

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

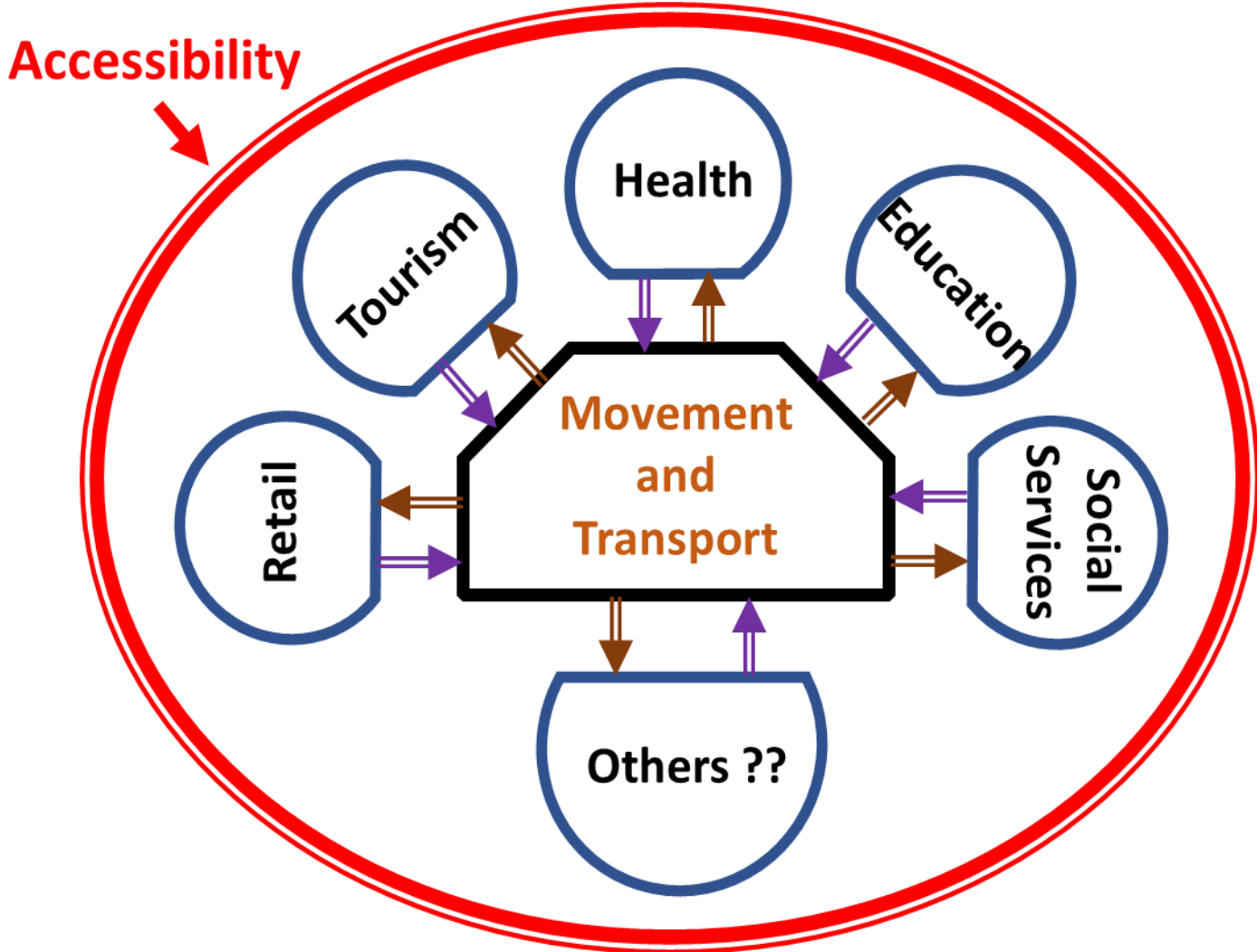
2019 NTS

- 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:

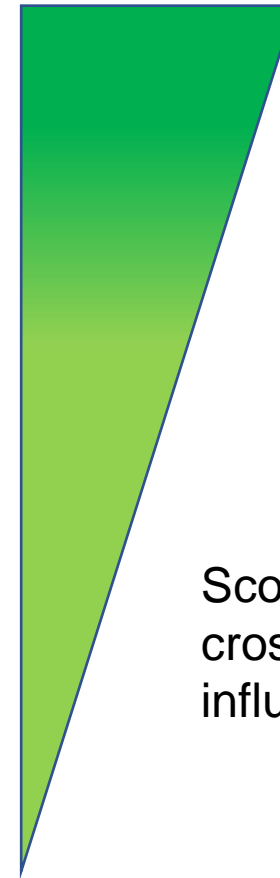
- Substitute digital for physical meetings
- Provide equipment in-home
- Localise facility provision (shorter trips)

SHIFT:

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

IMPROVE:

