

North West Anglia NHS Foundation Trust

Travel Plan

North West Anglia NHS Foundation Trust

21 June 2019



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1. Introduction

1.1. Background

Atkins has been commissioned by the North West Anglia NHS Foundation Trust, hereafter referred to as NWAFT or 'the Trust', to prepare an updated Travel Plan for the Trust's Peterborough City Hospital, Hinchingsbrooke Hospital and Stamford and Rutland Hospital sites. The previous Travel Plan for Peterborough City Hospital and Stamford and Rutland Hospital was prepared in February 2016, prior to the merging of Hinchingsbrooke Health Care NHS Trust and Peterborough and Stamford NHS Foundation Trust to form NWAFT in 2017. Given the merger of the Trusts to form NWAFT, the Travel Plan requires a review and update to incorporate the additional site and to update baseline data.

Atkins has also been commissioned to produce a Parking Management Plan which reviews existing car parking and sets out recommendations on how the on-site car parks could operate to reduce congestion and manage conflicting traffic flows around the three Hospital sites. The Parking Management Plan should be read in conjunction with this Travel Plan.

At present, there are 6,271 staff that work for the Trust¹. The total number of staff working at each Hospital is set out below:

- Peterborough City Hospital: 4,417 staff;
- Hinchingsbrooke Hospital: 1,759 staff; and
- Stamford and Rutland Hospital: 95 staff.

1.2. Site Locations

Peterborough City Hospital

Peterborough City Hospital is located to the west of Peterborough City Centre in the Westwood Parish. The site is located adjacent to the A47 and approximately 10.5km north east of A1 Junction 17. The site has one vehicular access to the north of the main building via Bretton Gate.

Hinchingsbrooke Hospital

Hinchingsbrooke Hospital is located to the west of Huntingdon Town Centre and to the east of Brampton Village. The site is located adjacent to the A14, although staff are required to travel into Huntingdon via the A141 or Godmanchester to access the site via Hinchingsbrooke Park Road. There is one vehicular access to the west of the site on Hinchingsbrooke Park Road. Ambulances can access the site from the north via A14 Junction 23.

