

# TRAVEL PLAN

## 2016 - 2019

### NGH-PL-185

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## PLAN

## 1. Executive Summary

Northampton General Hospital NHS Trust is committed to sustainable travel. This travel plan 2016-2019 reinforces this commitment and builds on the 2012-2015 travel plan.

Northampton General Hospital recognises its responsibility to be a good corporate citizen and to reduce its environmental impact on the local community.

This can in part be affected through a reduction in the amount of traffic arriving onto the site and a reduction in congestion in the area. The Trust intends to achieve this by enabling as far as possible the use of alternatives to single occupancy car journeys for staff, patients and visitors. Encouraging the use of alternatives such as walking and cycling should also result in an improvement in the health and wellbeing of our workforce.

*Note: There are 25,000 deaths in the UK each year linked to pollution. (burning of fossil fuels and transport related).*

The Trust also realises that with a changing demographic and changes to the provision of services within the NHS there will be a difference in future travel requirements when compared to the current situation. Surveys have indicated that younger generations, and therefore future employees and visitors to NGH, are less inclined to spend money on car ownership. We will therefore need to ensure we have sufficient alternative methods in place so we can attract the best employees. In addition, the review of acute service provision in the area may also require further distances to be travelled by patients to this hospital; provision of sufficient parking spaces or public transport options will become a necessity in order to be awarded the services.

This travel plan will support the aims of the Trust's Sustainability Strategy published in 2016.

## 2. Introduction

This travel plan (2016-2019) sets out initiatives/measures for reducing impact on the environment and congestion caused by travel. Its purpose is to encourage alternative means of travel (public transport, cycling, walking) reducing carbon emissions. This organisational plan is also necessary for securing future planning permission by being able to demonstrate that we are actively engaged in reducing transportation impacts as well as in seeking to change the travel behaviour of staff, patients and visitors. It reflects the Trust's commitment to fully "embedding" sustainability into its activities and organisation as part of the Trust's Sustainability Strategy and identified in the "Sustainable Development Action Plan". It will also help to manage the changes expected in the demographic of staff and patients that will impact travel to and from the site.

This plan also links to the Trusts "Health and Wellbeing" strategy which actively encourage improving individuals health outcomes (for example by diet / exercise recommendations) and quality of life.

The 'Travel Plan', while a stand-alone document, is also an integral part of the Trust's overall environmental strategy which supports both the Corporate Plan and the Estates Strategy (2015-2020 updated November 2014).

A Trusts travel plan group is in place and will meet on a six monthly basis to review the plans priorities and time scale.

### 3. Aim / Objectives

The overall aim of this Travel Plan is: ***“To develop a package of measures which promotes safe and sustainable travel to and from the Hospital, where possible encouraging alternatives to the private car reducing carbon emissions”***

- Successfully implemented, this plan will achieve the following objectives:
- Increase the opportunity for staff, patients and visitors to travel to and from Northampton General Hospital using transport modes other than private car.
- Reduced travel-related carbon emissions
- Increased use of alternatives to single occupancy car use for commuting and business travel.
- A larger proportion of existing parking space allocated to patients, particularly those with disabilities, for whom alternative modes of travel are less practicable than for staff.
- A County Council, Trust, Bus company partnership working to continuously improve hospital bus routes.
- A proactive approach by anticipating changing circumstances, both internal and external to the Trust.
- A planned approach and response to the results of qualitative and quantitative monitoring and evaluation of the plan.
- A continual partnership with the County and Borough Council travel plan co-ordinators to determine innovative approaches to travel within the county.
- These objectives will be used to steer the progress of the Travel Plan, and enable effective monitoring to be carried out to assess the plans performance whilst remaining consistent with the operational needs of the Trust.

