

Healthy Travel Strategy 2023-2028

**HEALTHIER
PLANET
HEALTHIER
PEOPLE**

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Introduction

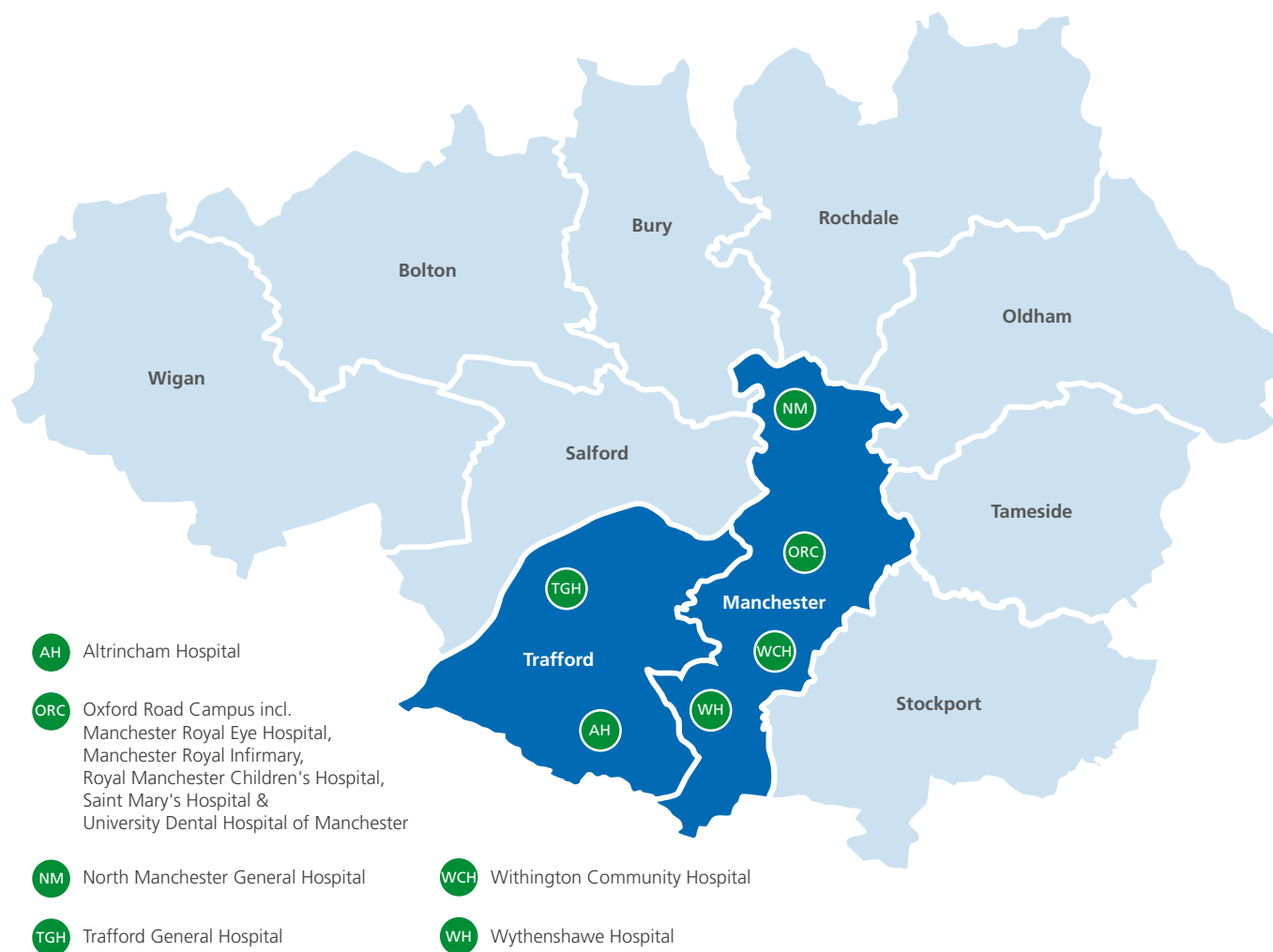
We want the most sustainable travel choices to be easily accessible to our staff, patients and visitors. This strategy shows how sustainable journeys present a huge opportunity for the health of our communities and our environment.

A Bit About Us

Manchester University NHS Foundation Trust (MFT) was established in 2017 following the merger of the former Central Manchester University NHS Foundation Trust and University Hospitals of South Manchester. In 2021, North Manchester General Hospital also became part of the Trust to provide a consistent single hospital service to the local population. Our services include community and secondary care to the populations of Manchester and Trafford, and specialist services to patients from Greater Manchester, the North West, and the rest of the UK.

In total, the Trust has around 28,000 members of staff who offer care to 750,000 people in Manchester and Trafford. MFT is the largest single provider of specialised services in North West England. MFT is also one of the major academic research centres and education providers in England. Research and innovation are at the heart of everything we do, enabling our patients to have access to the latest high-quality care and clinical trials.

MFT comprises of ten hospitals, across six sites, plus MFT staff based within the Manchester and Trafford Local Care Organisations (LCOs) as shown on this map.



Foreword



Dame Sarah Storey

Creating better sustainable transport choice is vital to enabling the people of Greater Manchester to grow up, get on and grow old.

Enabling choice means that everyone can have the option of walking, wheeling or

cycling some or all of their short journeys and that the integration of active travel into the public transport system provides people with a viable alternative to the car for longer journeys.

In Greater Manchester we are building the Bee Network and for sustainable transport choice this means;

- walking, wheeling and cycling routes that are integrated with the public transport system and allow people to get to the bus, tram or train without having to drive every time.
- operating and expanding the GM Cycle Hire scheme, alongside the developing network of bike libraries to enable people who don't own their own cycle to access the network.
- appraising and updating the GM Home to School travel strategy to ensure that young people and primary age children are able to benefit from getting to school via the Bee Network.
- tackling the issues posed by road danger and working to establish the possibility of a Vision Zero approach for GM.

- building routes and infrastructure that are universally accessible, so that non-standard cycles and cargo cycles, as well as electric-assist pedal cycles and those wheeling or walking can access the Bee Network.
- expanding the number of secure cycle parking spaces across the region and ensuring they are accessible for non-standard cycles as well as cargo bikes.

Alongside the work being done to improve active travel provision, the region is working to implement bus franchising and a contactless, capped ticketing approach for end-to-end journeys, enabling people who live, work or visit GM to move around in a most cost-effective way.

By building the Bee Network and creating a far more accessible, convenient and cost-effective active travel and public transport system, Greater Manchester will be better positioned to tackle health and social inequalities, increase access to opportunities and develop the region's economy.

This strategy is an important step by one of the region's largest employers and the biggest health institution. It builds on the work happening across the region and will support Greater Manchester's ambitions to be carbon neutral by 2038.