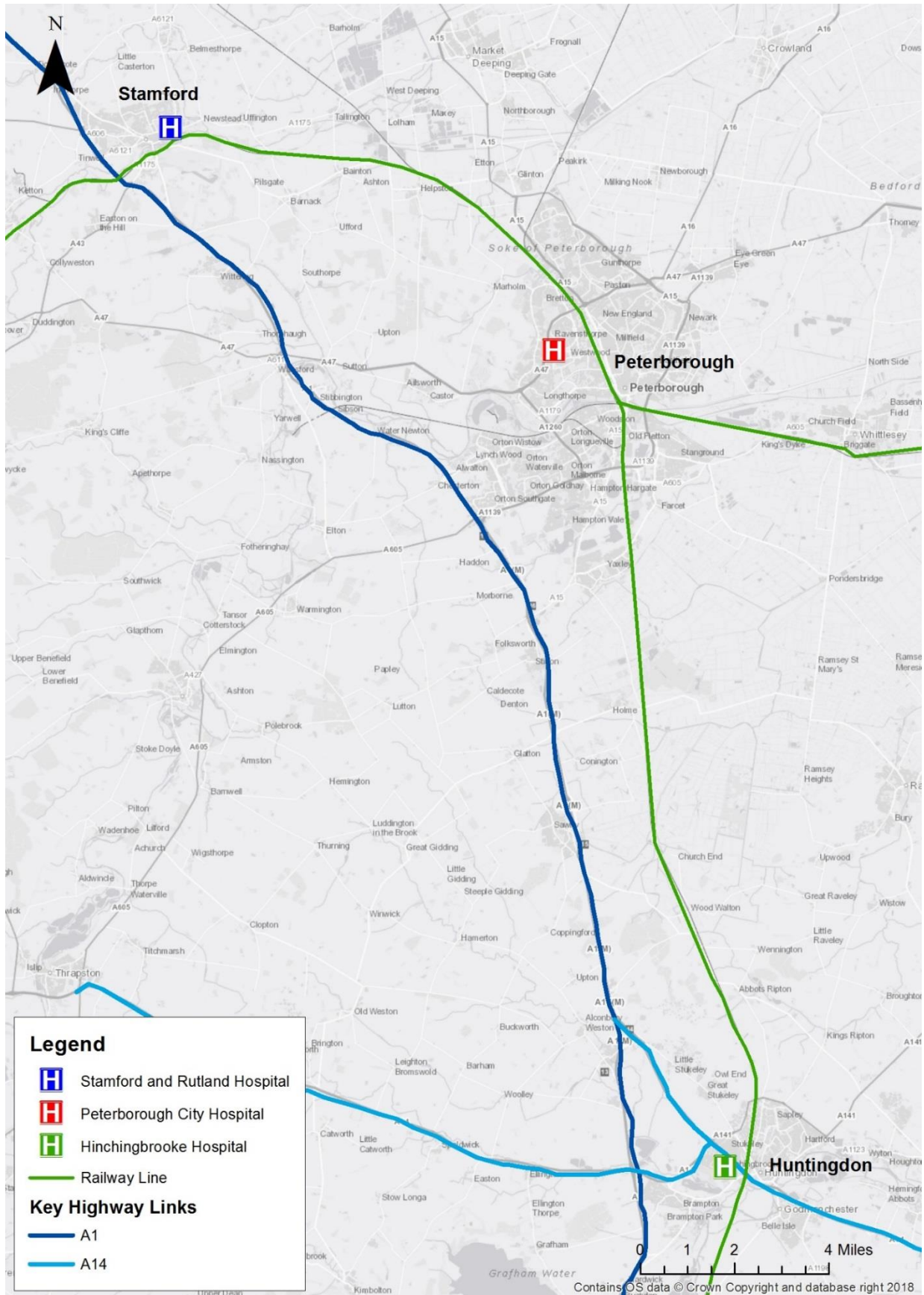
Stamford and Rutland Hospital

Stamford and Rutland Hospital is located in Stamford to the east of the High Street on Ryhall Road (A6121). The A1 junction, which is accessed from Kettering Road, is located approximately 2.7km to the west of the site.

A site location plan is presented in Figure 1-1.

¹ According to the staff postcode survey.

Figure 1-1 - Site Locations



1.3. Scope of Travel Plan

This Travel Plan is targeted at staff at the three Hospital sites. The reason for focussing on staff travel is that their travel behaviour is characterised by more regular travel patterns and the Trust has greater influence over their travel behaviour when compared to patients and visitors.

1.4. Structure of the Travel Plan

The remainder of this Travel Plan is set out as follows:

- Chapter 2 considers the Travel Plan in the context of relevant policy and guidance;
- Chapter 3 sets out the existing travel and transport conditions at the three Hospitals;
- Chapter 4 summarises the staff travel survey and assesses the current accessibility at the three Hospitals;
- Chapter 5 identifies the Travel Plan objectives and targets based on the staff travel survey and accessibility assessment;
- Chapter 6 sets out the measures which aim to achieve the targets set in Chapter 5 and timescales for doing so;
- Chapter 7 considers the marketing and publicity strategy to ensure that staff are aware of new measures;
- Chapter 8 identifies the Travel Plan Coordinator (TPC) and describes their role and responsibilities;
- Chapter 9 sets out how this Travel Plan will be monitored and reviewed; and
- Chapter 10 summarises the Travel Plan and recommends next steps.

2. Policy Context and Guidance

This Chapter sets out the policy context and guidance for this Travel Plan.

2.1. National Policy

2.1.1. Department of Health (2015) Health Technical Memorandum 07-03 NHS Car-Parking Management: Environment and Sustainability²

This guidance helps NHS organisations to identify best practice in car park management and sustainable transport. It sets out how NHS patient, visitor and staff parking principles can be implemented within an organisation's car parking provision. The following principles are relevant to this Travel Plan:

- NHS organisations should work with their patients and staff to make sure that users can get to the site as safely and conveniently as possible. Solutions should also be economically viable;
- Charges should be reasonable for the area;
- Concessions should be available for certain groups of users (e.g. frequent outpatient attenders, staff working shifts that mean public transport cannot be used);
- Other concession, for example for volunteers or staff who car share should be considered locally;
- Priority for staff parking should be based on need; and
- Trusts should consider installing 'pay on exit' or similar schemes so that drivers pay only for the time that they have used.

This Travel Plan (and Parking Management Plan) is in line with this policy because the measures suggested in Chapter 6 will seek to prioritise staff parking on a needs basis. In addition, measures that are set out in the Parking Management Plan will consider how staff parking operates on all three Hospital sites.

