



Strengthening carbon reduction transition pathways through cross-sector collaboration

Session 2H: From climate ambition to climate action

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Agenda

- The case for strengthening cross-sector links
- Principles of cross-sector linkages
- The practice: working with health and social care providers in Greater Manchester
- Conclusions and recommendations



Why strengthen cross-sector links?

- Strategies to meet (net) zero carbon targets can only be realised by closer working with a range of other sectors
- Cities have some well-established relationships with some sectors and organisations, particularly transport service providers such as public transport operators – and increasingly micro-mobility providers
- The drive for electrification is forcing cities to engage with energy suppliers and a new set of private sector organisations (e.g. EV charging providers)
- But, as yet there are very weak links to the major trip-generating sectors, that largely determine when and where trips are made



Collaborations with other sectors

AVOID:

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

} Trip-generating sectors: education, health, leisure, retail..

SHIFT:

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

} Governments, transport providers and major trip attractors

IMPROVE:

- Decarbonisation of vehicle fleet
- Increase energy efficiency

} Industry, utilities and transport providers



Collaborations – weak links

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Trip-generating sectors

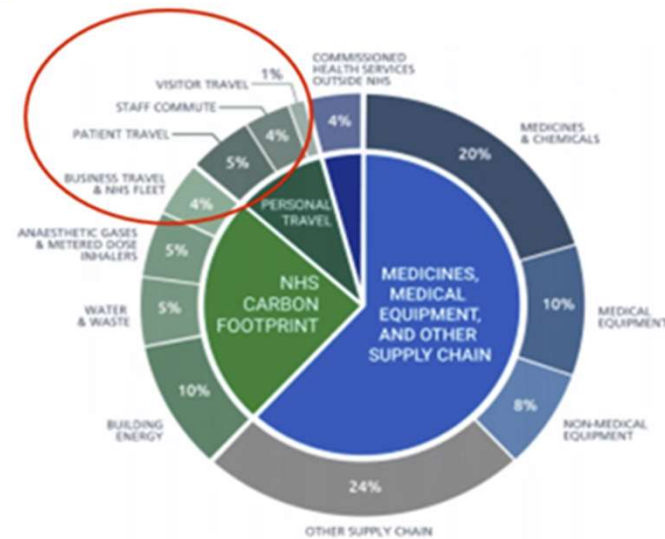
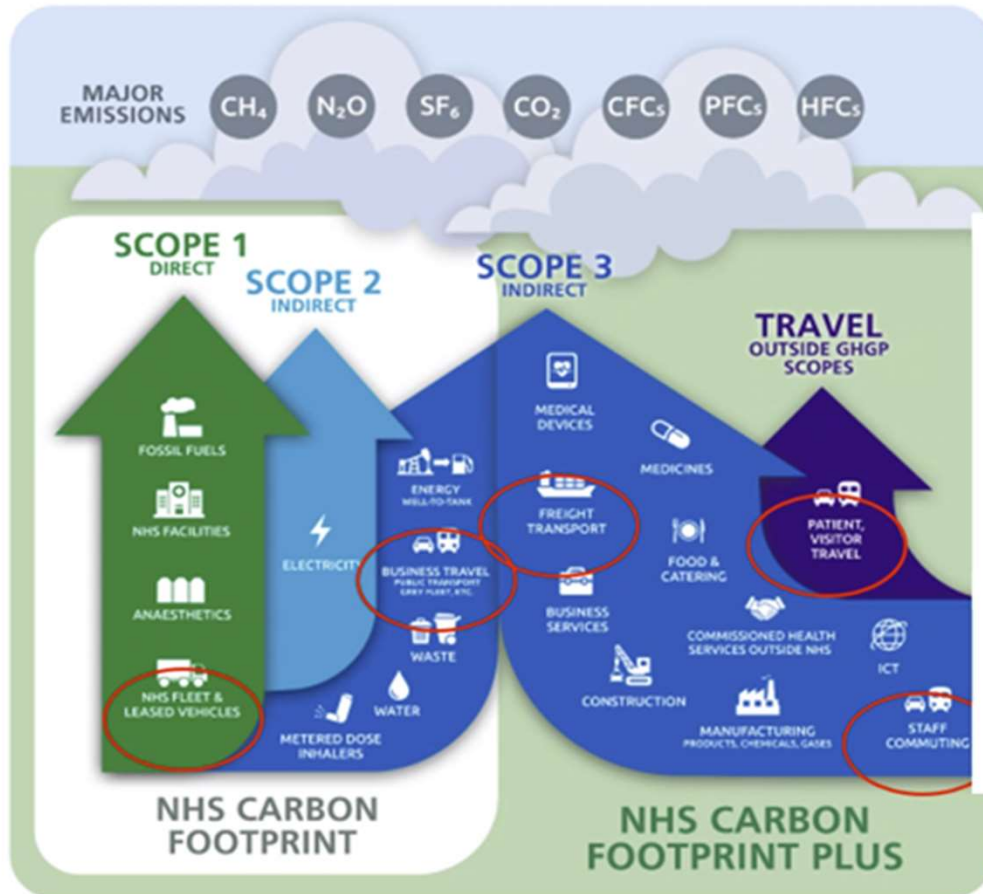
- Other sectors have developed business models and service delivery plans that do not take full account of the 'external' costs that they are imposing on transport systems:
 - **Education:** providing parents with free choice of schools, to encourage higher education standards
 - **Health:** build fewer, large edge-of-town hospitals, to ensure higher quality, specialist medical care
- This can lead to major additional transport costs and sub-optimal delivery, taking an economy-wide view
- This becomes especially important for cities declaring a 'climate emergency': sectors should not be 'exporting' carbon to transport (or other sectors), by externalising carbon production



