

ACTIVE TRAVEL PLAN

The Royal Bournemouth and Christchurch Hospitals
NHS Foundation Trust



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Executive summary

The Royal Bournemouth and Christchurch Hospital Foundation Trust is one of the largest employers in Bournemouth with over 4,498 staff. Understanding the travel of staff and visitors to and from our sites is critical to ensuring that our transport infrastructure is appropriate and that we can continue to provide easy access to our facilities.

The RBCH has an estimated 800,000 visitors each year to our sites. This is in addition to the 4,498 staff employed by the trust that commute between our sites every day of the year. Because of this level of travel associated with RBCH, it is important that we look to reduce our impact on local traffic and enhance our communities by promoting active travel amongst our staff and visitors.

This document seeks to evaluate the implementation of several actions listed in the previous active travel plan and provide a framework for the actions required to continue to improve RBCH's travel outcomes. Continuing to limit single occupancy car travel to and from our sites is critical to ensuring that we can reduce our CO₂e emissions and reduce congestion around the hospital sites.

The Key Objectives of this Travel Plan are to:

- To reduce the carbon footprint of the site resulting from employee, patient and visitor travel, as part of the Trust overall commitment to Carbon Reduction.
- To minimise the traffic impact on the local community.
- To minimise congestion and tailbacks of staff exiting the Hospital
- To encourage and support sustainable travel to and from work.
- To promote and facilitate the benefits of the Travel Plan.

There are major targets for the TP to achieve in the next two years including:

- Reduction in single occupancy vehicle trips by 5% from 2018 of survey levels.
- Increase in walking, cycling and car sharing by 3% of 2018 survey levels.
- Increased use of public transport of staff by 1% of 2018 survey levels.

These targets have been developed following analysis of our travel survey results, and we believe these targets to be both achievable and stretching.

A comprehensive set of actions and measures aimed at addressing these objectives are laid out within the plan and include improving public transport facilities, improved cycling facilities, improved car park management through the reconfiguration of visitors parking, and increased promotion of sustainable travel options.

Furthermore the TP seeks to ensure that RBCH is well informed on developments relating to ridesharing, autonomous vehicles and electric vehicles to ensure that infrastructure throughout the trust is fit for purpose to service our staff and visitors into the future.

Introduction

Commitment to Sustainability

The NHS is the world's 5th largest employer with a workforce of over 1.7 million people throughout the United Kingdom, for this reason the NHS has an important role in reducing carbon emissions, a key cause of climate change. The 'NHS Carbon reduction Strategy for England' outlined several measurable targets for the NHS organisations to reduce their CO₂e in order to achieve an 80% reduction by 2050. The first of these targets was to reduce 2007 emissions by 10% before 2015, The RBCH was able to exceed this goal and reduce its total emissions by 12.7% over this period.

The Royal Bournemouth & Christchurch Hospitals NHS Foundation Trusts acknowledge the importance of sustainability within the Health Sector, and is committed to continual improvement in minimising the impact of its activities on the environment, and in doing so reinforces its commitment to good corporate citizenship.

This requires consideration of the three pillars of sustainability; economy, society and environment. In practice this means the Trust will consider the use of resources in its day to day operations so that it optimises the use of renewable resources where practical and preserves finite resources as much as possible. Therefore the Trust must make sure that its use of utilities, transport requirements, purchasing decisions and production of waste is as effective as possible.

RBCH benefits from a Carbon Group that has been established to ensure the effectiveness of Trust policies on corporate social responsibility, workplace diversity and equal opportunity, and oversee, monitor and report on the environmental performance of the Trust. The Group report to the Projects Board quarterly and via the Exec Lead to the Trust Board also on a quarterly basis.

Hospitals and sites of the Trust

Royal Bournemouth Hospital

The Royal Bournemouth Hospital (RBH) is located on the northern edge of Bournemouth, to the north of the junction of the A3060 Castle Lane East with Deansleigh Road. The site is approximately 15.7 hectares and comprises about 81,000m² of buildings which comprise medical, administrative, education facilities, residential use, wards and other typical hospital facilities. Adequate pedestrian and cycle access is provided on Deansleigh Road and Castle Lane East. A dedicated lit segregated cycle/footway is provided on both sides of Castle Lane East with signalised crossings. Areas within convenient walking distance of the hospital (2km isochrones around the hospital) and areas within convenient cycling distance (5km isochrones) are shown in Appendix 1, (as suggested in PPG13).

The A3060 Castle Lane East is the principal bus route in the vicinity of the site. There is a bus hub located adjacent to the main entrance of the hospital. This is provided with real time Information, which is also displayed at the main entrance.

There are no rail stations in close vicinity to the RBH. Christchurch and Pokesdown station at approximately three kilometres from the site are the nearest stations, but are not within walking distance. Bus connections are available to Bournemouth railway station and to the bus stations in Poole and Bournemouth, where interchange with other services is possible.