2.1.2. NHS Carbon Reduction Strategy (2009 – updated 2010)³

The NHS Carbon Reduction Strategy sets out the organisation's carbon reduction goals. Low carbon travel, transport and access is one of the areas of focus for carbon reduction, with the following relevant key actions set out:

- All Trusts should have a Board approved active Travel Plan as part of their Sustainable Development Management Plan;
- The NHS should consider introducing a flat rate for business mileage, regardless of engine size or modal option; and
- Mechanisms to routinely and systemically review the need for staff, patients and visitors to travel need to be established in all NHS organisations.

The 2010 update states that low carbon Travel Plans should be adopted across the entire NHS to meet the goal to reduce mileage and corresponding CO₂ emissions by 20%. There is also a goal to increase vehicle efficiency to reduce business travel emission by a further 30%.

This Travel Plan is in line with this policy and mechanisms. The review and monitoring strategy of the Travel Plan is contained in Chapter 9.

² Department of Health (2015) *Health Technical Memorandum 07-03 NHS Car-Parking Management: Environment and Sustainability*.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/481556/HTM0703NovemberUpdated.pdf [Accessed 14.06.2019]

³ NHS Sustainable Development Unit (2010) *UPDATE NHS Carbon Reduction Strategy*.

<https://www.sduhealth.org.uk/policy-strategy/engagement-resources/nhs-carbon-reduction-strategy-2009.aspx> [Accessed 14.06.2019]

2.2. Local Policy

2.2.1. Cambridgeshire and Peterborough Interim Local Transport Plan (2017)⁴ and Long-Term Transport Strategy (2011)⁵

The Cambridgeshire and Peterborough Interim Local Transport Plan, formerly the Peterborough City Local Transport Plan has a transport vision with the following relevant aims:

- *‘To provide a package of Smarter Choices measures that encourage and promote sustainable travel to all people travelling in and around Peterborough;*
- *To increase the number of walking trips through well developed and safe pedestrian connections throughout the city;*
- *To increase the number of cycling trips throughout the authority area;*
- *To ensure that all residents can access employment, health care, education, leisure facilities and healthy food by improving access to key services and facilities through the integration of different modes of travel and supporting growth with sustainable travel solutions;*
- *To have a high quality, reliable, easy to access and simple to understand public transport system, operating a fleet of lower emission vehicles that serve the whole authority; and*
- *Residents, school and employees in Peterborough should be able to make informed decisions and choose to travel by sustainable modes.’*

The objectives set out within this Travel Plan are in line with this policy as it seeks to promote sustainable travel to, from and around the three Hospital sites.

2.2.2. Huntingdonshire’s Emerging Local Plan to 2036: Proposed Submission (March 2018)⁶

The Emerging Local Plan is proposed to replace the existing development plan document which includes the Core Strategy (2009), the Huntingdon West Area Action Plan (2011) and the saved policies of the Local Plan (1995) and the Local Plan Alteration (2002). The proposed submission has been submitted to the Secretary of State on 29 March 2018 with a view of being adopted by July 2019.

The Emerging Local Plan sets out a number of policies that relates to the three Hospital sites:

- **LP 17 Sustainable Travel:** *‘New development will be expected to contribute to an enhanced transport network that supports an increasing proportion of journeys being undertaken by sustainable travel modes.’⁷*

Although the sites within this Travel Plan are existing developments, it is considered that this Travel Plan will encourage journeys to be taken by sustainable travel modes to and from the existing Hospital sites.

⁴ Cambridgeshire and Peterborough Combined Authority (2017) *Cambridgeshire and Peterborough Interim Local Transport Plan* <https://cambridgeshirepeterborough-ca.gov.uk/assets/Transport/Interim-Transport-Plan-170628.pdf> [Accessed 14.06.2019]

⁵ Peterborough City Council (2011) Peterborough *Long-Term Transport Strategy* <https://democracy.peterborough.gov.uk/documents/s7808/Long%20Term%20Transport%20Strategy%20and%20Local%20Transport%20Plan%203.pdf> [Accessed 14.06.2019]

⁶ <http://www.huntingdonshire.gov.uk/media/3007/core01-final-local-plan-for-submission.pdf>

⁷ Huntingdonshire’s Emerging Local Plan to 2036: Proposed Submission (March 2018) Page 75.