Contributors to NHS travel and transport carbon footprint



An exception: the English NHS



The principles: Links vs partnerships

Strategies		Transport benefit
LINKS	'AVOID' travel	1. Reduce trip numbers
		2. Shorten trips
PARTNERSHIPS	'SHIFT' mode	3. Change transport mode shares
	'IMPROVE'	4. Reduce carbon and air pollution



The principles: health sector applications

Accessibility and mobility framework		Transport benefit	Interventions (examples included)
			Type
LINKS	'AVOID' travel	1. Reduce trip numbers	Remote communication
			In-home service provision
	2. Shorten trips	Home deliveries	
		Health-related visits to homes	
PARTNERSHIPS	'SHIFT' mode	3. Change transport mode shares	Localisation of health facilities
			Improved walking & cycling facilities
			Improved Public Transport (PT)
			Shared mobility
	'IMPROVE'	4. Reduced carbon and air pollution	Inter modality
			Clean air regulations
			Cleaner vehicle fuels
			Grid balancing & energy storage



Health sector applications in Greater Manchester



Introduction to Manchester City Lab



Objective: To establish effective cross-sector links between the Health and Transport Sector, and join up decarbonisation policy

1. Long Term Integration

Bringing all joint policy themes into GM's relevant long-term strategies

2. Short Term Action Plan

Co-creating a short-term action plan with the Health Sector



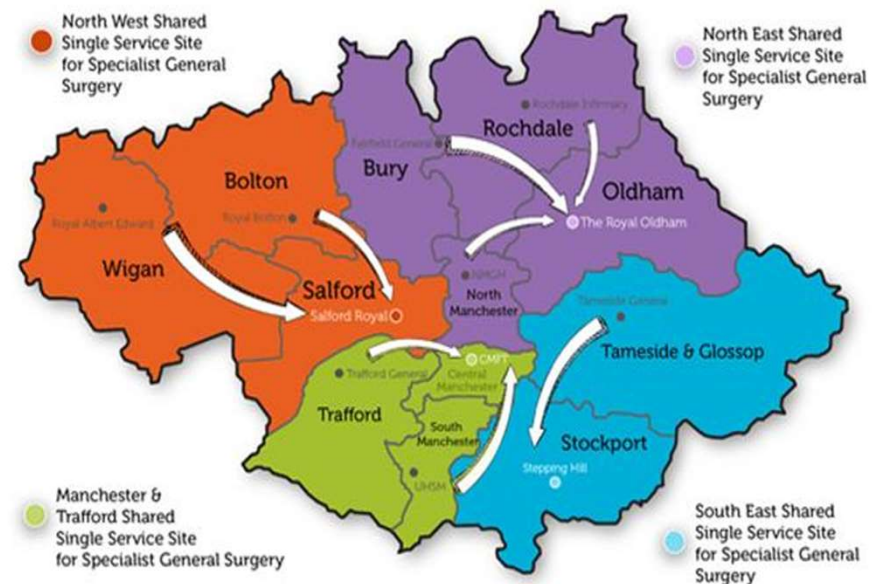


Evidence Base

2020-2021 - In-depth review of existing health and transport decarbonisation links in GM.

