Carbon Reduction Plan

Publication Date: July 2024

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Introduction

ML is designed to be both of and for the NHS. Our vision is to be pivotal in fully supporting the delivery of major improvements in health and well-being. ML services are essential to the healthcare systems that we support, and our philosophy is to face every new challenge and opportunity together with our customers.

ML is determined to reduce its impact on emissions it is responsible for by introducing innovative ways in which staff can work and deliver services, effectively across a large geographical footprint.

ML consistently provides data to NHSE which is then used for reporting internally to measure our impact on our Green Plan which was published in February 2022. It is recognised that 2022 to 2023 was the first full year of working without Covid 19 restrictions in place, which ended in December 2021. ML's approach to working agile has remained, whilst encouraging face to face contact as and when required for business purposes and staff health and wellbeing. As anticipated as we begin to come back to the new normal, our travel and activity has increased.

Baseline Year: 2017/18

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Additional Details relating to the Baseline Emissions calculations.
We have used the Greening Government Commitment reporting guidelines to calculate the majority of these emissions. Emissions related to energy use and waste across our corporate estate have been calculated using the best available usage data. Where information was not available, estimates have been made based on the information held. Upstream transportation and distribution include gas and electricity well-to-tank (WTT) emissions and transportation and distribution (T&D) losses for electricity use. WTT figures associated with business travel and T&D losses for electric vehicle charging are also included here. Business travel includes car/private vehicles, rail and air travel. Information isn't currently available to estimate business travel carried out by underground, bus, taxi, ferry or other modes of public transport. Employee commuting has been estimated using the Office for National Statistics annual national travel survey.

Baseline year emissions: 2017/18

EMISSIONS	TOTAL (tCO$_2$e)		
Scope 1 Gas consumption and Fleet Transport	319		
Scope 2 **Electricity Consumption**	822		
Scope 3 **(Included Sources)**	**1,395**	Gas well-to-tank Electricity T&D losses Electricity well-to-tank Business travel well-to-tank Electric vehicle T&D losses	451
		Waste	6
		Business travel	499
		Employee commuting	439
Total Emissions	**2,536**		

Reporting Year: 2023/24

Reporting Year: 2023/24			
EMISSIONS	**TOTAL (tCO$_2$e)**		
Scope 1 Gas consumption and Fleet Transport	**166**		
Scope 2 **Electricity Consumption**	**95**		
Scope 3 **(Included Sources)**	**323**	Gas well-to-tank Electricity T&D losses Electricity well-to-tank Business travel well-to-tank Electric vehicle T&D losses	117
		Upstream	0.32
		Waste	0.33
		Business travel	202
		Employee commuting	3.4
		Downstream	0
Total Emissions	**584**		

Commitment to achieving Net Zero

NHS Midlands and Lancashire CSU is committed to achieving Net Zero emissions by 2040, for the emissions we control.

NHS Midlands and Lancashire targets are shown in the Green Plan, which can be viewed following the link below.

https://www.midlandsandlancashirecsu.nhs.uk/wp-content/uploads/2024/02/MLCSU-Green-Plan- V2.pdf

Emissions reduction targets

As part of the Greener NHS commitment, we are working towards:

- the NHS target of net-zero carbon by 2040, with an ambition to reach an 80% reduction by 2028 to 2032, for the emissions we control.

- For emissions the NHS influences (the NHS Footprint Plus), we aim to be net-zero carbon by 2045, with an ambition to reach an 80% reduction by 2036 to 2039.

In line with the Greening Government Commitments, we are working towards meeting or exceeding the following targets:

- The Government Fleet Commitment for 25% of the Government car fleet to be ultra-low emission vehicle (ULEV) by 31 December 2022, and 100% of the Government car and van fleet to be fully zero emission at the tailpipe by 31 December 2027.

- Before 2050 and measured from a 2017/18 baseline:
  o Reducing the distance travelled of domestic business flights by at least 20% from a 2017/18 baseline and report the distance travelled by international business flights, with a view to better understanding and reducing related emissions where possible.
  o Reducing water use by 8%
  o Reducing the overall amount of waste generated by 15%
    ▪ Reduce the amount of waste going to landfill to less than 5% of overall waste.
    ▪ Increase the proportion of waste which is recycled to at least 70% of overall waste.
    ▪ Remove consumer single use plastic from our office estate.
    ▪ Report on the introduction and implementation of reuse schemes.
    ▪ Reduce paper use by at least 50%.
    ▪ 100% of ICT waste to be diverted from landfill.

Carbon Reduction Projects

The following environmental management measures and projects have been completed or implemented since the 2017/18 baseline.

ML, since 2017/18 have been working on the following activity to improve its Carbon Reduction.