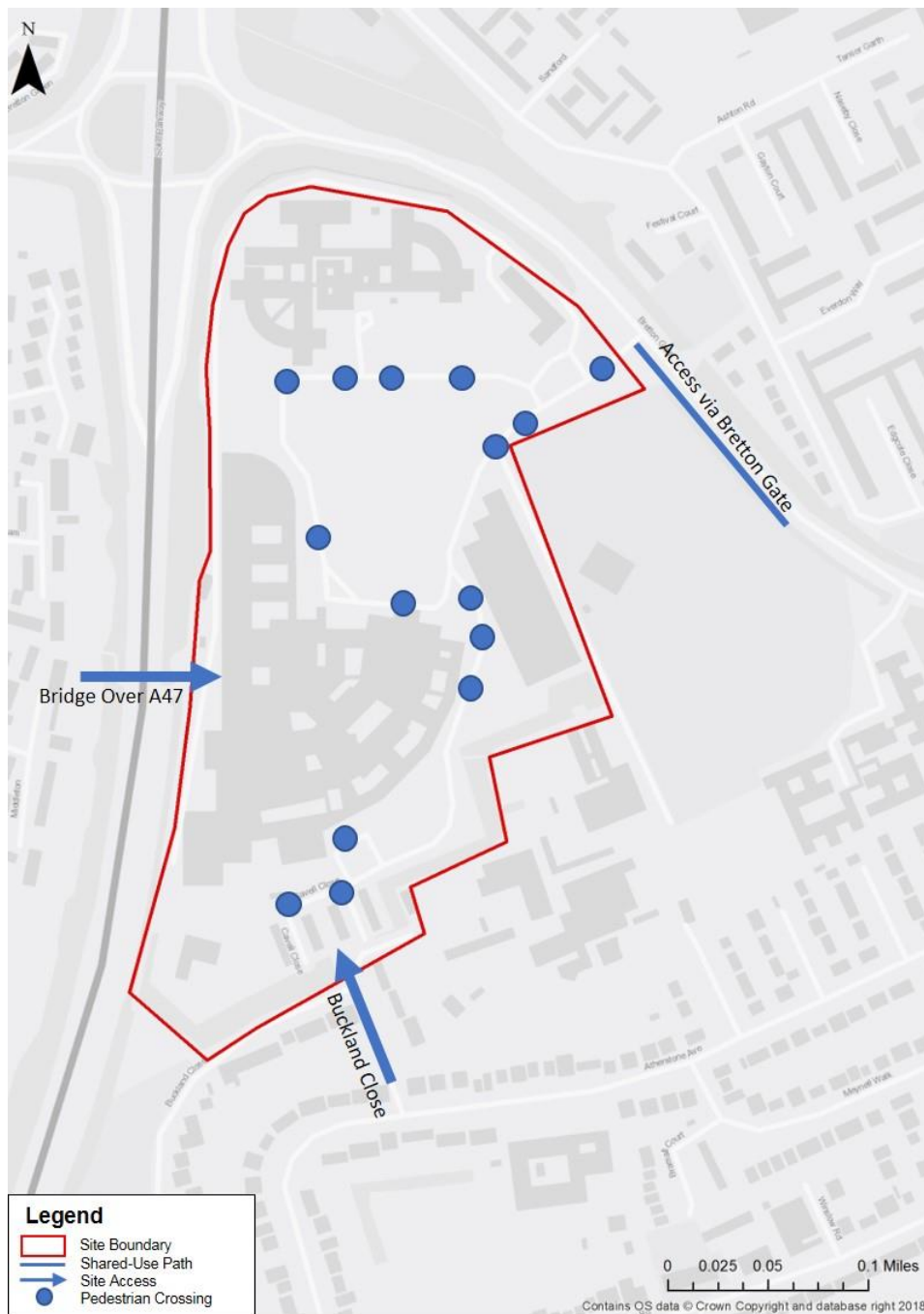
3. Baseline Conditions

This Chapter provides an overview of the existing transport and travel conditions at the Peterborough City Hospital, Hinchingsbrooke Hospital and Stamford and Rutland Hospital sites. This Chapter has been informed by a desktop study and a site visit which took place on Thursday 11th April 2019.

3.1. Peterborough City Hospital

Peterborough City Hospital is located to the west of Peterborough City Centre in the Westwood Parish. The site is located adjacent to the A47 and approximately 10.5km north east of A1 Junction 17. The site has one vehicular access to the north of the main building via Bretton Gate. Figure 3-1 shows the pedestrian and cycle access and crossings in and around the Peterborough City Hospital Site.