Conclusions:

- Carbon Integration between Health and Transport Sectors traditionally mostly around active travel
- Stronger ties created during covid – Nightingale Hospital, bike loans, Metrolink offer for NHS staff, etc.
- Opportunity for digital services to lead to decarbonisation really emphasised as pandemic hit



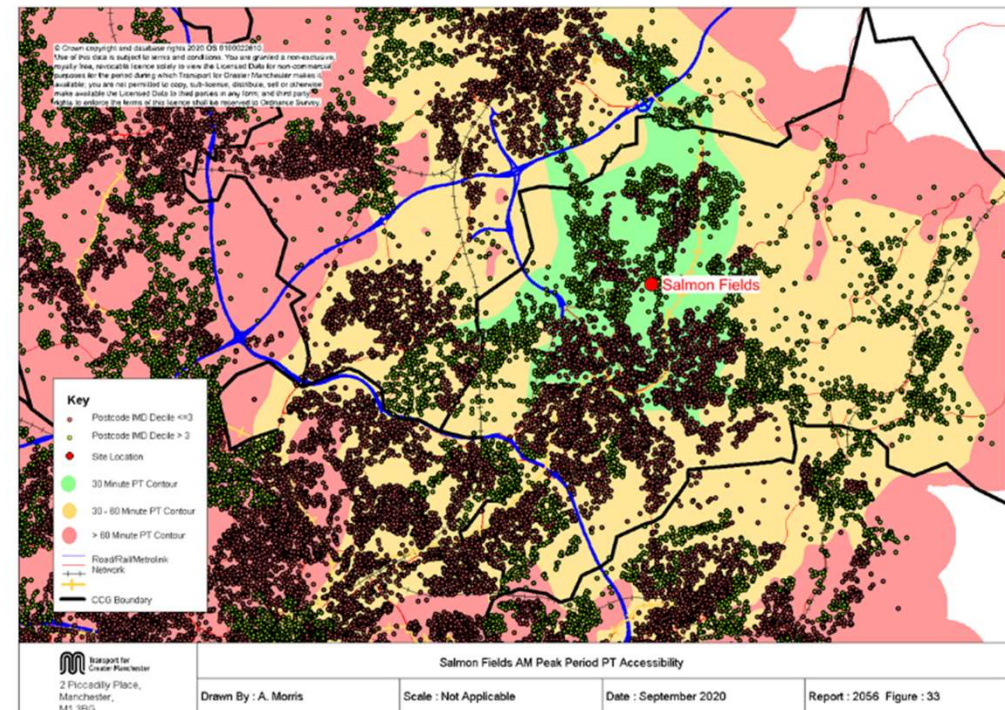


Evidence Base

In-depth review of existing health and transport decarbonisation links in GM.

Conclusions:

- Some examples of more in-depth collaboration discovered, e.g. TfGM modelling for Community Diagnostics Centre in Oldham
- And examples where these principles were followed but without direct coordination with transport sector;
- E.g. Macular Degeneration Pilot in 3 local stations
Wigan Social Care Ethical Care Review