- Reducing building occupation sizes based on finding right sized, energy efficient property across ML's geographical footprint. Estates made the following savings in 23/24 on office space in Lancashire, giving up over 2000 sq/m of space and saving £175k in year and a recurring saving of £338k per year.

- ML has reduced its overall estate footprint from 11,637 sq/m in 17/18 (baseline) to 7,265 sq/m in 22/23, reducing it by 37.6%.

- In 23/24, ML has reduced its office estate by an additional 5598 sqm of space due to rationalisation. This is a further 60% reduction from the previous year and in 24/25 further rationalisation is expected, whilst maintaining enough space for staff to operate and have access to meeting spaces from various locations.

- Maintaining and improving energy efficiency across all of our estate, where we can affect change e.g. installing modern energy efficient units. LED lighting, efficient heating and new office air conditioning units are being installed in new projects.

- ML have invested significantly in technology, such as Office 365 that enables our organisation to work in an agile way, for example: hold virtual meetings across all customer and ML based locations, resulting in a reduction of travel.

- Be driven by and support our operating model of "at scale", centralised hub services with customer-facing, co-located staff where appropriate

- Support the organisational ethos of agile working and take account of staff travel

- Maintain or improve the ability of staff from different departments in the CSU to network and meet together by continuing to work in hubs rather than move to separate department-based accommodation

- Ensure there is a sound contractual basis for our buildings and demonstrate flexibility to meet the business needs - move away from long leases with limited break clauses if still value for money and maintain the ability to move more easily if change requires, whilst maintaining sufficient stability by ensuring the proper agreements and leases are in place.

- Ensure we link to the work undertaken by the National Office Programme (NOP), in addition to regional strategies, to rationalise estates and provide best value for the NHS.

- ML staff have access to NHS Fleet Solutions car leasing schemes, where low and zero carbon vehicles provide cost effective solutions for the user. And those leasing electric vehicles, can include an EV charger at their home.

In the future we hope to implement further measures and are developing an action plan outlining these. This action plan will form part of the NHS England Green Plan, which in turn will inform the ML Green Plan and will include:

Updating our travel policies so that they require lower carbon options to be considered first.

- Working with our landlords, facilities management providers and other partners to:
  o Move to 100% renewable electricity.
  o Roll out LED lighting across our corporate estate.
  o Increase the use of smart meters, solar technology and smart thermostats and controls.
  o Improve water metering and efficiency.
  o Increase the provision of electric vehicle charging infrastructure across our estate.
  o Increase the use of on-site dry-mixed recycling facilities and reducing the reliance on off- site waste management.
  o Offer surplus office furniture, fixtures and fixtures for reuse or recycling.

- Supporting a hybrid agile model of working to reduce business and commuter travel. ML has developed, with staff engagement, Our Ways of Working, which supports this approach. A review of this approach will take place in 24/25 to improve on what is working.

- Promoting active and sustainable travel through a national cycle to work scheme and supporting staff to utilise sustainable and environmentally friendly travel options. In line with the NHS People Plan, considering how staff can be offered flexibility in their working patterns and supported to choose sustainable methods of transport for their commute.

- Using technology to prioritise a 'virtual-first' approach to meetings to reduce business travel.

- Increasing the use of cloud storage and decommissioning physical server rooms.

ML Travel

ML anticipated an increase in all forms of business travel as we moved out of the restrictions of Covid 19 into our new normal way of working. This will continue to be monitored, year on year, and investigate any future spikes in activity. Coming out of the pandemic lockdowns, ML is discovering its 'new normal' in relation to business travel which is still much reduced when compared to pre-pandemic activity (our baseline). Our greenhouse gas data is now centrally reported through NHS England.

All our metrics for travel have increased since last year, whilst still considerably less from our baseline position in 2017/18, due to staff coming to the office for face-to-face meetings and meeting customers at their locations. Not all activities can be done remotely. All travel is considered essential and is monitored by line managers. Carbon emissions for travel has increased by 25%, travelled miles have increased by 60% more than last year. We have spent 65% more on people claiming travel expenses or booking travel (air/rail) for business use.

The working environment has changed considerably during the pandemic, to the way we worked before. However, it may take at least another 2 years to see how the new normal will affect our travel and the agile way we work.