Introduction

As an anchor institution in a large city region, we can influence our communities to make a difference and challenge the default approach of travelling to our sites by car. We must break down barriers that prevent people from making sustainable travel choices, whether that be by championing our majority female workforce to cycle to work, enabling staff that live locally to get to our sites on foot, or supporting lower-paid staff to access sustainable travel choices. We need to empower, encourage, and support everyone so they can play their part.

The vision of the MFT Healthy Travel Strategy is to support staff, patients and visitors to choose low carbon forms of travel. We want to ensure that our business practices adopt low carbon forms of transport.

This strategy aims to:

- Reduce the carbon footprint of MFT travel
- Support improvements in local air quality
- Improve health & wellbeing outcomes for the MFT community.

This strategy details our commitments to change behaviour, improve operational efficiency, and develop infrastructure for sustainable travel and transport activities over the next two years and beyond.

The strategy relates to staff, patient and visitor travel, as well as the transport and logistics services moving goods and people to or from our sites.

Each of the major MFT sites already has a bespoke travel plan that outlines the geo-spatial and accessibility requirements. This Healthy Travel Strategy will provide the overarching framework to inform the local travel plans as they are renewed on a regular basis. Through these supporting documents, we will seek to promote inclusive, low-carbon opportunities and activities for all. The changes we make to support sustainable travel will have a positive impact for our people and environment.

Background to the Strategy

MFT contributes to, and is affected by, the environmental impacts of travel and transport. As one of the largest employers in Greater Manchester, we:

- facilitate over 28,000 employees travelling to work
- treat over 750,000 patients
- travel over 6 million business miles every year

This work complements the [MFT Green Plan](#) and the ambition to deliver sustainable healthcare across Greater Manchester. In 2019, MFT declared a Climate Emergency and this strategy will support efforts to address the climate crisis, as well as the aims of the NHS to achieve net zero.

This strategy also supports NHS England and Improvement's goal to become net zero carbon by 2040.



Green Plan 2022-25



Healthy Travel Strategy



Site-based Travel Plans

- Code Green: Delivering Net Zero Carbon at MFT
- The long-term vision for a sustainable healthcare system

- This document
- Overarching sustainable travel vision and aims

- Specific documents for each major MFT site
- Outline the package of site-based actions to encourage safe, healthy and sustainable travel options

Greater Manchester Context

The travel options available at each of our sites vary as they are within a complex city-wide transport network that has historic challenges as well as emerging innovative improvements.

External changes to the transport system in Greater Manchester such as the bus franchising – part of “[Destination Bee Network](#)” – will bring about fundamental changes to local transport networks. These changes could deliver real and lasting improvements for Greater Manchester residents, making it easier and more affordable to travel sustainably.

It is important to acknowledge that much of the infrastructure, legislation and delivery of daily travel are beyond the direct control of the Trust. However, by setting out our healthy travel vision within this strategy we are able to influence our partners positively and proactively to represent the needs of our staff and patients.

Travel at MFT

This strategy builds on previous Travel Plans, which had a primary focus on staff commuting. However, the new strategy encompasses a broader range of travel activities and associated impacts.

Travel emissions are categorised into:

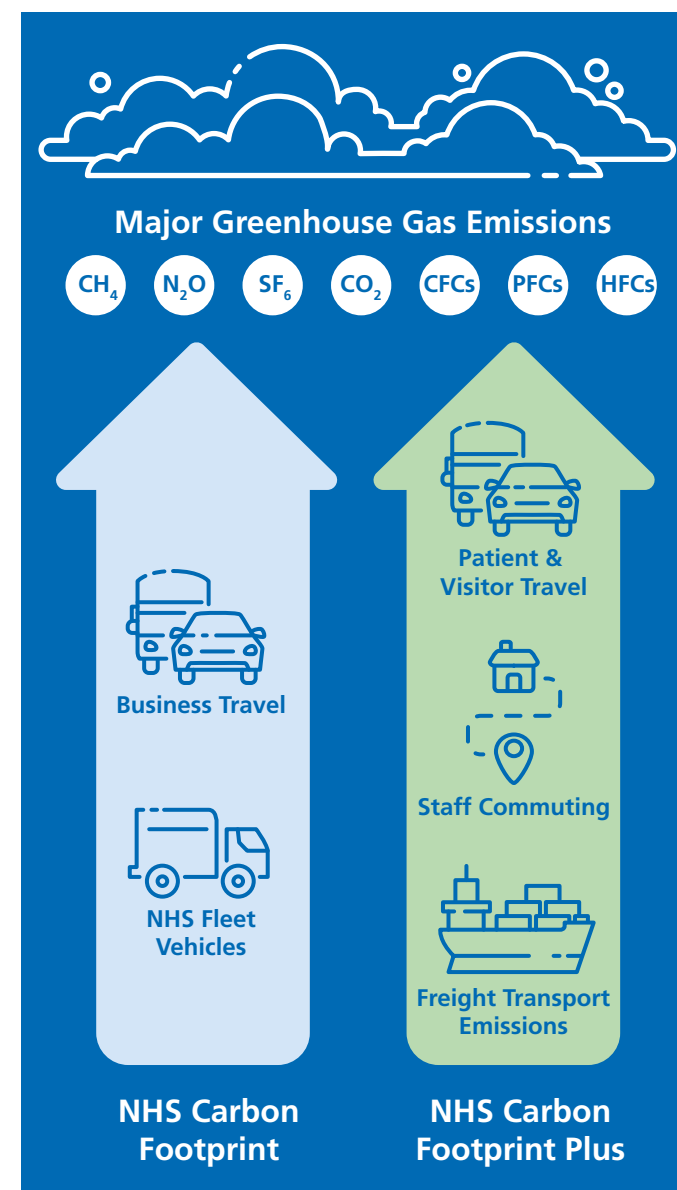
- Direct – Travel undertaken by the Trust, where there is direct control over the activities undertaken. These are part of the MFT ‘Carbon Footprint’.
- Indirect – Travel associated with Trust activities, where there is less influence on travel decisions. These are part of the MFT ‘Carbon Footprint Plus’.

Elements of Direct Travel Emissions:

- Business Travel – Travel undertaken on behalf of the Trust which can be local, national, or global. It includes travel by community-based staff to deliver care at a patient’s home or in community settings. Business Travel can be conducted via active travel, public transport or staff-owned vehicles. This also includes vehicles owned or leased by the Trust in order to fulfil a service need.
- MFT Transport Fleet – Travel undertaken using Trust operated vehicles delivering a range of services across healthcare sites such as transporting patient records, sample collection services, mail deliveries, and any in-house waste collection.

Elements of Indirect Travel Emissions:

- Staff Commute – Travel by employees to and from their place of work.
- Patient and Visitor Travel – Travel by patients and visitors to access MFT services on-site or at community bases. Travel needs and requirements will differ depending on the type and level of patient care, as well as the frequency of visitors coming to our hospital sites.
- Supply Chain Deliveries and Logistics – Deliveries of products and services that keep healthcare services running. The Trust receives hundreds of deliveries across its sites every day. This element of travel overlaps with the Sustainable Procurement theme of the [Green Plan](#) and is heavily linked to the procurement strategies of the Trust.