Christchurch Hospital

The Christchurch Hospital is located in Fairmile, in Christchurch, 3.8 kilometres from Royal Bournemouth Hospital. The site comprises of a Macmillan unit, dermatology and rheumatology resource unit, and a 45-place day hospital. The Trust is currently reviewing the services delivered from the Christchurch Site.

It is served by bus routes operated by Wilts & Dorset and Yellow Buses. The Hospital is also less than 1 kilometre away from Christchurch Railways Station.

Sterile Supply Department

The Sterile Supply Department is based at Alderney Hospital in Poole, some seven miles from The Royal Bournemouth Hospital. Alderney Hospital is based on Ringwood Road in Parkstone, Poole.

There are no railways stations close to Alderney Hospital, but the site is serviced by Yellow Buses and Wilts & Dorset bus services.

CSR Developments 2018-2022

The Royal Bournemouth and Christchurch hospital site received significant funding from the Dorset Clinical Commissioning Group to develop and become the main emergency hospital for East Dorset. The changes these developments will have on site are still being explored however; it is likely that a number of services currently at the Royal Bournemouth Hospital will likely to be moved into the community or Christchurch Hospital. The impact this will have on staff travel arrangement remains to be seen however the active travel plan will be updated annually to reflect any changes these developments are likely to bring.

Our Staff

In January 2018 there was 4,498 staff employed by the trust, a breakdown of where our staff reside has been provided by human resources and the summary can be found in Table 1.

Table 1: Distribution of RBCH Staff and analysis of travel methods from 2014 Surveys

Postcode District	Percentage of staff living in this district.	Most common mode of Transport 2014 Travel survey	Recommended alternatives to Single use car occupancy
BH1	5%	Public Transport	Public Transport and Cycling
BH2	2%	Single Occupancy Car Travel	Public Transport and Cycling
BH3	1%	Single Occupancy Car Travel	Public Transport and Cycling
BH4	2%	Single Occupancy Car Travel	Public Transport and Car share
BH5	4%	Walk and Cycle	Public Transport and Cycling
BH6	8%	Walk and Cycle	Public Transport, Walking and Cycling
BH7	7%	Walk and Cycle	Public Transport, Walking and Cycling
BH8	11%	Walk and Cycle	Public Transport, Walking and Cycling
BH9	8%	Single Occupancy Car Travel	Public Transport and Cycling
BH10	5%	Single Occupancy Car Travel	Public Transport and Cycling
BH11	3%	Single Occupancy Car Travel	Public Transport and Car share
BH12	4%	Single Occupancy Car Travel	Car share
BH13	>1%	Single Occupancy Car Travel	Car share
BH14	3%	Single Occupancy Car Travel	Car share
BH15	2%	Single Occupancy Car Travel	Car share
BH16	>1%	Single Occupancy Car Travel	Car share
BH17	1%	Single Occupancy Car Travel	Car share
BH18	>1%	Single Occupancy Car Travel	Car share
BH19	>1%	Single Occupancy Car Travel	Car share
BH20	>1%	Single Occupancy Car Travel	Car share
BH21	3%	Single Occupancy Car Travel	Car share
BH22	3%	Single Occupancy Car Travel	Car share
BH23	12%	Single Occupancy Car Travel	Public Transport, Walking and Cycling
BH24	>1%	Single Occupancy Car Travel	Car share
BH25	2%	Single Occupancy Car Travel	Public Transport and Car share
BH31	2%	Single Occupancy Car Travel	Public Transport and Car share
Outside BH postcodes	10%	Single Occupancy Car Travel	Car share

Table 1 show that roughly 56% of our staff resides in areas which are suitable for walking, cycling or public transport. This present a significant opportunity for the trust to limit private vehicular transport in commutes and has helped the trust to achieve the current rates of active transport.

The remaining 44% of staff whom live beyond this zone have fewer options available to them to however car sharing is an option that can save staff money and reduce traffic around the site. It is worth noting however that as hospital staff often have different shift patterns it can be difficult to find suitable ride sharing partners.

Developing the Travel Plan

The RBCH Travel Plan has been based on the Sustainable Travel Hierarchy (see Figure 1). RBCH are committed to promoting and encouraging the most sustainable form of transport to staff, patients and visitors, whenever possible.



Figure 1: Sustainable Travel Hierarchy

The NHS vision towards sustainable travel planning is that NHS organisations are exemplar in leading the population-wide shift to more active and low carbon travel such as public transport, cycling and walking.

The main aim of this Travel Plan is to promote a sustainable approach to travel for all RBCH staff. It is in support of a site wide desire to promote the benefits of Travel Planning and sustainable travel. This is recognised as a dynamic and feedback led process which will develop and evolve as the Travel Plan is carried forward by the Travel Plan Coordinator (TPC) and Senior Management Team (SM).

Objectives

The five objectives of the travel plan are:

- To reduce the carbon footprint of the site resulting from employee travel, as part of the Trust overall commitment to Carbon Reduction.
- To minimise the traffic impact on the local community.
- To minimise congestion and tailbacks of staff exiting the Hospital
- To encourage and support sustainable travel to and from work.
- To promote and facilitate the benefits of the Travel Plan.