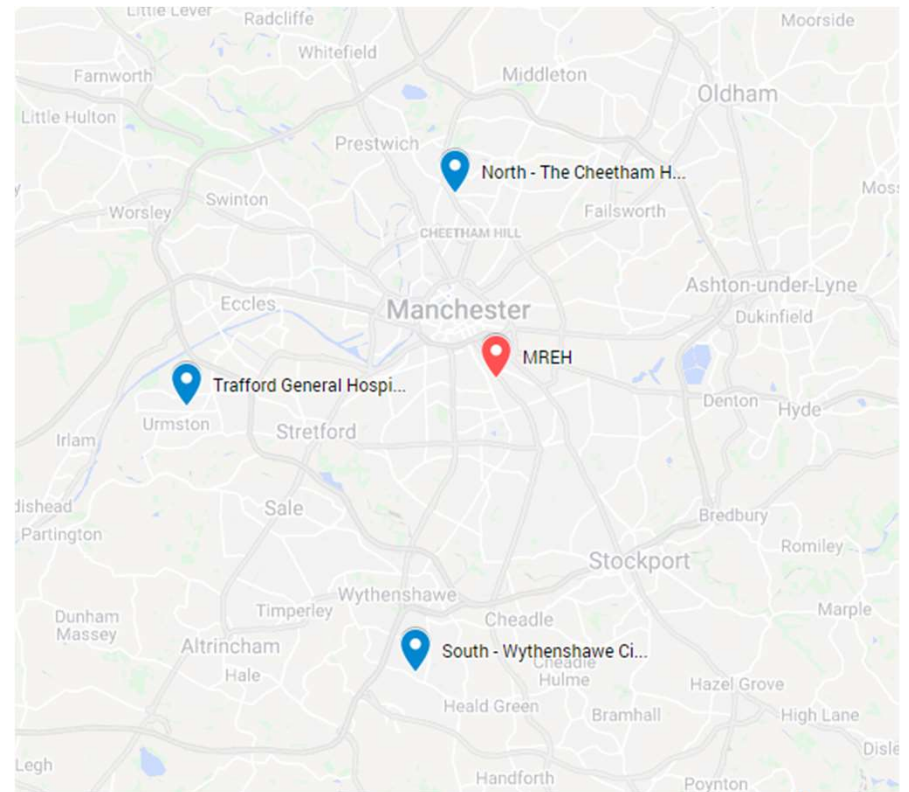


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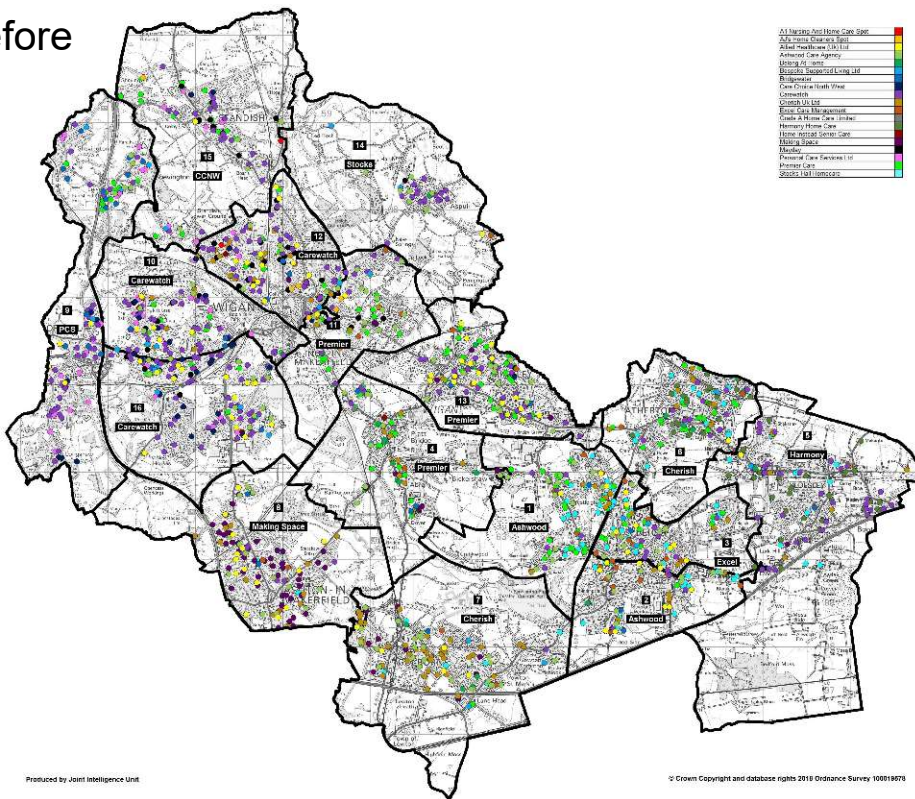