Why do we need this Strategy?

Care delivery across the NHS is changing, with a focus on prevention, out of hospital care, and more personalised care. All of these elements will have an impact on travel needs and have been considered in determining our approach and priorities.

Travel is fundamental to delivering healthcare, with 3.5% (9.5 billion miles) of all road travel in England relating to NHS patients, visitors, staff, and suppliers. However, this travel has a negative impact on our climate, air quality, local environment, and health.



Climate Change

Transport using petrol- and diesel-powered vehicles release carbon emissions and pollutants, and are a significant contributor to climate change. In the UK nearly 10 mega tonnes of CO₂e are emitted by domestic transport sources.

In 2009, the Lancet Commission declared that “[climate change is the biggest public health threat of the 21st century](#)”. When the [Delivering a Net Zero NHS](#) plan was launched in October 2020 it was made clear that “**the climate emergency is a health emergency**”.

In 2019, MFT followed the Greater Manchester Combined Authority (GMCA) and the Greater Manchester Health and Social Care Partnership (GMHSCP) in declaring a Climate Emergency, publicly recognising the threat that climate change poses to the world and our health.

The situation is getting worse, with nine of the top 10 hottest years on record occurring in the last decade, and around [1,500 people per year dying from excess heat in 2020 and 2021](#). Without accelerated action to fight climate change, there will be increases in the intensity of heatwaves, more frequent storms, and flooding. Furthermore, the Intergovernmental Panel on Climate Change (IPCC) warns of the potential for [increased spread](#)

[of infectious diseases such as tick-borne encephalitis and vibriosis](#). These impacts disproportionately affect the most vulnerable in society, both nationally and globally.

Climate change targets and declarations have been publicised by a range of organisations:

- 2038 Greater Manchester net zero target (GMCA)
- 2040 net zero for direct emissions (NHS E&I)
- 2045 net zero for indirect emissions (NHS E&I)
- 2050 national net zero (UK Government)

The environmental commitments we have already made mean that emissions from our fleet vehicles and business travel must reach net zero by 2038, and that emissions from staff commuting, and patient and visitor travel must be net zero by 2045.

Decarbonising transport forms an important part of delivering these commitments. **Travel and transport are consistently responsible for 6% of MFT's Carbon Footprint Plus**



Health & Wellbeing

Travel choices can affect other health conditions. [Physical inactivity contributes to 1 in 6 deaths in the UK and costs £7.4 billion per year to business and wider society](#), and the problem is worsening.

It is known that active travel (cycling and walking) is a good way to build physical activity into the day and can also help improve mental health. In Manchester, [more than 30% of trips made by car are less than 1km and 50% of adults in Greater Manchester are classed as inactive](#), meaning that there are lots of opportunities to promote further walking and cycling across our communities.

Building cycling and walking into daily routines is the most effective way to increase physical activity as well as boost mental wellbeing.

Why do we need this Strategy?



Air Pollution

Air pollution causes 7 million premature deaths every year across the world and is responsible for one-third of all deaths globally. In Greater Manchester, [air pollution contributes to at least 1,200 early deaths each year.](#)

The emission of noxious and poisonous gases, along with particulate matter from brakes and tyres are important contributor factors to poor air quality.

These causes of air pollution have a disproportionate effect on deprived and vulnerable communities, as they are often reliant upon housing in more affordable locations close to busy roads.

Pollutants are inhaled and absorbed by the body, increasing the risk of chronic cardiovascular and respiratory diseases, airway and lung cancers as well as exacerbating existing health problems such as asthma. Poor air quality affects everyone in society but certain groups tend to be more at risk. This includes children, pregnant women and unborn babies, older people, and people with respiratory medical conditions.



Local Environment

Traffic congestion creates real challenges:

- Negative economic and social impacts are caused by missed appointments
- It can create dangerous or hostile spaces in the public realm.

[Evidence from satnav data showed that during the morning peak period, Manchester was 38% congested, and 46% congested in the evening peak.](#) This adds an additional 11 minutes and 14 minutes respectively to a 30-minute journey.

With 3.5% of all road travel attributable to the NHS and as an anchor institution within Greater Manchester, we have a responsibility to reduce our traffic levels on the roads. This can be through a combination of re-timing journeys to avoid peak periods, or preferably switching drivers to other modes of transport where feasible.



Ethical Concerns & Unintended Consequences

Changing travel habits and updating technology could have broader implications. For example, as the demand for electric vehicles increases, there are increasing ethical concerns around the mining of

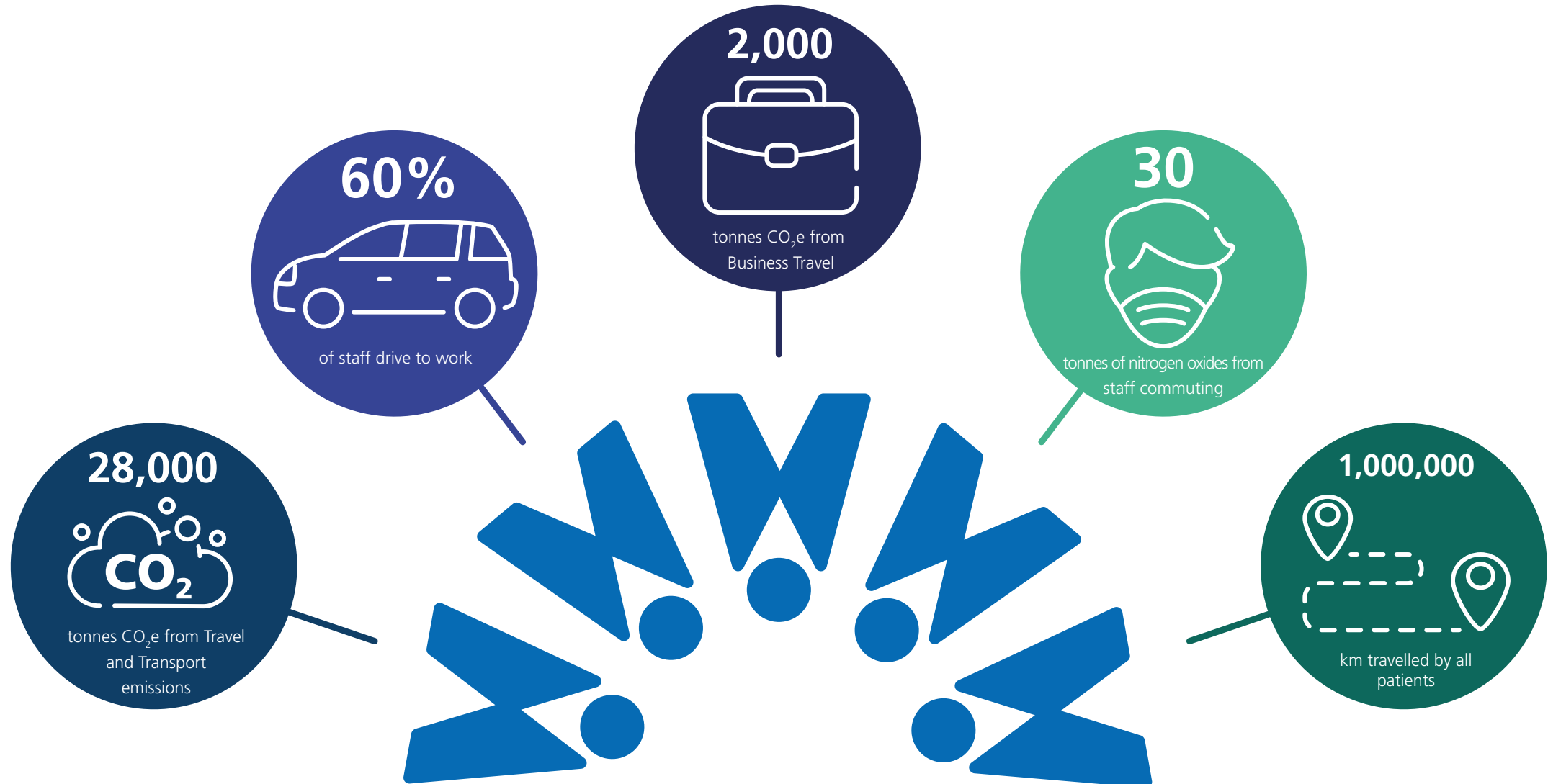
raw materials such as cobalt, graphite and lithium, as well as the shortage of metals like copper. Human rights issues, child labour and mining practices are all under scrutiny. Although electric vehicles support the delivery of net-zero carbon ambitions, this cannot be at the expense of other sustainability and socioeconomic issues. It is vital that we build responsible, resilient, and transparent supply chains.