Figure 3-1 – Pedestrian and Cycle Links within Peterborough City Hospital Site



3.1.1. Pedestrian Access

The main pedestrian route into the Peterborough City Hospital site is via Bretton Gate, which has a shared-use path on one side of the road towards the southeast and a shared-use subway under Bretton Gate. There is another access point on the west side of the site from a pedestrian and cycle bridge over the A47. The site is also accessible from the residential areas to the south via shared-use paths from Buckland Close. Within the site, there are clearly defined footpaths leading to the Hospital from each of the car parks and a shared-use path around the perimeter. There are several crossings within the site with tactile paving and a raised crossing bed, a zebra crossing, and a shared-use crossing with priority for pedestrians and cyclists. Residential areas around the Hospital have a high level of permeability, with shared-use or pedestrian only paths linking between the highway network.

3.1.2. Cycle Access

There are approximately 120 covered and secure staff cycle parking spaces available throughout Peterborough City Hospital and 40 covered public spaces, available for visitors and patients.

Peterborough has a comprehensive network of cycle routes. The shared-use paths on the site lead in four main directions away from the Hospital. To the northeast, the path passes under Bretton Gate and joins up to the Gresley Way cycle path, which goes between National Cycle Network (NCN) 12 alongside Bourges Boulevard and Bretton. To the east the shared-use path continues along Bretton Gate and joins up with the Gresley Way cycle path. To the west, the shared use path crosses the A47 and continues through the residential areas of Bretton and South Bretton. To the south the shared-use paths continue into the residential areas of Netherton, eventually connecting to NCN 63 to Peterborough City Centre.

3.1.3. Public Transport Access

Bus

There are four bus stops located within the Peterborough City Hospital site. These are located outside the Peterborough City Hospital main entrance and near the Bretton Gate junction. Due to on-site congestion the local public transport providers do not stop on-site during peak traffic hours (07:16 to 08:46 and 16:16 to 17:36 hours) and therefore buses only use the Bretton Gate bus stop during these times, which is a 5-minute walk from the main entrance / exit of the Hospital building. Bus services that operate outside of peak traffic hours stop at both the main entrance and near the Bretton Gate junction traversing Cavell Close in a clockwise route. Bus services currently run between the Queensgate Bus Station (located in Peterborough City Centre) and Peterborough City Hospital approximately every 10 minutes. The journey takes between 15 and 25 minutes depending on the service route and traffic conditions. As well as linking the site to the City Centre they also link the site to several of Peterborough’s residential areas. Table 3-1 provides a summary of the services.

Table 3-1 - Bus Services Stopping at Peterborough City Hospital

Route	First Service	Last Service	Operator	Daily frequency (Monday to Friday)	Daily frequency (Saturday)	Daily frequency (Sunday)
Citi 2 North Bretton – Peterborough Queensgate Bus Station – Paston	06:21	22:39	Stagecoach	Up to six per hour	Up to six per hour	Up to two per hour
Citi 3 Park Farm – Peterborough Queensgate Bus Station –Bretton	06:28	23:18	Stagecoach	Up to six per hour	Up to six per hour	Up to two per hour
Citi 4 Parnwell – Peterborough Queensgate bus Station – Peterborough City Hospital	06:24	20:25	Stagecoach	Up to three per hour	Up to three per hour	Up to two per hour

Rail

Peterborough Rail Station is located west of Peterborough City Centre; from here train services are available to local destinations such as Ely, March, Stamford, Huntingdon and Cambridge, as well as regional and national destinations. It is a 3.2km (approximately 40 minutes⁸) walk from Peterborough Rail Station to Peterborough City Hospital. The main walking route heads in a north-westerly direction taking Mayor's Walk to Westwood Grange Recreation Ground and on to Bretton Gate.

The station is a three-minute walk from the Queensgate Bus Station, from which the bus service in Table 3-1 provide a link to the Peterborough City Hospital site.

PLUSBUS tickets are available for those who wish to combine rail and bus. A PLUSBUS ticket bought with a rail ticket allows unlimited bus travel around Peterborough. Fares for a PLUSBUS tickets are shown in Table 3-2.

Table 3-2 - PLUSBUS Ticket Rates

Ticket	Rate
One Day	£3.80
Seven Days	£14.50
One Month	£50.50
Three Months	£141
One Year	£534.50

Alternatively, the rail station is a 3.6km (approximately 15 minutes⁹) cycle from the site and part of the journey is on dedicated cycle routes.