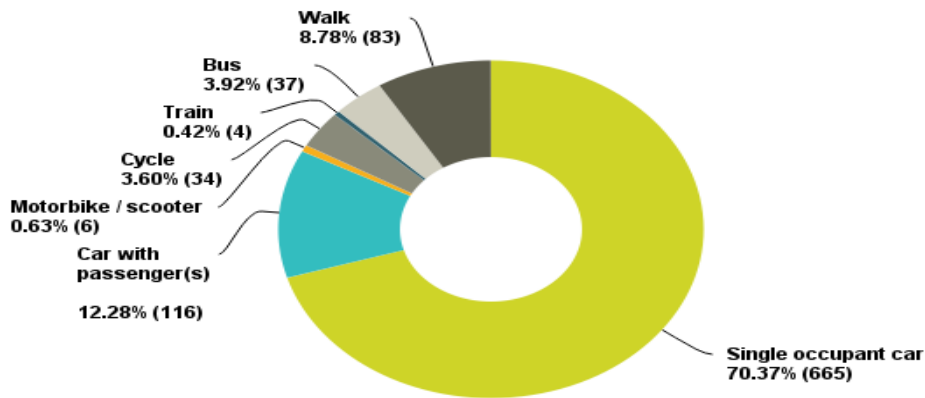
4. Understanding how we Travel

A Staff travel survey was carried out in 2014 (previous surveys identified in previous travel plans) to allow an approximate carbon footprint to be calculated and to inform as to actions that might reduce the number of staff commuting to site in single occupancy cars.

Staff travel survey 2014

**Q1 What is your usual form of transport to get to work?**

Answered: 945 Skipped: 12

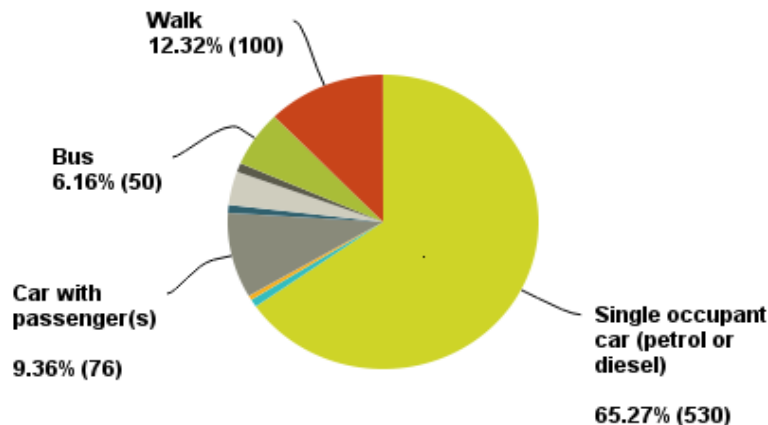


Survey was repeated in 2015, but with a few minor changes to the questions. The following chart shows the results from this survey.

Staff travel survey 2015

**Q1 What is your usual form of transport to get to work?**

Answered: 812 Skipped: 16



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65% of respondents drive to NGH on their own in a car (compared to 70.37% of the 2014 survey). If applied to all NGH staff this would equate to over 3000 journeys onto site. Only 23% of staff use any form of active travel (public transport, cycling or walking).

Out of all those who responded to the questions regarding switching to public transport, cycling/walking or car sharing 46%, 68% and 46% respectively said that they were not interested.

For those who would contemplate taking public transport, a dedicated hospital bus, reduced price tickets and more frequent bus services would encourage 22-25% of respondents to switch. For the majority of solutions for increasing public transport use, the Trust has only indirect influence. However, the Total Transport solution and smarter corridors initiative might help with some of these solutions. In addition, NGH should continue to push local bus companies to improve their services and the ticketing options.

For those who would cycle or walk, the main sticking point is the quality of cycle and footpaths in Northampton. This is again outside of the Trust's remit to improve, other than through pressure at County Council level. However, access to secure storage and showers and lockers were close seconds, with 98 people citing improvements to showers as a motivator to start cycling to work.

The move to car sharing would, according to survey results, be improved by guaranteeing a parking space or offering free parking to staff who car share. A further option is to help staff find car share partners with similar working patterns. There is the potential to find software that will accommodate both the option for car share only parking and for finding car share partners.

#### *Comparison with 2014:*

In 2014 70.37% of respondents were single occupant car drivers, with 3.9% using the bus and 8.6% walking. Whilst this would seem to be an improvement, the likelihood is that the increase in active travel is a reflection of the different make up of staff participating in the survey with more Band 1 and 2 staff filling out paper copies.

The number of people not interested in active travel remains approximately the same, as do the potential incentives for increased uptake for these lower carbon forms of travel.

The estimated carbon footprint when the results are extrapolated across 4600WTE shows a slight decrease from 5466 to 5292 tonnes CO<sub>2</sub>e despite a calculated increase in the number of miles travelled.