Increased provision of electric vehicles will not reduce congestion and the issues related to this. We need to shift our approach away from private car use and towards active travel and public transport.

Electric vehicles will of course play their part in reducing tailpipe emissions but should not be seen as the primary solution. Furthermore, new electric vehicles can be expensive to purchase and are therefore not universally available to MFT staff.

Our Impact

Carbon emissions and pollution lead to poorer health outcomes. MFT travel activities contribute to these problems locally and globally.



Highlights So Far

We have been working on sustainable travel improvements for several years, which has led to local and national recognition, including:

- Platinum Travel Choice Award from Transport for Greater Manchester (2020)
- Case study featured in the launch of '[For a Greener NHS Campaign](#)' (2019)
- Highly commended in the Travel category at the NHS Sustainability Day (2018)
- Cargo Bikes and EVs featured in the [Greener NHS promotional video](#) (2022).

Case Study: Bike Courier Service

Our bike courier service is provided by Toby and Lucy from Chorlton Bike Deliveries. They use e-cargo bikes to collect samples from local GP surgeries and pharmacies and deliver them to the laboratories at Wythenshawe and Oxford Road hospitals. This has replaced trips that were previously made using the electric vans, which are now able to conduct an enhanced scheduled delivery and parcel service across MFT. In turn, this has replaced outsourced courier and taxi trips, saving approximately 5 tonnes CO₂e per year, plus around £19,000 per year on avoided taxi and courier costs.



Initiatives

Some of the key initiatives that have delivered improvements for staff and patients over the last few years are shown below.

Case Study: Remote Working

Since the COVID-19 pandemic, the way meetings have been conducted has been revolutionised. Before COVID-19, 83% of meetings were held face to face, whereas during the pandemic 97% of meetings were conducted remotely. This change has helped to break down barriers and resistance to conducting meetings in this way. Now the technology is embedded, many meetings can be held without the expected need for travel.



Case Study: Electric Vehicles

The MFT Transport Fleet is now 74% electric thanks to ongoing investment in infrastructure and lifecycle replacement of the leased fleet vehicles. As a result of this transition to zero tailpipe emission vehicles, the carbon footprint of MFT Transport Fleet has dropped from 155 tonnes CO₂e per annum to less than 56 tonnes, a reduction of 64% since 2019/20.



Case Study: Remote Patient Care

Prior to the pandemic around 1,500 patients had hip and knee replacements at Manchester Orthopaedic Centre, based at Trafford Hospital. As part of the process, patients would attend a pre-op education programme in a face-to-face group setting. This changed to an innovative online education class designed collaboratively with MFT and Johnson & Johnson Medical Devices. This project has minimised the number of hospital visits required before surgery, improved patient experience, and makes the enhanced recovery pathway as safe as possible.



Case Study: Access to Bikes

We ran a "Bikes for Business" scheme in collaboration with Transport for Greater Manchester (TfGM) in 2019. This pilot scheme enabled 40 staff to hire a range of hybrid, electric, or folding bikes for 14 days free of charge.

In 2023 we are running two additional bike hire schemes:

- We are the first NHS site to pilot the Cycling UK *Making Cycling E-asier* project
- We have relaunched a scheme called *Rent-e-bike* in collaboration with Manchester Bike Hire



Case Study: Community Based Services

Macular degeneration is the most common cause of blindness amongst the elderly. Wet age macular degeneration is treatable with regular injections to prevent visual loss. Often this means monthly trips to the hospital. However, in 2015 new community-based eye clinics were set up which have delivered over 2,500 treatment appointments locally. This care provided closer to home is much more convenient for patients, and saves over 30 tonnes CO₂e annually, a 50% reduction compared to hospital-based appointments..



If you want to find out more about the sustainable travel options available at our sites, please scan the QR code below:

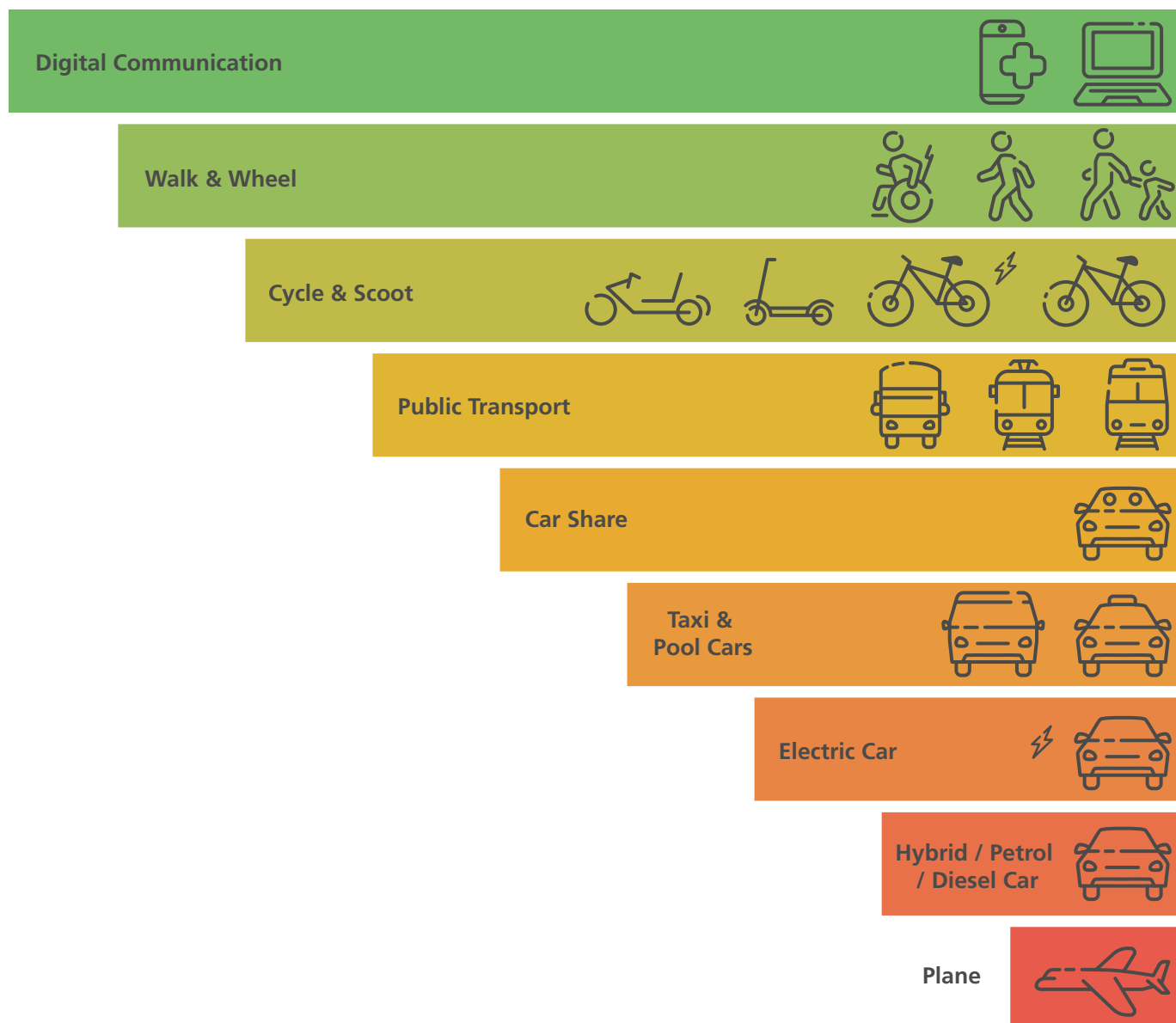


What You Can Do

The travel hierarchy is a tool to rank travel choices. The most sustainable options are shown at the top of the diagram. This hierarchy represents a decision tree that staff and patients should consider before making any journey.

Alongside our commuting, business travel and patient trips, the logistics associated with our supply chain can have a large detrimental impact on the environment and emit a large amount of CO₂e. We will also be working with our supply chain to reduce the effects of deliveries and logistics on the environment.

See the Hierarchy of Travel image on the right, which shows the various options from most to least sustainable.



Opportunities & Risks

Many elements of transport infrastructure are outside of our direct control. It is therefore important to consider the elements that could have an effect on the delivery of this Healthy Travel Strategy.

Opportunities

1. Local Improvements to Transport Systems

TfGM, local authority, and GMCA interventions to bring about improvements to various aspects of the Bee Network will be vital to improve the accessibility, integration, and affordability of travel. This might give an opportunity for new ticket offers, or behaviour change programmes.

2. Integrated Care System and Collaboration

There should be greater opportunities for collaboration through the ICS (Integrated Care System) as Greater Manchester partners share priorities and best practice.

3. Technological Innovation

Technical innovation in travel and transport is becoming increasingly fast paced. Digital and electrification solutions are becoming more widespread both in terms of developing travel options and to support reducing the need to travel. We will look to be early adopters and pilot these in the most appropriate setting.

4. Enhanced Equality

Actions for net zero carbon can address existing health inequalities as exemplified by the benefits of active travel, which is free or very low cost to access.

5. Co-benefits

There will be significant co-benefits from decarbonising travel including cleaner air, which will provide economic benefits by reducing respiratory hospital admissions. Travel by healthy models also presents health opportunities as it promotes good physical and mental wellbeing.

Risks

1. Access to Finance

Investment will be required to deliver some of the commitments in this strategy, and it will be key that external funding opportunities are maximised alongside the efficient use of internal funding streams.

2. Staff Resources

In order to deliver our local commitments there must be sufficient staff resource to cater for the coordination of both 'business as usual' travel requirements, but also new innovative interventions and projects. This must include time for colleagues in other areas of the Trust to contribute to delivering the projects.

3. Patient Demand

It will take several years for the NHS to catch up on missed elective surgeries and the backlog of care caused by the COVID-19 pandemic. This activity will impact on the carbon footprint which may not reduce in absolute terms as fast as we need it to. Remote healthcare services will help to address this backlog, and will become more prominent as healthcare demand grows. This presents opportunities to reduce travel demand associated with patient travel.

4. Insufficient Electrical Capacity

The decarbonisation of travel may result in an increase in electrical capacity requirements. It will be key that needs are identified at an early stage, and we will need to liaise closely with the power network operator, Electricity North West, to ensure any intervention fits with other electrical requirements.

5. Reporting Requirements

Reporting requirements are becoming more frequent and demanding, and we need better data to monitor progress on a real-time basis. Investing in smarter systems for collating and reporting data will be key.



Areas of Focus

This section looks at the key areas where we will direct our efforts to reduce carbon emissions and improve transport-related sustainability and health outcomes.



What We Want to Achieve

We want sustainable travel to be the simplest choice for anyone travelling to, or on behalf of, MFT.




Targets

There are two specific headline travel and transport objectives outlined in the MFT Green Plan, shown below.

The two areas are heavily linked, as we know that reductions in transport emissions will not only lower our carbon footprint, but will also have local benefits for air quality.

Each activity has been given a ranking based on its effect in achieving our two key targets. Alongside this, there are notes on the additional benefits that the intervention could achieve, and an ease of delivery assessment which includes some broad costs for delivery.



Reduce the carbon emissions of travel and transport activities by 25% from our baseline year

This will help us to begin the reduction in overall emissions that contribute to our 'Carbon Footprint Plus'. Some of this saving must come from reducing the total distance commuted by staff using fossil fuel powered transport.