Travel data for 2023/24, against the previous year of 2022/23 and our baseline of 2017/18

	2022-23	2023-24	Difference	%
tCo2e	58	73	15	26%
Miles	320,088	512,643	192,555	60%
Spend	£151,070	£249,453	£98,383	65%

	Baseline 2017/18	2023-24	Difference	%
tCo2e	632	73	-559	-88%
Miles	2,521,879	512,643	-2,009,236	-80%
Spend	£1,164,046	£249,453	-£914,593	-79%

Road / Rail / Air Data - 2023 to 2024

tCo2e Data - 2023 to 2024
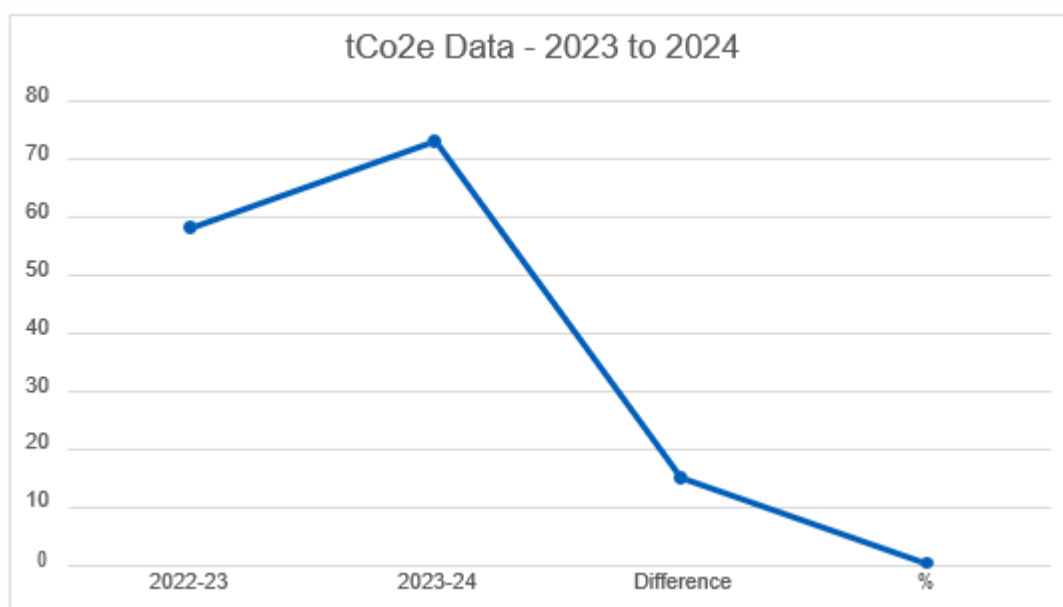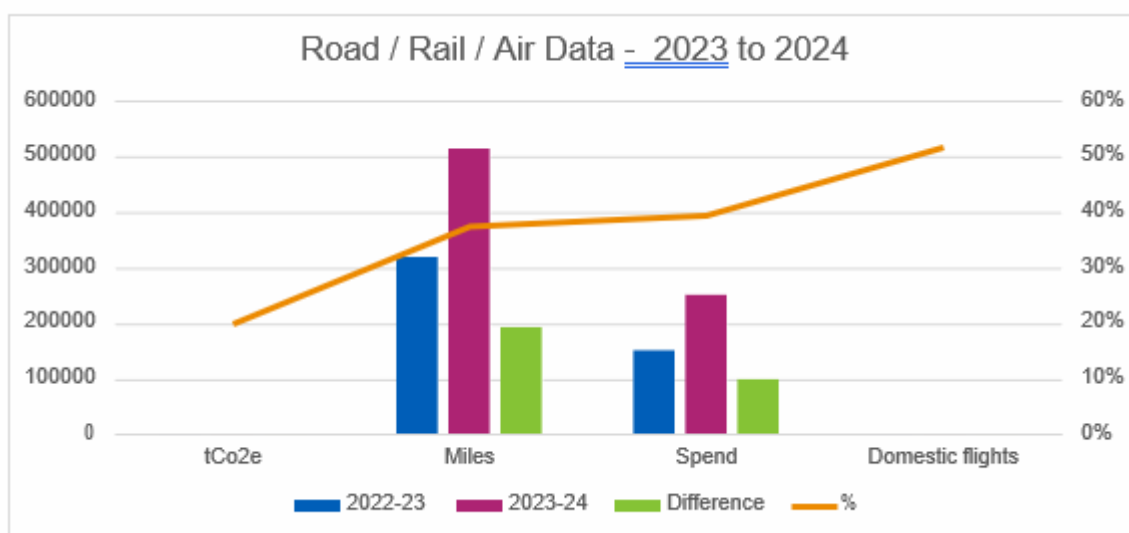
ML Lease Cars

ML has promoted the NHS Fleet Solutions to its staff and the benefits of the salary sacrifice. **Data is provided in Appendix One.**

NHS Fleet Solutions data is shown in Appendix Two of this document and has been supplied by NHS Fleet Solutions. This information provides a comparison from 2022/23 with 2023/24. In 2023/24, there has been an increase in quotations obtained by users in this year peaking to 628, as opposed to 76 on the previous year. Some people may have instigated more than one quote, comparing vehicles before committing to the scheme.