Scope

This Plan applies to all staff and visitors of the Royal Bournemouth Hospital and Christchurch Hospital sites. The TP considers the various modes of transport that are available and seeks to implement measures to achieve the overall aims and objectives. The key modes are set out below.

- Cars
- Public Transport
- Cyclists
- Pedestrians
- Ambulances/taxis

Research / Consultations

The RBCH Travel Plan has been informed by the following research / consultations:

- Travel Plan Survey 2010
- Staff Travel Survey 2014
- Staff Travel Survey Winter 2018
- Staff Travel Survey Summer 2018
- Patient Travel Snapshot Survey
- RBCH Sustainable Development Management Plan
- Consultations with Bournemouth Borough Councils Transportation Department and Travel Planner
- Consultation with ADL Traffic Engineering
- Discussions with the RBCH Carbon Group

CONTEXT AND DRIVERS

The Department for Transport forecast that 'business as usual' carbon emissions related to transport in the UK would rise by 35% by 2030 and that emissions arising from NHS transport will match this trend unless action is taken now. The NHS accounts for 5% of all road traffic in England, therefore taking action to reduce this will improve air quality, traffic congestion and health and wellbeing in our community. RBCH understand that they have a leading role to play in tackling this, and strive towards being one of the greenest Health Care Trusts in South West England.

Environmental

- **Carbon emissions;** The NHS developed the 'NHS Carbon Reduction Strategy for England' in which it sets targets for reducing its 2007 carbon footprint by 10% by 2015. In response to this the Royal Bournemouth and Christchurch Hospital Trust have adopted these targets and developed the Sustainable Management Plan, which was approved by the Trust Board in January 2011.
- **Congestion, and pollution;** RBCH support Borough wide measures for reducing congestion and pollution in Bournemouth and are committed to improving air quality in the local area. Reduction in congestion will also result in a reduction in noise pollution.
- **Vision to become beacon of best practice;** RBCH have made a commitment to environmental priorities and setting an example, and are striving to become a Health Sector beacon of best practice in the South West of England.

Health and Wellbeing

- **Safety;** reductions in the number of cars on the road will have a direct effect on traffic and reductions in incidences of road traffic accidents.
- **Healthier Population;** The economic advantages of more active travel for the NHS have been well studied. Research shows that money spent on creating an environment that encourages and enables walking and cycling directly saves NHS resources on preventable deaths from illnesses attributed to physical inactivity such as coronary heart disease, stroke and colon cancer.
- **Staff retention and health;** Encouraging physical exercise amongst members of staff has shown a healthier more motivated workforce with reduction in staff sick days due to better staff health.

Financial

- **Cost of fuel;** fuel costs have seen a dramatic rise in recent years. This trend is not expected to change and we must accept that the price we pay for our fuel will continue to increase in the coming years.
- **Servicing of car parks;** The provision of car parking incurs a large cost to the Trust. Car parking costs include maintenance, security staffing, and electricity for lighting. Reductions in the number of cars coming into site can free up money invested in maintaining the car parks for other services within the NHS.
- **Staff Travel Time;** Things such as teleconferencing and videoconferencing will lead to productivity improvement from staff time saved in travel

Operational

- **Site access;** Reducing the amount of traffic into the sites will improve access for patients, visitors and deliveries. It will also reduce congestion and tailbacks of staff exiting the Royal Bournemouth Hospital site.

STAFF TRAVEL SURVEYS

2004, 2010 & 2014 modal split surveys

The first set of detailed travel surveys were commissioned by Steer Davies Gleaves in 2004 for the RBCH on 21st October (Thursday). This involved manual traffic counts between the hours of 14:00-18:00 at all the four site accesses. In 2010, RBCH commissioned another detailed survey, which covered a five day week from Monday 26th April, for the period 07:00-19:00 hours at all the four site accesses. This was done using CCTV.

Table 2 below illustrates the mode split in 2004 (Thursday) and 2010 (average weekday) and the difference between the typical mode on a Thursday and an average weekday.

Table 2: Change in mode 2004-2010

Mode	2004 (Thursday)	2010 (ave weekday)	Difference
Car & taxis	90.2%	89.6%	-0.6%
Pedal cycles	1.7%	2.5%	+0.8%
Motorcycles	0.8%	0.9%	+0.1%
Buses/coaches (private)	0.0%	0.2%	-0.2%
Ambulances/hospital transport	2.6%	1.7%	-0.9%
LGV	3.5%	4.2%	+0.7%
HGV	1.2%	0.9%	-0.3%
Total	100%	100%	

Table 2 demonstrates that on the basis of the surveys at the site access, there was a slight reduction in private vehicle use whilst there is slight increase in cycle usage. The survey did not however include walk in trips or public transport usage.