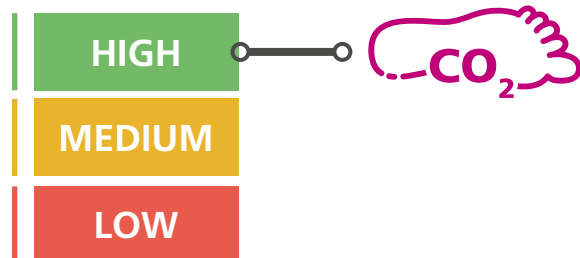
Achieve a "Good" rating for the Clean Air Hospital Framework.

The air quality of Greater Manchester has a direct effect on the health and quality of life of our entire community. MFT can take steps to play our part in improving the air quality in and around our estate, which will also have wider benefits such as reductions in carbon emissions.

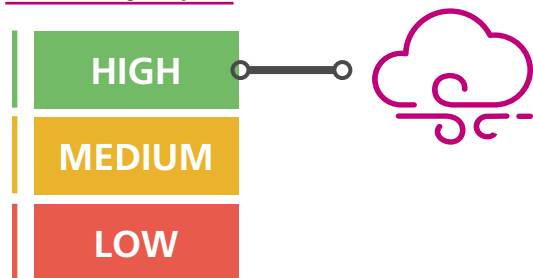


Staff Commuting

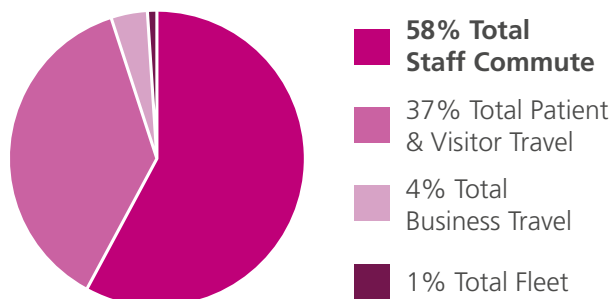
Carbon Impact



Air Quality Impact



MFT Transport Emission Sources 2021/22



Why it Matters

Staff commuting to and from work generates around 4% of the MFT Carbon Footprint Plus. We have the ability to influence how staff travel. In particular we want staff to adopt active travel modes, supporting them to make healthy choices, which are low cost.

What We're Doing

Each hospital site currently has a travel plan that includes bespoke action plans. There are also Trust-wide measures such as access to the cycle to work scheme, public transport discounts and season ticket loans.

What We Will Do

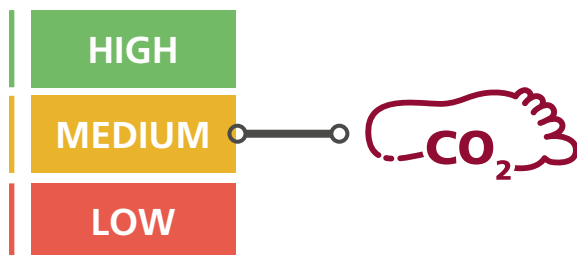
- Renew site-specific travel plans to tailor our actions.
- Improve staff survey monitoring processes to accurately calculate carbon emissions.
- Provide opportunities for staff to 'have a go' at low carbon travel options.
- Develop attractive Rewards and Benefits options that support low-carbon commuting.
- Deliver an EV Charging Strategy and develop fair usage policies for charging units.



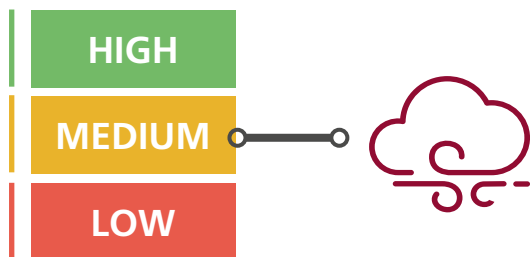


Patient & Visitor Travel

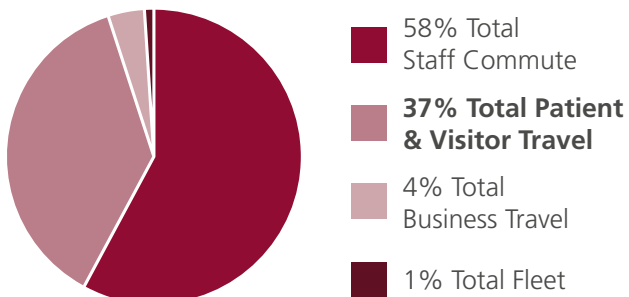
Carbon Impact



Air Quality Impact



MFT Transport Emission Sources 2021/22



Why it Matters

Patient and visitor travel generates around 2% of the MFT Carbon Footprint Plus. We need to support patients and visitors to make low carbon and health travel choices wherever they can.

What We're Doing

Each hospital site currently has a travel plan that includes bespoke action plans. We promote sustainable travel to our patients and visitors through the provision of online information, and links to TfGM journey planning tools.

What We Will Do

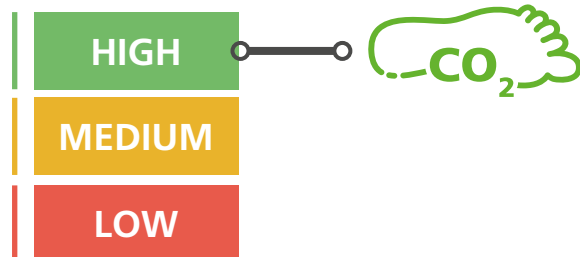
- Work with clinicians to promote more virtual and out of hospital care, identifying the carbon saving benefits where this is applied.
- Advocate and support the development of local improvements to transport networks for patient and visitor travel, especially around active travel.
- Provide reliable and current information to our patients & visitors, working with partners such as TfGM to promote low carbon options.



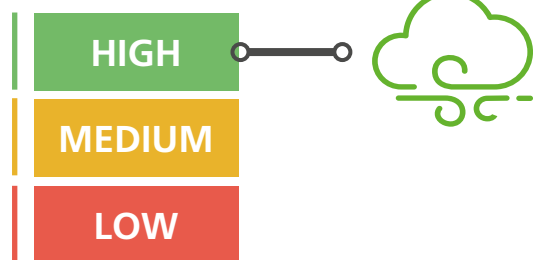


Clean Air

Carbon Impact



Air Quality Impact



Why it Matters

Clean air benefits everyone, especially our staff, patients, visitors and neighbours. For example, reducing emissions of nitrogen oxides across the region could save 250 hospital bed days per year.

What We're Doing

Working towards a 'good' rating on the Clean Air Hospital Framework will help us to take steps to ensure that the hospital estate and activities support our clean air ambitions. For example, our staff salary sacrifice scheme for buying a new car now only allows the purchase of zero or ultra-low emission vehicles.