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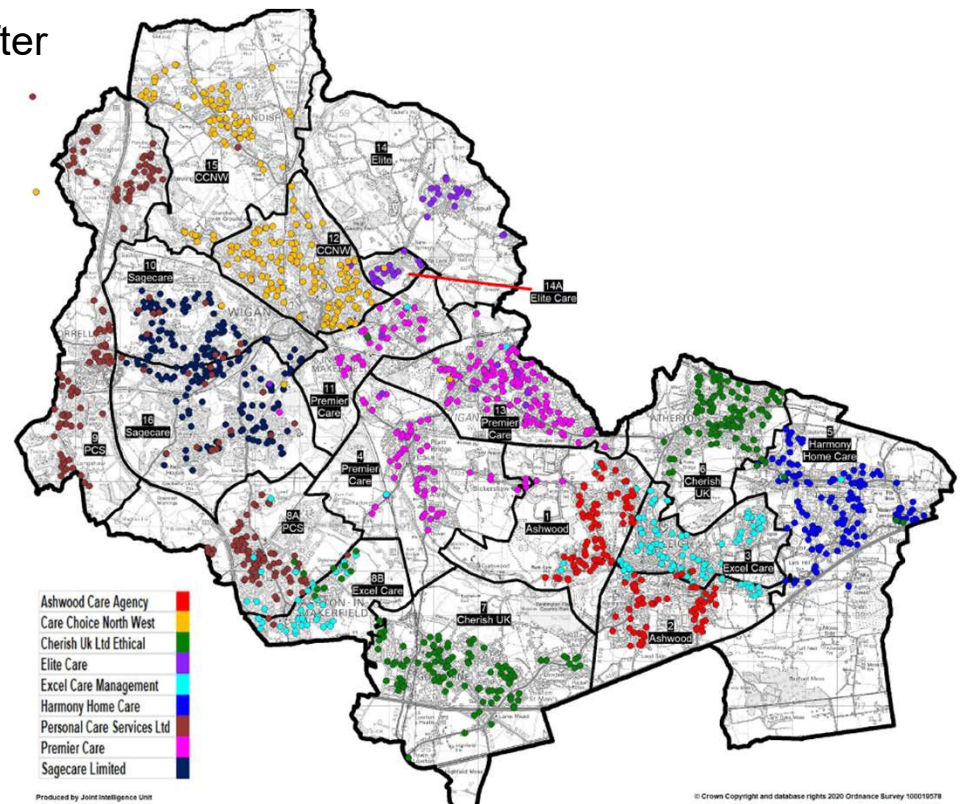
Best Practice – Wigan Ethical Care Review