3.1.4. Motor Vehicle Access and Parking

Peterborough City Hospital is accessed from Bretton Gate for all motor vehicles. There are 2,007 car parking spaces on-site, 1,469 for staff use, 442 for patients and visitors and 96 Blue Badge parking bays. There is a drop-off bay adjacent to the main entrance for staff, visitors and patients to use with a 20-minute stay limit. All vehicles must be moved once the staff/patient/visitor has been dropped off to the reception area. Appendix A shows the Peterborough City Hospital car park map.

Car Sharing

Staff can choose to car share to the site and make use of the dedicated car share site to find a journey match. There are 68 car sharing based spaces which are located to the east of the main Hospital building, adjacent to the multi-storey car park. Staff are required to apply for a permit to allow them to gain access to the car sharing car park which is barriered. This operation is managed by the Facilities Management team.

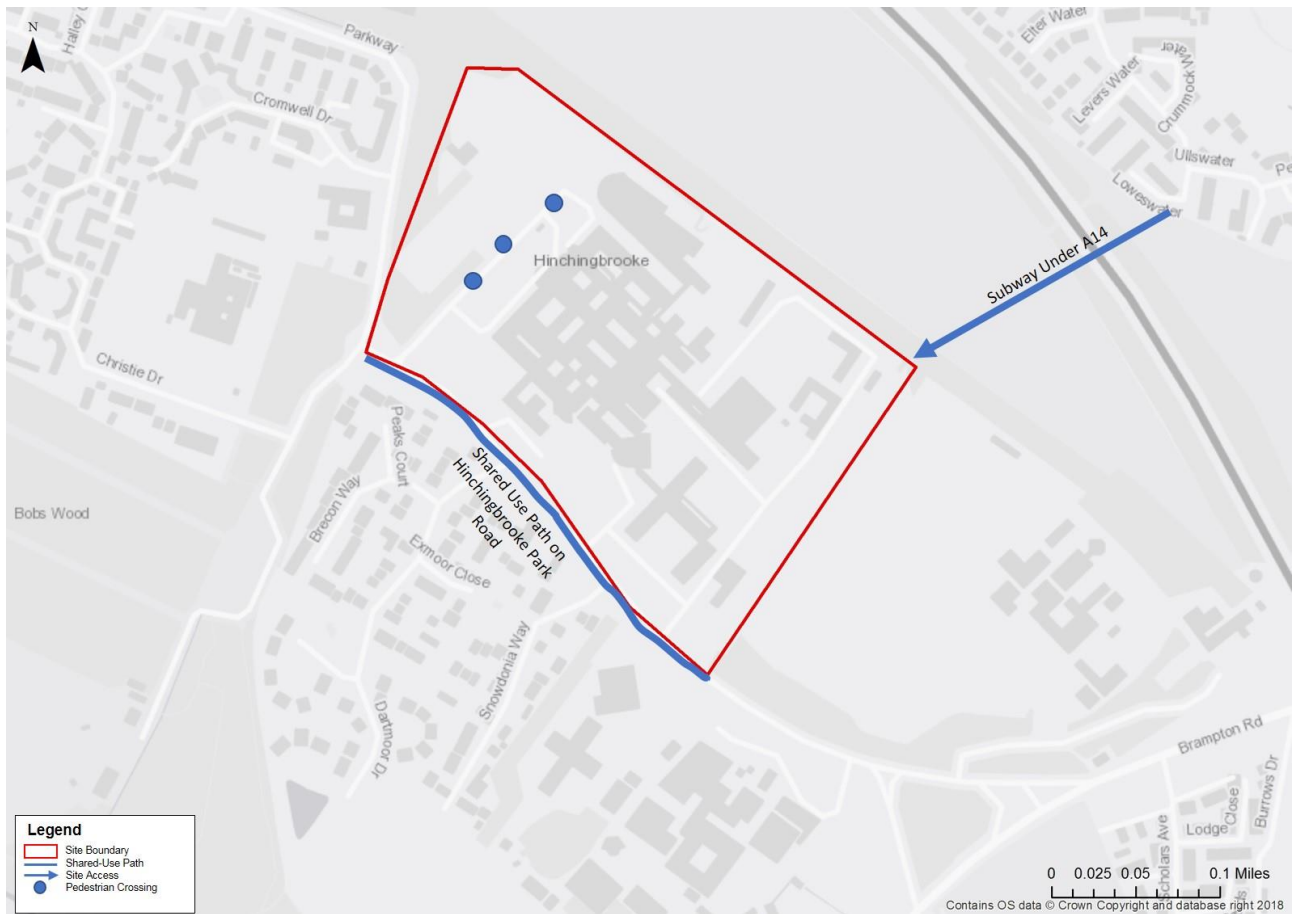
3.2. Hinchingsbrooke Hospital

Hinchingsbrooke Hospital is located to the west of Huntingdon Town Centre and to the east of Brampton Village. The site is located adjacent to the A14 although staff are required to travel into Huntingdon via the A141 or Godmanchester to access the site via Hinchingsbrooke Park Road. There is one access to the west of the site on Hinchingsbrooke Park Road. Vehicles approaching the site from the west cannot turn right on Hinchingsbrooke Park Road and must U-turn at the roundabout junction with Parkway in order to turn left into the site from Hinchingsbrooke Park Road. Ambulances can access to the site from the north via A14 Junction 23. Figure 3-2 shows the pedestrian, cycle and public transport links in and around the Hinchingsbrooke Hospital site.

⁸ Based on an average walking speed of 3mph.

⁹ Based on an average cycling speed of 12mph.

Figure 3-2 - Pedestrian and Cycle Links within Hinchingsbrooke Hospital Site



3.2.1. Pedestrian Access

The main pedestrian access to Hinchingsbrooke Hospital is along Hinchingsbrooke Park Road, which has a footway along its length that connects to Brampton Road and Parkway. There is also a footpath that leads northeast from the site towards a pedestrian and cycle subway under the A14 towards Huntingdon Town Centre. To the south of the Hospital, residential streets lead to Hinchingsbrooke Country Park, which provides pedestrian access to Brampton.

3.2.2. Cycle Access