What We Will Do

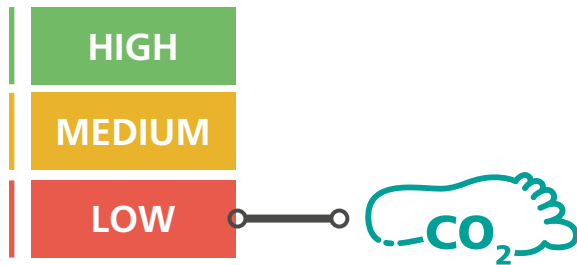
- Gap analysis against the Clean Air Hospital Framework.
- Mapping the steps to reach 'good' on the Clean Air Hospital Framework.
- Scope out an air quality monitoring programme for internal and external spaces.
- Review Trust anti-engine idling policies and enforcement.
- Work with clinicians to understand how air quality education is integrated into healthcare.
- Look at how air quality information is distributed to patients and the opportunities for incorporating poor air quality alerts.



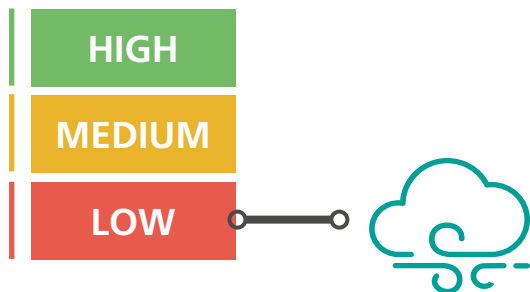


Business & Operational Travel

Carbon Impact



Air Quality Impact



Why it Matters

We have the greatest control over this area of travel, with direct influence on the types of vehicles we use, and the choices that staff can make as part of their working practices. However, this area of transport emissions has the lowest impact overall due to the comparative scale of emissions.

What We're Doing

We will fully electrify our in-house transport fleet, and our Sustainability Policy mandates that all new vehicle purchases across the Trust are ultra-low or zero emission vehicles.

What We Will Do

- Complete a full review of our current business travel patterns through expenses claims to identify sources of carbon emissions.
- Work with service leads to identify opportunities for staff trips to be minimised or changed to virtual options.
- Review low-carbon business travel options, especially around electric vehicles and bikes.
- Monitor the impact of HIVE and, in particular, any reduction in the need for paper records to be transported across MFT.



Cross-Cutting Themes

These cross-cutting themes underpin the delivery of our Healthy Travel Strategy commitments. They explain how we maintain oversight, communicate requirements, drive and finance action, and track progress against our stated objectives.

Governance

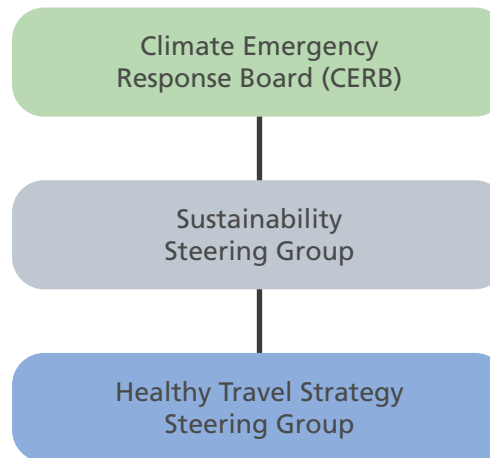
Clear leadership and accountability are needed to ensure progress against this strategy is delivered consistently, efficiently and at pace across our large and complex Trust.

The Healthy Travel Strategy has been developed to support delivery of the Green Plan. Progress on the Green Plan is reported to the Climate Emergency Response Board and progress is overseen by the Sustainability Steering Group (SSG)

A Healthy Travel Steering Group has also been established which will maintain oversight of the objectives. This group will regularly consider the carbon reductions achieved through projects designed to support sustainable travel, and how current staffing and service issues interact with the travel agenda. Representatives from a range of departments will be invited to participate in this group to reflect the multi-faceted issues which intersect with travel and transport.

If you are a member of MFT staff who would like to join the Steering Group, please get in touch via ecoteam@mft.nhs.uk

Internal Governance



External Bodies

Our travel and transport ambitions are heavily reliant on the actions and plans of external partners and third parties. These include:

- Local planning and highway authorities especially Manchester City Council (MCC) and Trafford Council (TC)
- Greater Manchester Combined Authority (GMCA)
- Transport for Greater Manchester (TfGM)

We will also work closely and in partnership with some key stakeholders including:

- Oxford Road Corridor Group – Working with partners around the Oxford Road Hospitals to amplify the need for high quality sustainable travel infrastructure, and sharing best practice
- National Greener NHS team – Sharing learning and experiences from other NHS bodies
- North West Greener NHS Team – Working with local partners to support and collaborate on sustainable travel initiatives
- Greater Manchester ICS – Ensuring that sustainable travel is part of the governance agenda
- PFI delivery partners – To deliver on site improvements and maintenance

Tracking Progress

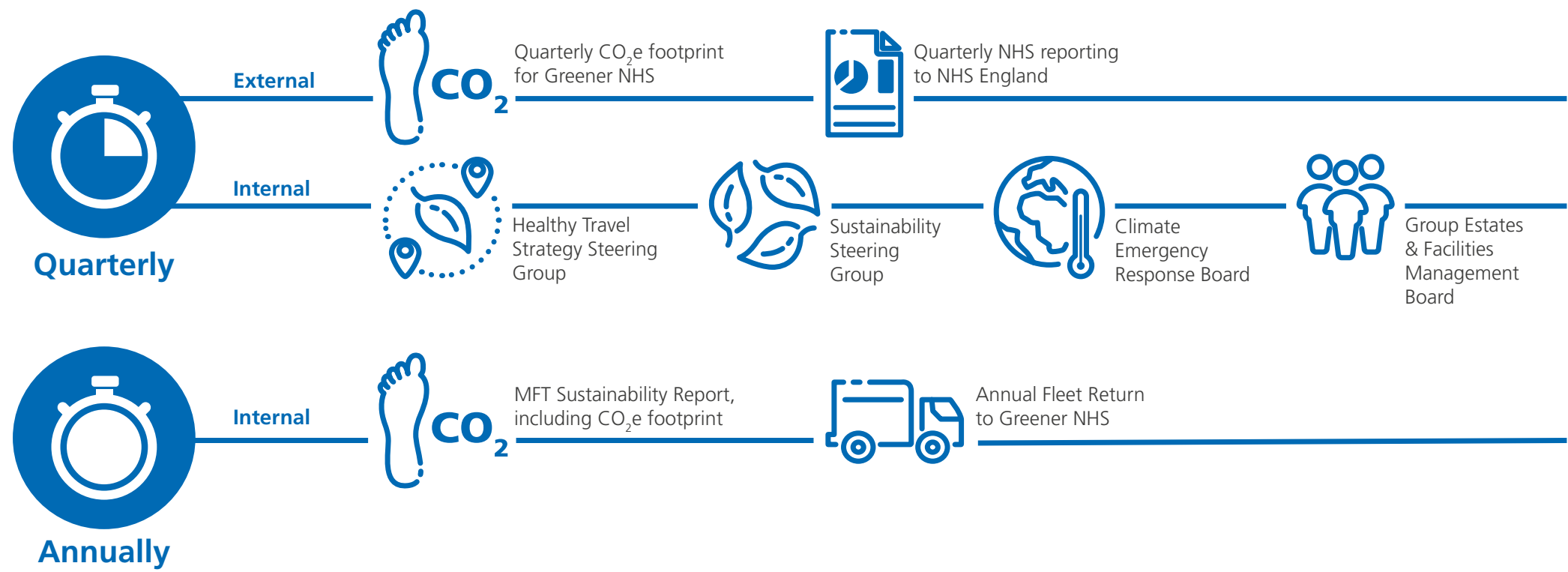
It is important that we track our progress against the ambitious travel and transport carbon reduction targets.