2014 Survey

In 2014 the trust elected to carry out its survey by questionnaire of staff as a part of the feasibility and development process of the Jigsaw building. This survey had the bonus on including more sustainable travel options of walking, cycling, public transport and car sharing. This survey also sought to ask staff what they felt the trust could do to increase active travel throughout the trust.

Our 2014 staff travel survey has revealed that an estimated 90% of our staff live in a BH post codes with the average distance travelled to work being 5.4 km. 47% of RBCH staff travelled to work in single occupancy car travel, 12% of staff travelled by bus or Train, 30% walk or cycle to work and the remaining 9% car share. For staff not living in BH postcodes the average distance travelled to work was 33km, with 97% of trips to work being undertaken by single occupancy car travel and 3% car sharing.

While less than half our staff travel to work on in single occupancy car travel there is still a large cumulative impact associated with this every year these journeys to and from work create an estimate 1037, tonnes of Co2 emissions and increase the congestion around the hospital area.

Table 3 shows the results of the 2014 travel survey.

Table 3: Results of 2014 travel survey for Royal Bournemouth Hospital

	Taxi	Walk & public Transport	Drive a car alone	Car share as a driver	Cycle	Car share as a passenger	Scooter /Motorcycle (below 125cc)	Motorcycle (above 125cc)	Total Number of Respondents
Number of Respondents	3	114	262	15	108	18	3	7	527
Percentage of respondents	0%	22%	49%	3%	20%	3%	1%	1%	100%

As demonstrated in Table 2 and 3 There is a significant increase in the amount of staff participating in active travel on their commute to work with cycling, walking and public transport accounting for 42% of total commutes.

The dramatic change in percentage of staff traveling to work via car can be account for by a number of factors. Firstly the first two surveys only examined staff arriving via the main road entrance and did not account for staff arrive via the walking and cycling entrances to the hospital. Secondly there is the possibility of overrepresentation of staff that travel to work actively as they could be more likely to respond to the survey as active travel is viewed as the more socially desirable mode of transport.

This dramatic reduction in the estimated mode of transport of staff has exceeded the expectation of previous targets and as such will inform the new targets discussed in this document.

Staff opinion on active travel

197 staff elected to give feedback on what actions the trust could undertake to encourage them to undertake active travel on their commute to work. There were 5 themes which accounted for 95% of the respondents.

1. flexible working hours
2. Upgrade cycle and walking infrastructure
3. Discounted Public transport
4. Incentives for car sharing
5. Rewards for active travel.

2018 Staff Twin Travel Surveys

In 2018 the Trust elected to conduct travel surveys in Both Winter and Summer. This was to examine the impact that seasons had on staff travel patterns. Between January and February of 2018 a Staff Travel survey was conducted to sample different modes of transport used by RBCH staff. The same survey was conducted in June later in the year to examine what if any changes had occurred.

The survey received 580 responses from staff equating to roughly 13% of total staff employed by the Trust. 95% of the Staff whom responded indicated that they worked at The Royal Bournemouth Hospital, and 61.7 % of staff worked typical office hours and peak carpark demand.

Winter vs Summer

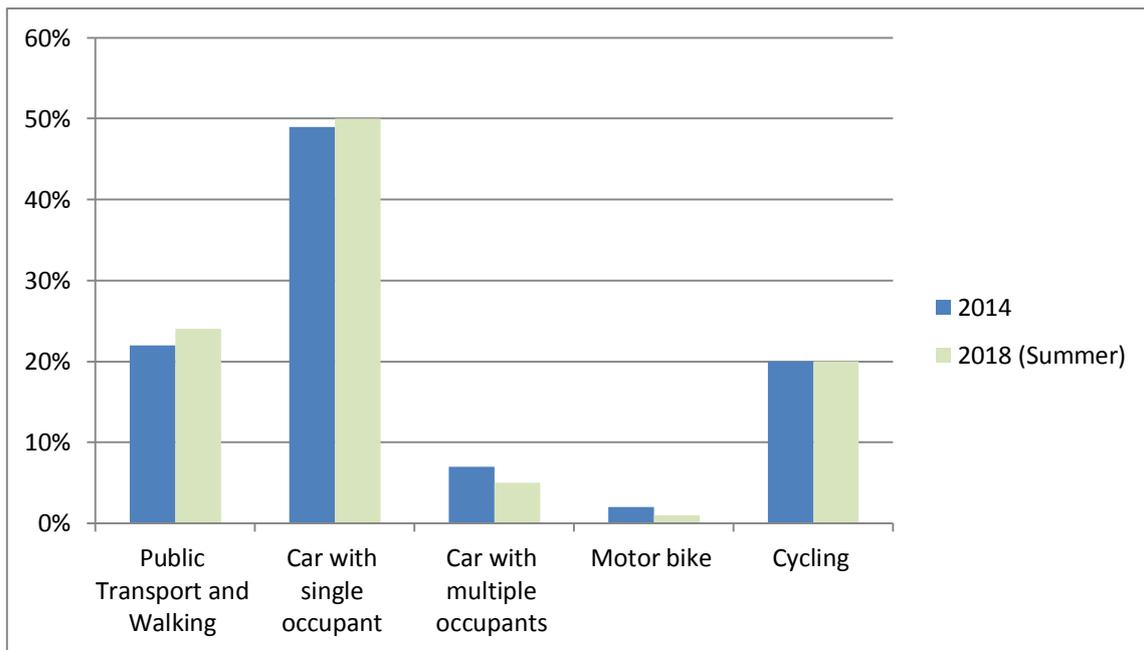
The results listed in Table 4 demonstrate that seasons have a significant impact in terms of the mode of transport used by staff the amount of staff that walk or cycle increases by 7% during the summer, where as in winter these staff would presumably use a car with a single occupant. Public transport and car share are seemingly not influenced by seasons.