## 5. Previous Travel Plan Initiatives – Update

The Travel Plan measures have been implemented during the life of the 2012-2015 travel plan which have included:

- Review and increased car parking charges for staff during 2014.
- Staff car parking passes are only issued to people who live beyond a 2 mile radius. Only in exceptional circumstances will staff permits be issued to staff within the 2 mile travel zone (night working, late shifts for example).
- Bank / Agency staff are no longer able to apply for staff parking permits. This includes students (unless in Trust accommodation on site)
- Cycle to work scheme has been implemented.
- The number 14 bus service has been diverted along Cliftonville. Thus reducing the walking distance to the bus.
- A grant for two (2) real time bus time display boards has been obtained in partnership with the County Council Highways agency (a sum of £10,700). The system is due to be fitted and operational during March 2016.
- Negotiations on-going for reduced rate of monthly bus passes from Stagecoach for NGH staff.

## 6. Travel Plan Priorities

The 2015 survey shows a slight increase in the number of staff using active forms of travel compared to those using cars; however, rather than a modal shift, this is likely to be a result of actively widening the survey to include Band 1 and 2 staff. This has also resulted in a 3% reduction in estimated carbon footprint from commuting to 5292 tonnes CO<sub>2</sub>e.

The lack of a change in travel patterns is not unexpected as there have been no additional initiatives aimed at active travel have been implemented in the last twelve months whereas car parking has been increased.

Future planning permissions for hospital infrastructure changes will require a proactive approach to travel management; for this a change in emphasis is required. In addition, active travel should also form part of the Trusts health and wellbeing agenda.

In order to reduce car commuting to site, the usual way is to reduce the number of car parking spaces available, an option NGH is unlikely to take. However, there are measures that can be taken to reduce car usage, such measures include: (in no particular order)

- Improve cycle storage facilities, including free of use showers and lockers.
- Investigate potential to subsidise bus tickets for all staff not commuting in cars.
- Investigate the use of pool cars or hire cars as many staff bring their cars onto site as they need to go out on business. Electric pool vehicles and charging points on site.
- Reduced costs for weekend and night time parking permits for those on call or on shift.
- Continue to work with the County Council and the bus companies to change ticketing arrangements so staff can be encouraged to take the bus one or two days per week.
- Continue to work with the council and local partners to improve public transport and active travel locally.
- Implementation of “real time” travel information systems.
- Dedicated lift share spaces.
- Invest in behind the barrier parking for car sharers commuting over a given distance.
- Change emphasis from getting staff out of their cars every day to getting staff out of their cars one or two days per week.
- Allocate a percentage of the revenue from the car parking to encouraging active travel, e.g. “Boris Bikes”.
- Visitors and Patients travel survey.

Travel Plans Objectives will include:

- Promote and encourage the use of sustainable transport through the better provision and marketing of relevant travel information. There will be a focused effort, throughout the life span of this travel plan to engage the County’s public transport services provider to work, in partnership, with Northampton General Hospital NHS Trust, to promote public transport and offer effective incentives and fare reduction promotions.
- Improve communications by delivering a user friendly and informative travel website on the Trust’s intranet and internet. This will be achieved by setting up identifiable information points at receptions and the travel office. This will improve the dissemination of public transport information to staff, patients and visitors (in partnership with local transport providers) through the Trust’s travel office and website.
- Continue to work in partnership with County and Borough Councils for an improved bus service to the hospital (some in roads made with the new no 14 bus service). This will involve relooking at a bus service which comes onto the hospital site.
- Encourage public transport usage through “buzz card” discounted bus passes by working with the County Council sustainable transport initiative and bus company partnership providers.