We use many data sets, both quantitative and qualitative, to assess performance across our individual hospitals as well as at Trust level. These data sets are collected and analysed with differing frequencies, depending on the availability of the data, complexity of processing, and priority of issues.

Reports and data submissions are made throughout the year, both internally and externally, and are summarised in a publicly accessible [Annual Sustainability Report](#) released

each summer. This section outlines a list of the current monitoring mechanisms. It is one of our key ambitions to improve the accuracy of our travel data collection, so we understand more clearly where there are opportunities to reduce emissions.

We will regularly review progress against the Healthy Travel Strategy targets. There are also a number of internal and external reporting requirements that will help to track progress. These include:



Conclusion

This strategy sets out our commitments and actions over the next two years to enable a sustainable travel choice to be a natural choice. It supports the Trust's net zero transition and encourages our communities to assess the need and mode of travel.

We cannot do this in isolation, we need to work collaboratively with partners, stakeholders, staff and suppliers to deliver this plan.

Healthy travel habits lead to:

- Better health outcomes
- Superior environmental outcomes
- Long term financial and economic savings for the Trust and individuals

Thanks to these benefits, which overlap and cut across many thematic areas, Sustainable Travel has the potential to improve livelihoods for our staff, patients and local communities. This Strategy is therefore a crucial element of the Trust's Green Plan, and delivering it successfully will support our ambitions to reduce MFT's carbon emissions.



Appendix A: Historical Data Performance

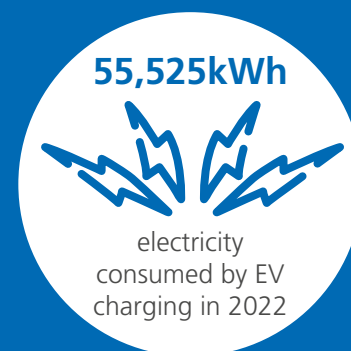
The MFT Carbon Footprint has been measured since its inception in 2017. North Manchester General Hospital has also been included in the footprints for 2019/20 and 2020/21 for the purposes of comparison. However, this site was not officially part of MFT until April 2021.

Key travel and transport data is highlighted to the right.

The carbon footprint contribution from travel has remained static (barring the impact of the COVID-19 pandemic), with the largest contribution coming from staff commuting and patient and visitor travel. Private vehicle remains the most popular mode for both 'staff' and 'patient and visitor' travel.

KPI	2017/18	2018/19	2019/20 [baseline]	2020/21	2021/22
Transport Fleet (km)	153,182	243,571	697,041	567,135	582,581
Total Business Travel (km)	4,186,692	5,112,687	7,888,127	4,193,162	4,630,969
Modelled Staff Commuting (km)	110,862,889	118,335,755	146,295,961	139,496,383	154,981,965
Modelled Patient & Visitor Travel (km)	85,636,443	85,636,443	99,625,822	65,645,680	84,314,255
Travel & Transport Emissions (Tonnes CO ₂ e)	24,586	25,014	27,883	19,384	26,101

Supporting Data



Appendix A: Historical Data Performance

Mode of Travel	2018	2019	2020	2021
Car alone	49%	55%	50%	37%
Car sharing	6%	5%	8%	6%
Bus	19%	17%	9%	10%
Train	6%	4%	2%	4%
Tram	3%	3%	2%	4%
Walk	6%	6%	9%	5%
Cycle	10%	9%	18%	25%
Motorcycle	1%	0%	0%	0%
Taxi	1%	0%	1%	1%
Shuttlebus	—	—	1%	1%
Work from home / remotely	—	—	—	4%
Other method of transport	—	—	—	2%
Total	100%	100%	100%	100%

Modal split is based on our staff travel survey. Response rates vary and this is an indicative guide only.

Appendix B: Legislative and Policy Drivers

Drivers provide the legal and policy context for improving sustainability and can be divided into six key groups, as outlined below. This list is not intended to be exhaustive and key documents will be updated and released throughout the duration of this strategy.

Healthcare Specific Guidance Strategies and Policies

Delivering a 'Net Zero' National Health Service

- Sets out how the NHS will respond to the climate and health emergency and provides a robust analytical process regarding how the health system can reach net zero carbon.

Greener NHS Programme delivery reports and regional Memorandum of Understanding (MOU)

- National programme working to deliver the NHS Net Zero Plan, engage the workforce, and share learning to reach net zero across the healthcare system.

Health Technical Memoranda and Health Building Notes

- Health Technical Memoranda give comprehensive advice and guidance on the design, installation and operation of specialised building and engineering technology used in the delivery of healthcare. Health Building Notes give best practice guidance on the design and planning of new healthcare buildings and on the adaptation or extension of existing facilities.

NHS Long Term Plan 2019

- A 10-year plan to ensure that the NHS is fit for the future.

NHS Long Term Workforce Plan 2023

Legislative

Planning regulations

- Define the need and scope of a travel plan, plus the requirements for buildings to incorporate sustainable travel infrastructure.

International Guidance and Agreements

United Nations Sustainable Development Goals (SDGs), in particular;

- Goal 3 Good Health & Wellbeing
- Goal 11 Sustainable Cities and Communities
- Goal 13 Climate Change

Paris Climate Change Agreement

Glasgow Climate Pact

UK Strategy and Guidance

Clean Air Strategy 2019

- Sets out plans for dealing with all sources of air pollution.

National Policy and Planning Framework

- Sets out the government's planning policies for England.

Greater Manchester Frameworks

Greater Manchester Active Travel Health Manifesto

GM Clean Air Plan (under consultation)

Made to Move Strategy

Greater Manchester Transport Strategy 2040

Zero Carbon Framework (2020-2038)

GMCA 5 Year Environment Plan (2019-2024)

Manchester Climate Change Framework 2020-2025

Trafford Council Carbon Neutral Action Plan

MFT Policies and Strategies

Car Parking

Travel, Subsistence & Accommodation

Flexible Working

Employee Health & Wellbeing

Equality & Diversity

Fleet

Energy & Sustainability

Green Plan

Estates & Facilities Strategy

Site Based Travel Plans

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