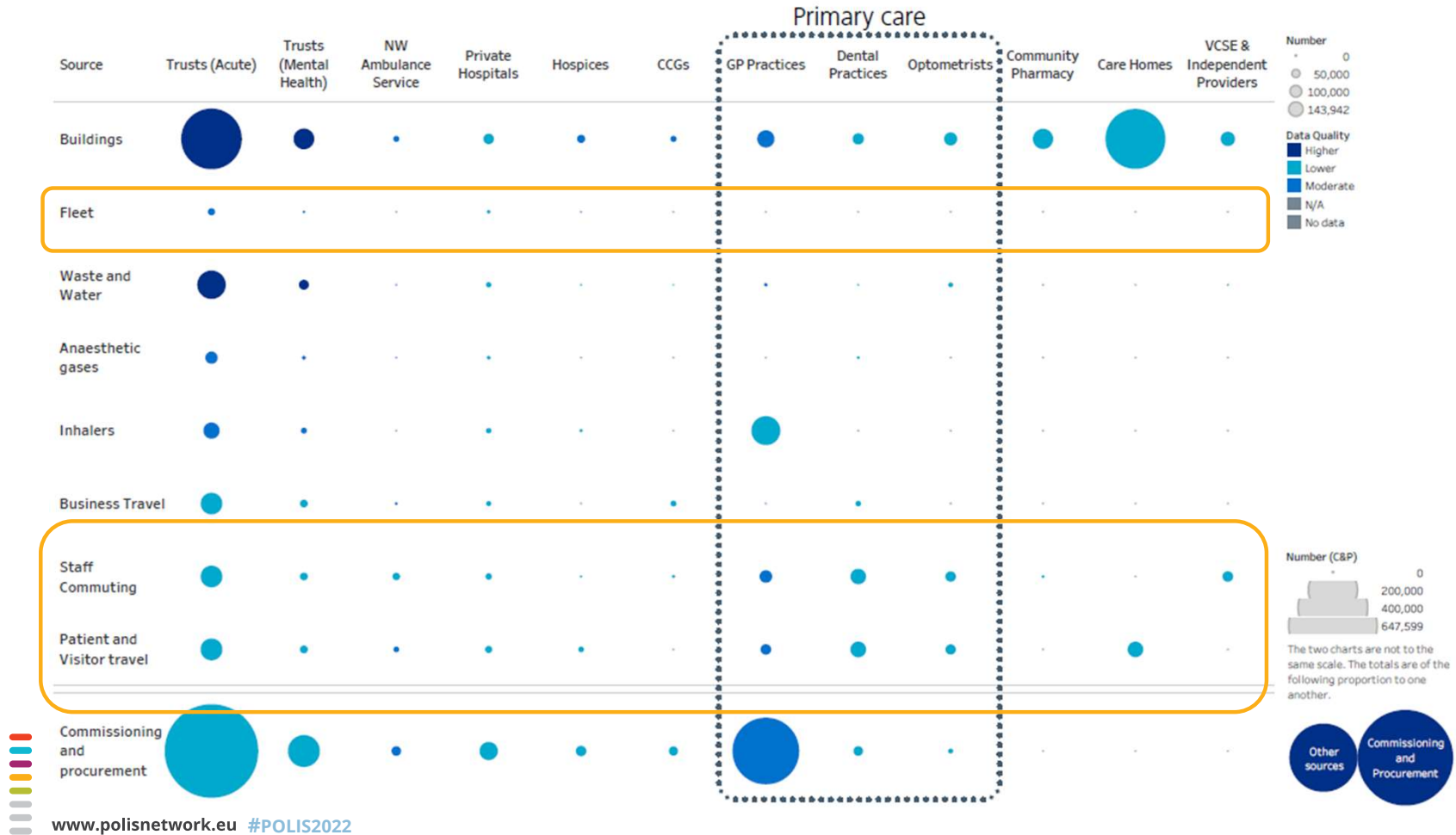
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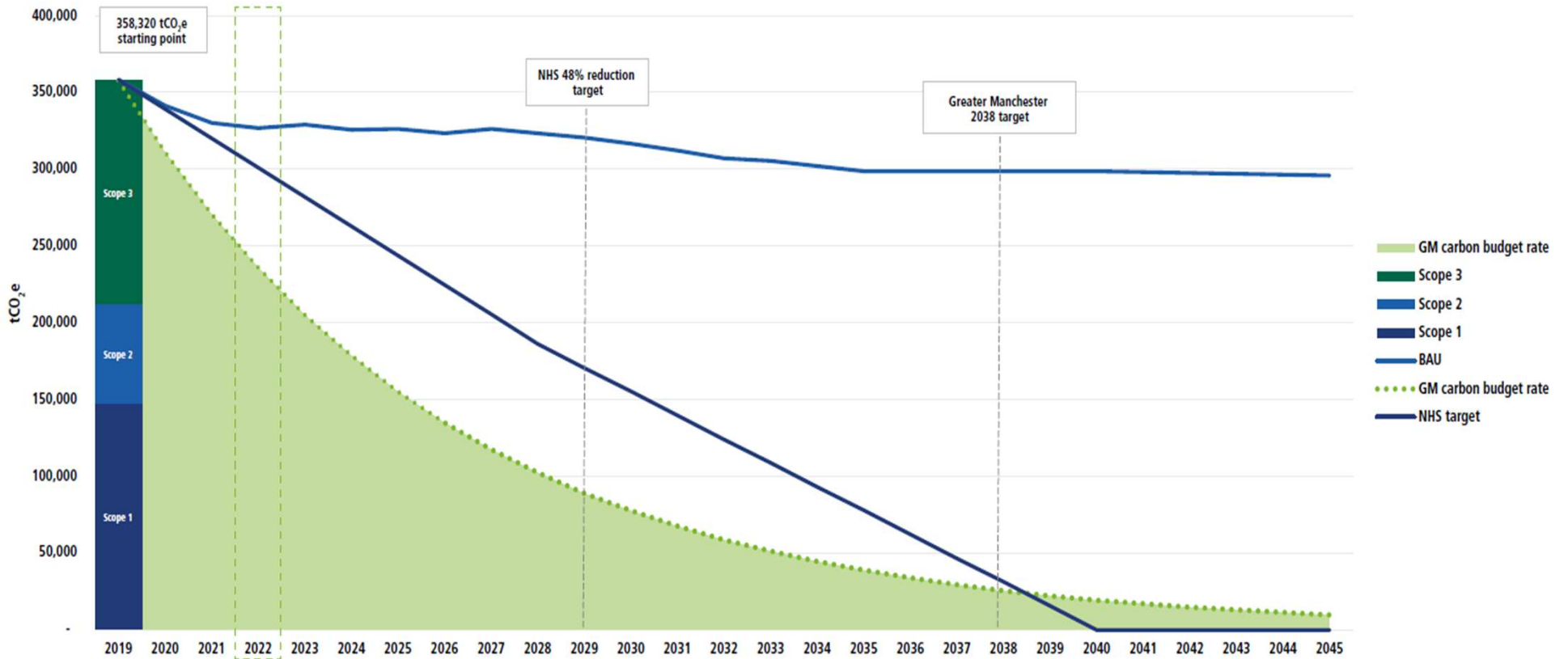
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NHS carbon hotspots