In 2023/24, there was a total of 69 orders made, which is a decrease of more than 20% on the previous year. In the same 2023/24, 79 vehicles were delivered to ML customers, which is a decrease of 3 ½ % on the previous year and 67 cars returned to NHS Fleet Solutions, which is an increase of 20% on the previous year. And there is a total of 7 returning customers (ML employees) to the scheme.

Customers may order vehicles in one financial year, but delivery of those vehicles may fall into the next financial year. The table below tells us that in 23/24 the uptake on orders, from quotations is 11.58%.

ML will continue to promote our car leasing offer to staff through Nugget (intranet page) and Team Brief.

Cycle to Work Data

We have obtained Cycle to Work data for the first time from Cycle Solutions, which has provided us information from when the scheme was introduced. Appendix Two shows a graph of interest in the scheme in the last 7 years and the total staff spend year on year. It's clear with the information provided, that during the pandemic years, interest in cycling peaked, which has tailed off in 2024. Only three cycles have been ordered in 2024, as opposed to 12 on the previous year.

Promotion for both schemes on Nugget our staff intranet site will continue throughout 24/25.

ML Procurement

ML has addressed sustainability within our procurement practices. This enables ML to ensure its working with partners that have a net zero target and sustainable plans to move towards a sustainable future. This is done by several means:

- **Social Value Questions** - ML has embedded social value within procurement exercises e.g. using Social Value questions in tenders. The Government released a Procurement Policy Note (PPN) in 2020 which has linked social value to at least 10% of the overall evaluation total available score.

- **Energy/sustainability Questions** - ML has also embedded supply chain engagement tools e.g. Sustainable procurement policies, and energy management systems, within tenders.

- **Small to Medium Enterprises** - ML encourages SME's with adaptable procurement processes.

- **Government Buying Standards** - All public sector organisations procuring goods and services must at least specify the minimum mandatory standards in tenders, if not the best practice standards, as set out in the relevant product specification. By using these standards, ML is meeting these needs for goods, services, works and utilities in a way that benefits not only the organisation, but also society and the economy, while minimising damage to the environment.

- **Modern Slavery** - ML has adopted the Standard Selection Questionnaire (SSQ) for all tenders going forward. The SSQ uses the Modern Slavery Act and other levers in relation to EU social and labour law and other collective agreements and standards as mandatory and discretionary exclusion grounds. Suppliers are asked to confirm whether they have breached their obligations in the field of EU and UK Social and Labour law and other collective agreements and standards.

- **Supplier Code of Conduct** - ML works with new and existing suppliers to ensure that they sign up to our supplier code of conduct.

Declaration and Sign Off

This Carbon Reduction Plan has been completed in accordance with PPN 06/21 and 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 Reporting Protocol corporate standard[1] and uses the appropriate Government emission conversion factors for Green House Gas company reporting[2].

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

This Carbon Reduction Plan has been reviewed and signed off by the board of directors (or equivalent management body).

Signed on behalf of the Supplier:

22nd October 2024

……………………………………………………………. Date: …………………….……….

Janet Budd

Deputy Managing Director

[1] https://ghgprotocol.org/corporate-standard

[2] https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting

[3] https://ghgprotocol.org/standards/scope-3-standard

Appendix One:

Number of Employees:	1600
Percentage uptake:	11.58%
Existing employees renewing:	7
Orders Awaiting Approval	0

NHS Fleet Solution Data for 2023/24 comparing against 2022/23

	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Year
Employees Quoting	52	62	55	54	57	43	55	37	51	60	58	44	**628**
Orders	5	7	9	9	10	3	4	5	2	7	6	2	**69**
Deliveries	7	3	9	13	8	3	9	2	7	6	5	7	**79**
Returns	1	1	7	7	3	15	6	6	8	9	3	16	**82**

	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Year
Employees Quoting	9	6	12	7	3	4	5	1	2	11	8	8	**76**
Orders	8	13	10	8	4	8	3	4	2	11	7	9	**87**
Deliveries	2	10	11	6	11	4	5	8	6	4	3	12	**82**
Returns	3	1	5	6	9	6	2	6	4	3	6	4	**55**

Appendix Two – Cycle to Work Data

Cycle to Work Orders		
Year	Completed orders	Total Staff Purchases
2024	3	£8,088.79
2023	12	£4,401.92
2022	24	£4,193.94
2021	18	£3,135.43
2020	22	£10,127.98
2019	5	£3,682.97
2018	8	£2,021.59

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