Table 4: 2018 Staff Travel Survey Results

	Public Transport Bus or Train	Walk	Motorbike	Cycle	Car with one occupant	Car with multiple occupants
Percentage of respondents (Summer)	11%	13%	1%	20%	50%	5%
Percentage of respondents (Winter)	11%	11%	1%	15%	57%	5%
Difference Between seasons	0%	2%	0%	5%	7%	0%

There are a number of slight changes between the 2014 and the 2018 summer travel survey. These include a slight increase in the amount of staff using single occupancy car travel and walking and public transport. There is also an observed decline in Car sharing amongst staff between the two surveys. A summary of the changes between 2014 and 2018 can be found in Figure 2.

Figure 2: Changes in 2014-2018 Staff Travel Survey (summer)



Staff expenses on travel to work

The 2018 travel survey asked staff how much they thought they spend annually on travel to and from work. The results have been summarised in table 5.

75% of RBCH staff believe that they spend below £1000 per year on travel despite estimates that UK employees spend on average £1752 on commuting per year throughout the UK. This highlights that staff may not be aware of the financial benefits they could get from active travel and offers a potential effective method to promote active travel over the coming years.

Table 5: Perceived Expenditure on travel by mode from 2018 travel survey.

	Car with Multiple Occupants	Car with single occupant	Cycle	Motorbike	Public Transport	Walk
£0-500	30%	19%	93%	17%	20%	93%
£ 500 - 1000	45%	40%	7%	67%	63%	7%
£1000 - 2000	20%	28%	0%	17%	12%	0%
Over £ 2000	5%	13%	0%	0%	4%	0%

VISITOR SURVEYS

2018 Visitor Survey

In June of 2018 a visitor survey to the site was conducted between 10am and 2pm. This survey asked the home postcode, time of arrival and method of travel for visitors to the site. 68% of respondents indicated that they had driven to the hospital while the remaining 32% had used public transport. The survey had received on 52 responses throughout the day and therefore cannot be relied upon to for other information it provided. Traffic surveys conducted on the day had identified visitors arriving via active transport however none of the respondents in the survey had walked or cycled.

DRAFT

TARGETS

The adoption of this Travel Plan requires a continuous process of development and change to meet the travel needs of staff and patients. It is therefore proposed that the travel surveys are undertaken bi-annually and will provide a base to establish the travel changes that occur over the following year of this Travel Plan to assess the suitability of measures implemented for staff and patients.

Allowance will always be made with the “Travel to Work” survey for members of staff for when car use is an essential part of their job.

There are three general targets for the TP to achieve in the next two years:

- Reduction in single occupancy vehicle trips by 5% from 2018 of survey levels.
- Increase in walking, cycling and car sharing by 3% of 2018 survey levels.
- Increased use of public transport of staff by 1% of 2018 survey levels.

All targets are absolute and normalised against patient and staff activity, in line with RBCH Sustainable Development Management Plan.

This TP includes measured targets for changing people’s mode of transport which are set out in Table 6.

Table 6 details the targets set out for staff and visitors traveling to the Hospital. These targets would result in a modest increase in public transport, active travel and car sharing while reducing the amount of single occupancy car travel.

Table 6: 2018/19 to 2019/20 staff targets

Mode	2018	Shift	Target
Car (single occupancy)	50%	-5%	45%
Car sharing	5%	+1%	6%
Cycle	20%	+2%	22%
Public transport	11%	+1%	12%
Walk	13%	+1%	14%
Motorcycle	1%	0%	1%
Total	100%	-	100%

Table 7: 2018/19 to 2019/20 visitor targets

Mode	2018	Shift	Target
Car	68%	-8%	60%
Cycle	0%	+1%	1%
Public transport	32%	+3%	35%
Walk	0%	+4%	4%
Total	100%	-	100%

ACTIONS

5.1 Pedestrians

The infrastructural facilities for pedestrians around each of the Hospital sites are adequate and hence require no further enhancement. 10% of RBCH staff currently travel into work by walking.

Current initiatives:

- The provision of showering and lockers and changing facilities
- Provision of a Walking BUDIs scheme within the RBCH lift-share website, enabling staff to search for walking BUDIs within the Trust that they can walk into work with.