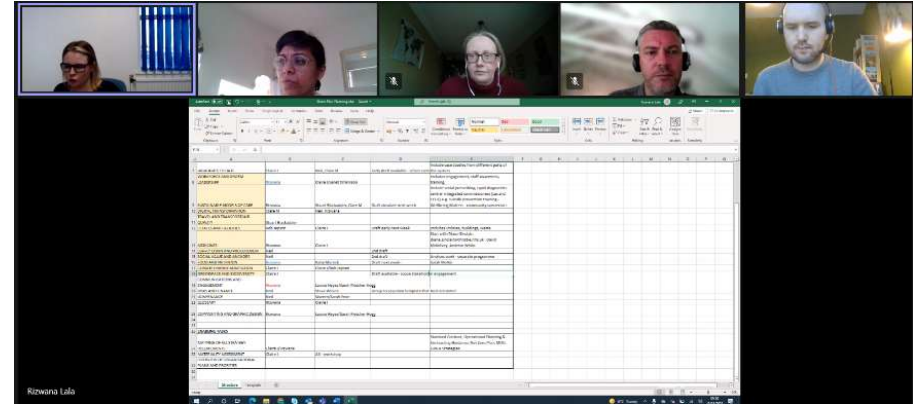
NHS Decarbonisation trajectory





Engagement Approach

- MF 'Mobility Forums'
- CI 'City Integrators'
- CEP 'Citizen Engagement' -



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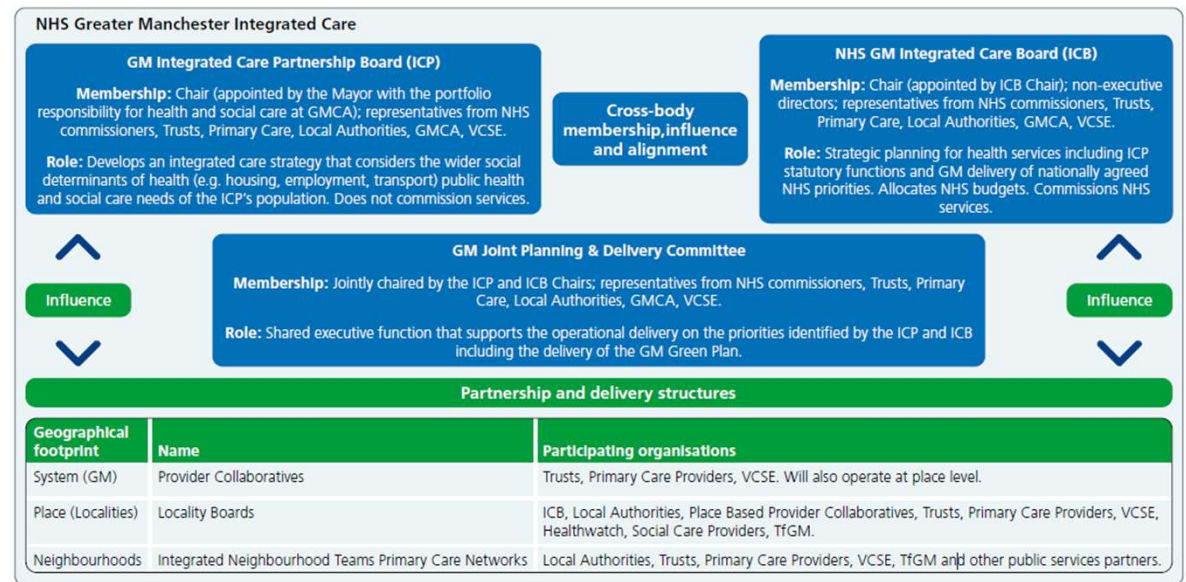


Links established - Governance

Governance

- NHS GMIC Green Plan:
- NHS Net Zero Delivery Board
- Transport Subgroup
- TfGM on Locality Boards & Integrated Neighbourhood Team Primary Care Networks
- GMHSCP/GMCA Joint Policy Group
- GM NHS Operational Sustainability Leads
- Health System Transport and Travel Collaborative Board (?)
- Cycle to Work / Active Travel scheme lead

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Links established - Delivery