There is a cycleway alongside Hinchingsbrooke Park Road, which connects to the NCN 12 and 51 on Brampton Road. NCN 12 then continues north through Stuckeley Meadows to Alconbury, or southwest to Grafham. NCN 51 goes through Huntingdon towards St Ives then continues to Cambridge. In addition to the national routes, there is a network of local cycle routes around the residential areas near the Hospital and towards Huntingdon. Cycles are also able to use certain trails within Hinchingsbrooke Country Park.

Cycle Parking

There are 64 cycle parking spaces on the Hospital site, in the form of covered Sheffield stands. There are 10 stands near the Staff Car Park 1, 50m from the Main Entrance (See Figure 3-3), 12 stands near the Woodlands car park, 10 stands near the Pathology car park and eight stands near the Renal Dialysis Unit (See Figure 3-4). Some informal cycle parking was observed during the site visit (See Figure 3-5).

Figure 3-3 - Cycle Parking Near the Main Entrance of Hinchingsbrooke Hospital



Figure 3-4 - Cycle Parking Near Renal Dialysis Unit at Hinchingsbrooke Hospital



Figure 3-5 - Informal Parking in Hinchingsbrooke Hospital Site



3.2.3. Public Transport Access

Bus

There are a pair of bus stop located 150m from the main entrance of the Hospital. This stop is serviced by four routes run by two operators. Table 3-3 provides a summary of the services.

Table 3-3 - Bus Services to and from Hinchingsbrooke Hospital

Route	First Service	Last Service	Operator	Daily frequency (Monday to Friday)	Daily frequency (Saturday)	Daily frequency (Sunday)
66 Huntingdon – St Neots – Eaton Socon	07:29	18:29	Stagecoach	12	12	-
400	08:35	17:49	Whippet	1	-	-
A the busway	06:23	19:10	Stagecoach	5	-	-
B the busway	06:21	19:03	Stagecoach	23	22	-

Rail

Huntingdon Railway Station is a 15-minute¹⁰ walk or 5-minute¹¹ cycle from Hinchingsbrooke Hospital (approximately 1.3km). Rail services are available to and from destinations such as Peterborough, St Neots and London.

¹⁰ Based on an average walking speed of 3mph.

¹¹ Based on an average cycling speed of 12mph.

3.2.4. Motor Vehicle Access and Parking

Hinchingbrooke Hospital is accessed from Hinchingbrooke Park Road for motor vehicles, which is to the west of the site. There are 1,343 car parking spaces on-site of which 633 are for staff, 337 are for the public, 57 are for residents and 191 are department-based spaces. There are no car sharing spaces on-site. Appendix B shows the Hinchingbrooke Hospital car park map.