Actions for 2018/2019:

- Continue to raise awareness of facilities and incentives
- Continue to provide generic information, such as directions to the bus stops and walking routes is available to both staff and visitors on an information board and the hospital's website.
- Advertise the Health benefits of walking to work and where appropriate to meetings for work

5.2 Cyclists

There are numerous incentives and facilities provided to RBCH staff who cycle to work. Currently 15% of staff cycle to the hospital, the target is to increase this by 5% before 2019/2020.

Current Initiatives:

- Provision of covered cycling storage facilities
- Pool bike scheme; A range of mountain and road bikes have been purchased so that staff can borrow and 'try before you buy' from the Pool Bike Scheme.
- Three electric bicycles are available for staff to use to travel between hospital sites.
- Provision of tool kits
- Provision of emergency bike repair facilities
- Investments in the NHS Bike Scheme through the Staff Benefits Scheme, allowing staff to purchase a bike tax free, and spreading the cost over 12 months paying directly from their salary.
- Provision of cycling BUDIs scheme within the RBCH lift-share website, enabling staff to search for cycling BUDIs within the Trust that they can cycle into work with.
- Provide Cycle repair kits and pumps to staff and the Public.
- Provide free MOT checks to staff monthly.

Actions for 2018/2019:

- Continue to publicise the Staff Benefits Scheme and purchasing of lower cost bicycles and accessories through the scheme.
- Information to be made available to staff and patients on cycle routes around the Hospital sites.
- Provide up-to-date information on locally recognised good and safe cycle routes, which are available to employees (and visitors) on both the travel information board and website.
- Monitor the cycle provision and if necessary provide more cycle spaces on the RBH site to accommodate demand.

5.3 Public Transport

Bus stops are located within a short distance from each of the Hospitals with a number of buses servicing them, and as such the overall bus service facility to and from the hospitals are deemed adequate. Currently 11% of staff uses public transport, with targets to increase this by 4% before 2019/20

Current Initiatives:

- The provision of Real Time Information at the bus stops on Deansleigh Road.
- Development of Bus hub in conjunction with Bournemouth Council to increase the number of services to and from the Royal Bournemouth Hospital site.
- Collect information on patients use of public transport when travelling to the Hospitals
- Provide up to date public transport timetables and information on locally recognised good and safe walking routes, to bus stops which are available. The information will also be provided on the hospital website.
- Provide personalised journey planning to maximise the benefits and viability of the service to individual members of staff and patients, through such websites as Traveline.

Actions for 2018/2019:

- Ensure that all staff are able to access such websites or that printed copies of the route details are available.
- Update any changes to bus timetable routes or services decommissioning.

5.4 Cars

Currently 80% of patients and 63% of staff travel to the Hospitals sites via car. RBCH have set targets to reduce the number of these journeys made by 11% by 2019/20.

Current Initiatives:

- Introduced parking charges for all members of staff.
- Provision of a guaranteed ride home scheme for car shares in the event of an emergency. The scheme is designed to encourage people to car share to work with the knowledge that they could return home promptly in unforeseen circumstance
- Provision of beneficial parking for car sharing.
- Limited number of parking permits issued.
- Pool vehicles for use on Trust business, reducing private car usage
- Provision of journey matching RBCH lift-share website, enabling staff to search for car shares either within the Trust or with the wider national lift-share network.
- Use of electric vehicles in fleet vehicles two used by estates.
- Priority car share parking.
- Provide electric vehicle charging points in multi-storey carpark

Actions for 2018/2020:

- Low Emissions criteria for fleet vehicles; any fleet and commercial vehicles operating at the site will be selected based on their ability to meet strict criteria designed to reduce their environmental impacts. Any fleet and commercial vehicles operated at the site will be expected to meet strict emission criteria set by senior management. This will promote and facilitate a clean vehicle fleet and demonstrate a commitment to reducing carbon emissions and protecting the environment.
- Develop a policy for transport planning and congestion mitigation in the event of known levels of increased congestion due to local events.
- Encourage employees, where practical, to purchase and own the lowest emission vehicle available to them which suits their needs.
- Explore 'part-time' car share, e.g. 2 days per week.
- Explore potential of dedicated commuter buses for employees in partnership with neighbouring Organisations.
- Work with neighbouring organisations and users of Deansleigh road to explore potential of staggering exit times to reduce congestion.
- Encourage teleconferencing and other communication methods.
- Promote sustainable non-vehicular travel
- Examine core business activity and explore how this impacts on travel habits.

- Monitor car usage regularly.
- Discuss travel in 'Sustainability Group' meeting at Board level.

5.5 Other Measures to reduce peak hour impact

Measures that reduce the peak hour impact of traffic in and around the hospital sites have also been investigated.

Current Initiatives:

- In January 2010 a refurbished "day of surgery" admissions suite was opened on site. This new unit is designed for the admission of patients on their day of surgery. This reduces the need for patients to come into hospital the afternoon or night before their operation. In turn, this reduces visitor trips during peak hours.