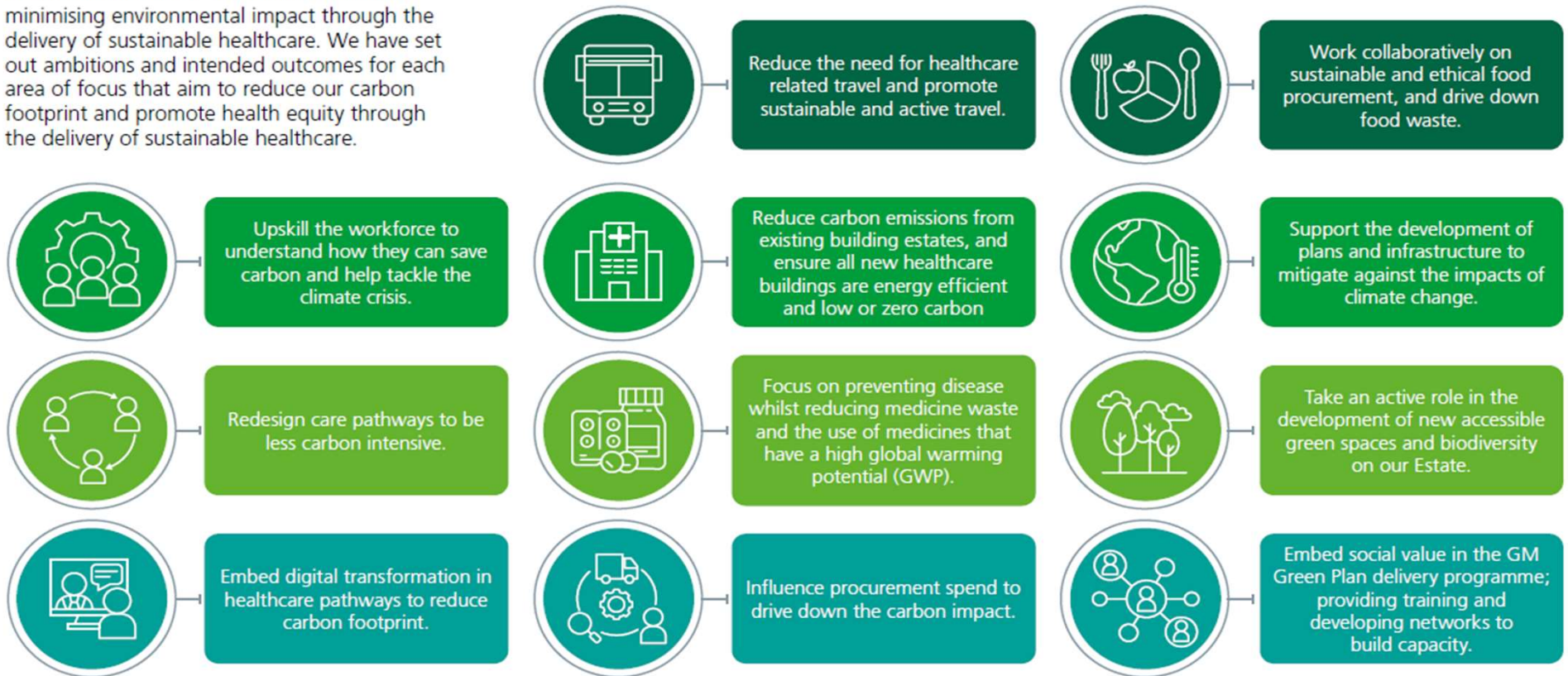
- Working closely with Wrightington, Wigan and Leigh (WWL) NHS FT on trialling customer travel information, new mobile network data for staff, active travel promotion
- Supporting Northern Care Alliance (NCA) NHS FT Community Diagnostic Centre citizen engagement & public transport customer travel information
- GM NHS ICS Social Value procurement Strategy, learning from TfGM 2040
- Demonstrating Travel Planning Toolkit in Primary Care
- Collaboration on the GM NHS GMIC Green Plan, (+ aligned 2038 target)
- Various other engagement...





The Green Plan at a glance

Our vision is to improve the health and wellbeing of all residents of Greater Manchester whilst minimising environmental impact through the delivery of sustainable healthcare. We have set out ambitions and intended outcomes for each area of focus that aim to reduce our carbon footprint and promote health equity through the delivery of sustainable healthcare.



Conclusions and recommendations

- Businesses developing carbon audits at Scope 3 level provide a unique opportunity for cities to work with major trip-generating sectors, to help them meet their carbon reduction targets
- Cities should pro-actively engage with these other sectors, encouraging them particularly to look at 'Avoid' strategies, and identify ways in which reducing trip numbers and trip lengths can help them deliver their services more efficiently and effectively, while also contributing to transport's targets
- Currently there are a lack of examples and evidence – this gap needs to be filled urgently



Thank you for your attention!

For questions:

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