- Decarbonisation of vehicle fleet
- Increase energy efficiency



Scope for
cross-sector
influence

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

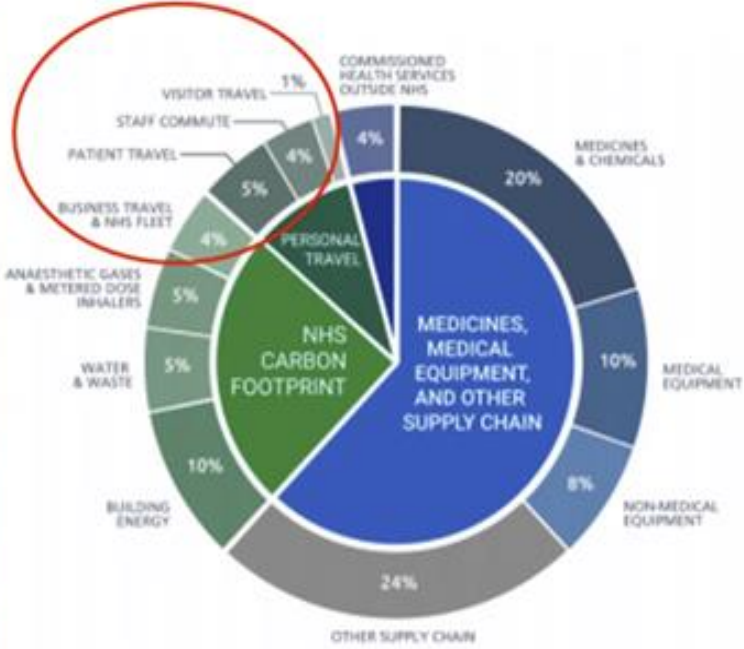
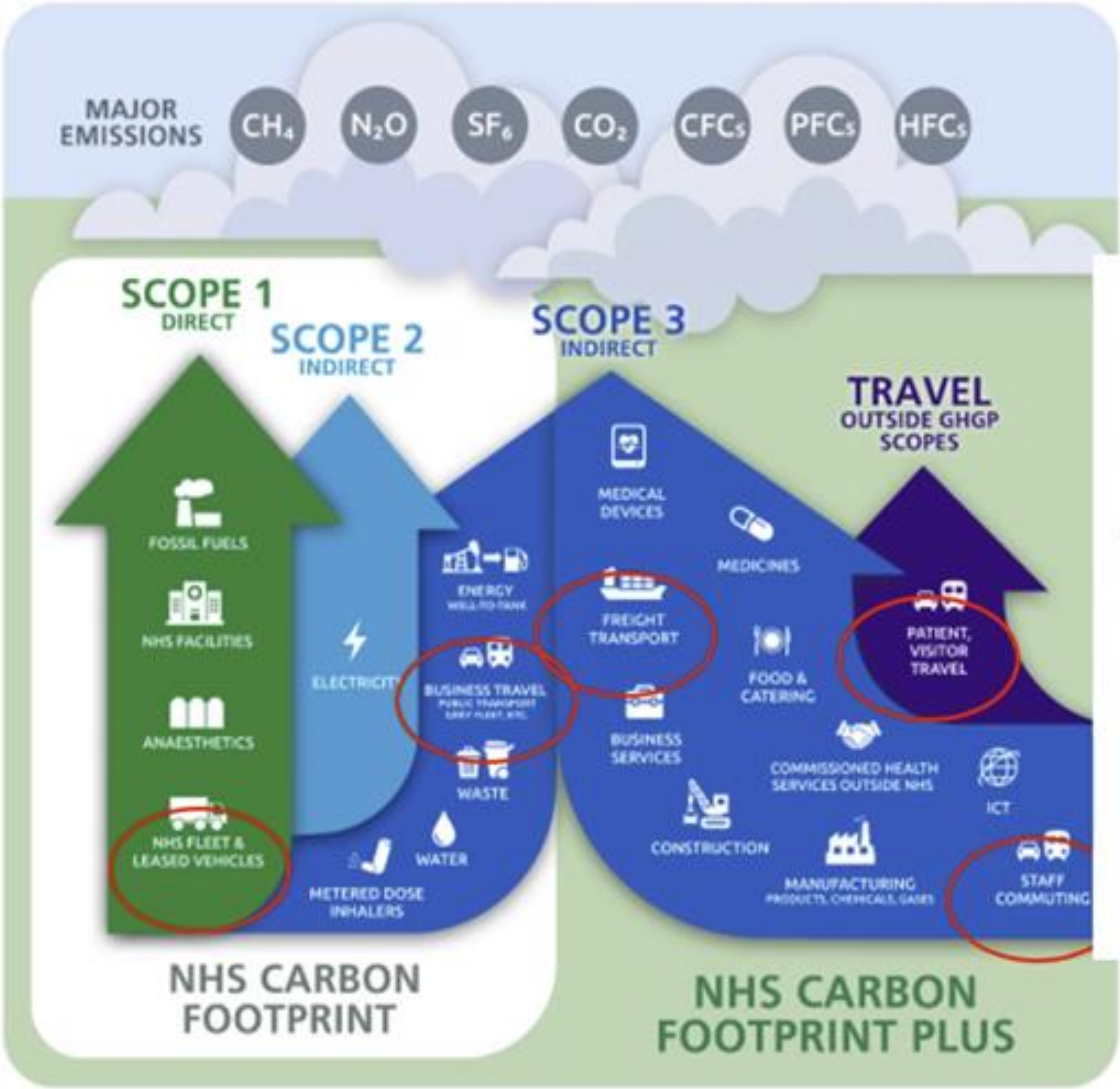
- Large private sector, profit-led involvement
- Language problems – different terminology
- Different culture and different priorities
- Different structures and decision-making processes
- Different incentives
- Different policy and business case criteria
- Different funding sources and time scales


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?**