Actions for 2018/2019:

- Explore and promote the possibility for home working.
- Explore and promote the possibility for evening and weekend clinic appointments.
- Explore possibility for off-site clinics and treatment centre.
- Explore possibility of removing some services out of main hospital site in light of CSR developments.
- Explore possibility for more health care delivery at patients' homes or G.P. Surgeries
- Monitor the development of Automatable cars and Autonomous vehicle Fleet legislation to predict what if any impact these could have on the trust moving forward.
- Monitor the legal status of ride sharing services like uber to explore what Impact these could have on staff travel arrangements.

MONITORING AND MANAGEMENT

Monitoring of the Travel Plan

Travel Plan surveys and monitoring will be undertaken on an annual basis and an updated TP will be provided following each review.

The staff and patient questionnaire travel surveys will be undertaken every 24 months and traffic counts will be undertaken at the Hospital's site entrances and exits. Results from annual staff, patient and visitor travel surveys will be discussed at a Travel Plan Focus Group made up of key stakeholders. Annual feedback and reporting will also be provided on the progress of the Travel Plan at presentations and staff group/team meetings.

An annual monitoring report will be issued on the progress of the Travel Plan highlighting its achievements and identifying any new measures which may be implemented to assist with increasing the sustainable travel patterns of the Trust. Revised Travel Plans will be presented to the RBCH Carbon Group.

Management

The Travel Plan Co-ordinators (TPC) will facilitate the Travel Plan at the hospital. The TPC details are:

- Laura Dale, RBCH Sustainability Manager or Jordan Pye RBCH Sustainability Officer
 - ☎ 01202 704373
 - ✉ Jordan.pye@rbch.nhs.uk or Laura.Dale@rbch.nhs.uk

The key roles and responsibilities for the Co-ordinators will be to;

- Develop and implement the travel plan, following liaising with all appropriate key stakeholders;
- Promote the travel plan;
- Monitor the travel plan.

The TPC will liaise with all staff acting on feedback, implementing measures and ensuring traveller information is kept up-to-date. The TPC will have full support of the senior managers so that the Travel Plan can be executed fully and retain credibility with staff.

6.3 Promotion of the Travel Plan

It is the responsibility of the TPC to ensure:

- the promotion of sustainable transport measures to staff, patients and visitors, particularly through the dissemination of information on public transport, cycling and walking;
- that appropriate up to date travel plan information is available to employees and visitors;
- liaison with bus, rail, taxi operators;
- the publicity of the Travel Plan and its successes;
- the organisation of the groups as detailed in this plan (e.g. BUG, etc);
- the publicity of the health, environmental, social and economic benefits of sustainable transport;
- The promotion of any other such measures as identified in this Travel Plan.

DRAFT

Summary

A Travel Plan is an ongoing process. This document has detailed the process that will be followed in continuing to develop the Travel Plan for the Trust. It is this individual's responsibility for delivery of the surveys and agreeing with BBC the measures that are to be taken forward to achieve an agreed set of targets.

Surveys will be undertaken of staff within the next 24 months of before review of the TP. The data on mode of travel to work will form the basis on which targets can be applied and/or reviewed in subsequent versions of this TP. Surveys of all staff and a sample of patients will be undertaken annually until the fifth anniversary of the Travel Plan.

Review and monitoring of the Travel Plan will be undertaken bi-annually and an updated TP will be submitted on the anniversary of the date at which the previous version was approved.

The implementation of the Travel Plan is seen as a positive initiative by the Trust to provide travel choice and to enhance, where appropriate, the accessibility to their site for the population within its catchment area. The Travel Plan will make a positive contribution to reducing the need to travel by private car to the development by staff, patients and visitors.

As a living document the travel plan will also respond to development in legislation, technology and changes in lifestyle that are likely to materially change the way staff and visitors travel to our sites. In accordance the travel plan will ensure that RBCH will continue to provide infrastructure fit for purpose as we continue to develop.

Finally the travel plan will seek to engage all departments and staff in how they might improve their own health, finances and overall quality of life in line with RBCH goals to promote sustainable communities both now and into the future.

GREEN TRAVEL ACTION PLAN 2017/18

8.1 General Actions

Ref	Area of Development	Objective	Responsibility	Target Date
1.1	Travel Plan Targets update	Based on latest travel, parking and site occupancy data finalise actions and targets for Travel Plan going forward. Submit for comment from BBC	SF	January 2019
1.2	Bi-Annual Survey	Conduct staff and visitor survey for 2012/13. Traffic counts to be carried out at site entrances and exits.	TPC /Audit Committee	July 2020
1.3	Travel Plan presentation to Health and Wellbeing group.	After the travel surveys, discuss the results at focus groups made up of a diverse mix of people in terms of backgrounds and current travel habits	TPC	April 2018
1.4	Travel Plan Awareness Campaign	Review and improve public transport/ cycle/ walking information on all websites: intranet- travelwise pages / intranet- sustainability pages / RBCH website/ Travel Information Board	TPC	Ongoing
		Sustainable Travel options to be highlighted at Corporate induction.	TPC / all service providers	Ongoing

