person travel, plus employee and visitor travel:
 - Delivering a **'Net Zero' National Health Service**, December 2020.
<https://www.england.nhs.uk/greenernhs/wp-content/uploads/sites/51/2020/10/delivering-a-net-zero-national-health-service.pdf>
 - **CBI. Greener Miles: delivering a net zero vision for commuting**, April 2021.
<https://www.cbi.org.uk/media/6558/cbi-kpmg-greener-miles-2021.pdf>
- For the first time this aligns different sectors, in terms of:
 - Agreed overall objectives
 - Common metrics and timelines
 - Acceptance of responsibility for addressing sector-generated transport emissions: no externalising

Contributors to NHS travel and transport carbon footprint





**SO, what can – and should – other sectors
contribute (directly or indirectly) to transport
carbon reduction?**