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- The implementation of “real time” travel information systems on the hospital site. Funding has already been provided and completion due during April 2016.
- Continue to promote and encourage car sharing through the staff car sharing database. Identify that partial car sharing is also encouraged. The allocation of bespoke car sharing parking spaces to be identified and created. Create greater incentives such as bespoke parking areas, vouchers for discounted meals.
- To progress work already started on pool vehicles / electric vehicles for business miles usage. Review of all business mileage usage to reduce single car usage where practical and encourage more usage of public transport (ie the train)
- Encourage walking as a healthy option working with the local council to improve walking routes. The Trusts Staff “Health and Wellbeing” strategy identifies further “Live life Live well” incentives. Further information can be found on the Trusts Intranet site, The Street, by clicking on the health and well-being tab at the top of the web page.
- Encourage cycling through the “Cycle to Work” scheme improving the provision of cycle parking, showers and locker facilities and information about their location. Determine the requirement for a specific cycle user group to ensure the facilities provided are the best option.
- Continue to hold travel awareness days. Ideally twice each year.
- Business travel review to reduce single journeys by motor car and to use public transport where economical and practical. This will include summary reports of popular destinations, as well as business mileage by directorate. A target for reductions in business mileage will be included within the sustainability targets.
- Improve further conference, web conferencing, meetings where practical to reduce travel and expenses. Since the last travel plan Oncology have set up a conferencing facility. It is hoped that more can be identified within the Trust. The use of low carbon (hybrid) vehicles for lease vehicles; Trust lease vehicles will be made low carbon emission only.
- Expand salary sacrifice initiatives to support sustainable travel options when identified.
- Conduct Visitors and Patients travel survey (During 2016) to identify travel trends.

## 7. Roles and Responsibilities

For this travel plan to be successful it requires the commitment from Senior Management as well as other staff members. The travel plan manager working with the Trust’s Sustainability Manager will undertake day to day operational responsibility for affecting the travel plans aims and objectives reporting to the Director of Facilities.

## 8. Financial

Income is generated from parking fees from Visitors and Staff. From this income funding is allocated to pay for the car parks inclusive of maintenance and security (CCTV and Security Officers patrols).

The Trust also provides a ‘Travel Office’ information hub to administer car parking permits, public transport and car sharing information.

Each year the travel plan Manager provides information through the Director of Facilities for car park maintenance / improvement schemes. Financial support will be required for the following initiatives:

Improved cycle facilities: changing room, shower and locker facilities.

Cycle storage areas: new, improved cycle shelters.

Pool vehicles: proposal for Staff requiring off site journeys on Trust business.



### 9. Monitoring, Evaluation and Review

Monitoring will be undertaken to assess the level of improvement and progress towards set targets. From the travel plan's objectives the desired outcome will identify:

- Which aspect (of the plan) need to be checked regularly
- Who is responsible for monitoring
- How frequently and when the monitoring will be conducted
- How the monitoring will be done
- How the results will be disseminated to staff, patients, visitors
- How the results will be used to review the Travel Plan.
- Yearly update report Trust wide.

If some of the proposed initiatives have no effect or a particular target not met then a review of the proposed measures should be considered.

### 10. Travel Plan Priority Actions for 2016/2017

Section six identifies the 'Future Travel Plan Priorities' these will be reviewed on an annual basis. The following measures and priority actions for 2016/2017 support this plans future actions showing the targets and time span proposed. The priorities for 2018/2019 (remaining timescale of this current plan) will be produced to build upon these priorities and future change.

<u>Measure</u>	<u>Timescale</u>	<u>Responsible</u>
Improve cycle storage facilities, including of use showers and lockers.	August 2016	Travel Plan Manager
Potential to subsidise bus tickets for all staff not commuting in cars.	Ongoing	Travel Plan Manager
Pool cars for Trust business Electric pool vehicles and charging points.	June 2017	Travel Plan Manager
Review weekend and night time parking permits for staff on call or on shift.	May 2016	Travel Plan Manager
Continue to work with the County Council and the bus companies to change ticketing arrangements so staff can be encouraged to take the bus one or two days per week.	Ongoing	Travel Plan Manager
Continue to work with the council and local partners to improve public transport and active travel locally.	Ongoing	Travel Plan Manager
Implementation of "real time" travel information systems.	June 2016	Travel Plan Manager
Dedicated lift sharing spaces.	September 2016	Travel Plan Manager
Invest in behind the barrier parking for car sharers commuting over a given distance.	September 2016	Travel Plan Manager
Change emphasis from getting staff out of their cars every day to getting staff out of their cars one or two days per week.	Ongoing	Travel Plan Manager
Identify how a percentage of the revenue from the car parking can be diverted to encourage active/ alternative. Examples include free bus permits to staff who meet the staff parking criteria but are prepared to use public transport.	Identify Bus company commitment.	Travel Plan Manager
Visitors and Patients travel survey	July 2016	Travel Plan Manager
Cycle rental (Boris Bikes)	August 2016	Travel Plan Manager

*Some of these projects will require project coordination, some measure of consultation and financial approval.*

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