1.5	Sustainable Development Management Plan	Monitor car usage and begin to collate carbon emissions data for travel and transport; feed information into Sustainable Management Plan.	TPC / Finance	Analyse available data from April 2011 onwards; collect additional information within 2015 Travel Survey Incorporate within Sustainable Management Plan.
		Examine business activities to identify ways of reducing business related car use.	TPC/ Finance	Ongoing
		Review the options for an increase in the use of IT as an alternative to travel i.e. work from home and video conferencing for business meetings	TPC/ IT department	Ongoing.
		Investigate ways to reduce peak hour congestions i.e. evening & weekend clinic appointments, off site clinics and health centres.	Clinical Directors	Ongoing
1.6	Reporting	The Travel Plan shall be reviewed annually and progress toward targets reported to the Carbon Group and Board.	TPC/ Carbon Group	March 2018

8.2 Walking Actions

2.1	Health and Exercise Promotion	Establish links with the Personnel & the Rehab, Diabetes and Cardiac departments to organise/ promote exercise and	TPC/ Personnel/ Rehab/ Diabetes/	Ongoing
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		health events.	Cardiac Department	
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8.3 Cycling Actions

3.1	Cycle Facilities on Campus	Monitor the cycle provision and if necessary provide more cycling spaces	TPC	Ongoing
3.2	Staff Benefits Scheme	Continue promotion of lower cost bicycles and accessories through salary sacrifice. Include within Staff induction.	TPC	Ongoing
3.4	Pool Cycles	Continue the promotion of pool cycle and availability of electric bicycles for use between Christchurch and RBH.	TPC / CP Plus	Ongoing
3.5	Cycle Promotion	Provide up to date information on locally recognised good and safe cycle routes, which are available to employees (and visitors) on website and Travel info board. Publicise Pedal points scheme and BUG.	TPC	Ongoing

8.5 Public Transport Actions

4.1	Bus Turning Facilities	Set aside land for the BBC to provide a bus turning facility including a semi-covered walkway between the bus stop and Hospital Main entrance	Capital & Estates	Completed 2014
4.2	Travel Planning Service	Provide and update links to personalised travel planning service on Travelwise website and RBCH website	TPC/ Travelwise Officer	Ongoing

8.4 Car Actions

5.1	Further promotion of car sharing	Promotion of RBCH lift-share (free web based services) to staff of RBH and Christchurch and beneficial parking for Car Sharers	TPC	Ongoing
5.2	Pool Car Scheme	Publicise the availability of RBCH Pool cars for use on Trust Business	TPC	Ongoing
5.3	Pay on Foot parking system	Deliver pay in foot parking system in RBH public parking areas	Estates & Capital	Completed January 2015
5.4	Efficient Vehicle Purchasing	Encourage employees to purchase and own lowest emissions vehicles available to them	TPC	Ongoing
5.6	Congestion Mitigation	Work with neighbouring organisations and users of Deansleigh road to explore potential of staggering exit times to reduce congestion	RBCH/ BBC/ Users of Deansleigh Rd	Ongoing
5.7	Staff Commuter Buses	Explore potential of dedicated commuter buses for employees in partnership with neighbouring organisations	TPC/ Estates & Capital. JPMorgan	Ongoing review regularly to examine changes to cost.

8.6 Ancillary Actions

6.1	Efficient Vehicle Purchasing	Continue promotion of purchasing efficient vehicles through regular information and advice. Develop minimum criteria for any fleet and commercial vehicles.	TPC/ Finance	Ongoing 2018
6.2	Electric Vehicle Purchasing	Where ever appropriate and cost effective look to purchase electric Vehicle for the trust.	TPC/ Finance	Ongoing 2018
6.3	Review trust performance Against NICE air pollution Guidance	Annual review the Trust performance against the Air Pollution Guidance offered by Nice. https://www.nice.org.uk/guidance/ng70/resources	TPC	Ongoing 2018
6.4	Electric vehicle Charging Station purchases	Review whether currently provided Electric Vehicle Charging facilities provided for staff and visitors is adequate and explore funds available to purchase more if needed.	TPC/electricity Manager	Ongoing 2018
6.5	Monitor the Developments of Autonomous vehicle production	Monitor the legal status, technical developments and economics of autonomous vehicles to assess what if any impact they would have on staff travel patterns and what if any opportunities are available to the trust.	TPC	Ongoing 2018
6.6	Monitor the legal status of ride sharing services s	Monitor the legal status, technical developments and economics of ride sharing services to assess what if any impact they would have on staff travel patterns and what if any opportunities are available to the trust.	TPC	Ongoing 2018

Appendix 1: Cycle zones and Walking Zones of Royal Bournemouth Hospital