3.3. Stamford and Rutland Hospital

Stamford and Rutland Hospital is located in Stamford to the east of the High Street on Ryhall Road (A6121). The A1 can be accessed via the town and is located approximately 2.7km to the west.

3.3.1. Pedestrian Access

Stamford and Rutland Hospital is located between Uffington Road and Ryhall Road, adjacent to a Morrisons supermarket. There are pedestrian entrances on both sides of the Hospital. The footpaths in the vicinity of Stamford and Rutland Hospital are of a good standard.

3.3.2. Cycle Access

There is a shared-use path along the north side of Ryhall Road from the Ryhall Road/Uffington Road/St Paul's St roundabout to the north of Stamford, where it connects to a dedicated cycleway alongside Ryhall Road to the villages of Ryhall and Essendine. The NCN 63 runs through the centre of Stamford within 1km from the Hospital and links the town with villages such as Ufford and Great Casterton.

Stamford and Rutland Hospital has 10 Sheffield stands available for use by staff, which are shown in Figure 3-6. They are covered but not secure and are located at the front of the Hospital building.

Figure 3-6 - Cycle Racks at Stamford and Rutland Hospital



3.3.3. Public Transport Access

Bus

There are bus stops located on Ryhall Road within 200m of the Hospital entrance for travel in either direction. These bus stops are serviced by eight routes run by five operators. Table 3-4 provides a summary of the services.

Table 3-4 - Bus Services to and from Stamford and Rutland Hospital

Route	First Service	Last Service	Operator	Daily frequency (Monday to Friday)	Daily frequency (Saturday)	Daily frequency (Sunday)
4 Stamford – Grantham	08:14	17:11	TransportConnect	4	7	-
29 Essendine – Oakham	07:40	18:02	Centrebus	1 (school term only)	-	-
182 Stamford Town Service	07:43	11:13	Mark Bland Travel	1	-	-
183 Closterworth - Stamford	08:40	16:40	Mark Bland Travel	1	-	-
201 Bourne – Stamford – Peterborough	06:32	19:07	Delaine Buses	10	9	-
202 Bourne – Stamford – Peterborough				3 (2 during school holidays)	1	-
G53 – Wyberton to Stamford	08:45	16:40	Brylaine	One (school term only)	-	-

Rail

Stamford Rail Station is located south of Stamford Town Centre. From here rail services are available to and from local destinations such as Peterborough, Oakham and Melton Mowbray along with national destinations such as Birmingham, Leicester and Stansted Airport. The station is a 15-minute¹² walk or 5-minute¹³ cycle from Stamford and Rutland Hospital (approximately 1.4km).

3.3.4. Motor Vehicle Access and Parking

Stamford and Rutland Hospital is accessed is Ryhall Road to the north and Uffington Road to the south. Stamford and Rutland Hospital has 150 car parking spaces, 75 of which are located at the front of the site available to patients and visitors, including four parking bays designated for disabled use. The remainder are located at the rear of the Hospital and are designated for staff use. Staff have to apply for and display a parking permit to use these car parks. All car parking is currently free of charge. No enforcement of car parking takes place. There are no car share spaces at Stamford and Rutland Hospital. Appendix C shows the Stamford and Rutland Hospital car park map.

¹² Based on an average walking speed of 3mph.

¹³ Based on an average cycling speed of 12mph.

4. Staff Travel and Accessibility Assessment

This Chapter summarises the staff travel survey results and assesses the accessibility of all three Hospitals sites in terms of public transport and cycling. The accessibility assessment utilises TRACC modelling, a leading, multi-modal travel time tool. In addition, this Chapter considers the origins of staff journeys to identify clusters that will be used to inform measures in this Travel Plan.

The TRACC modelling has difficulty assessing walking due to the numerous routes to/from the sites, however the 2019 travel survey has reported a 5% average mode share over the three Hospital sites for walking.

4.1. Travel Survey Methodology

Staff Travel Survey

A staff travel survey was distributed to all staff working within NWAFT, covering the three Hospital sites to identify current travel patterns and forms the basis of the targets set to measure progress of the Travel Plan. The survey was conducted from 29th April 2019 to 17th May 2019. The survey was hosted on Microsoft Forms, a secure site which can only be accessed if the user has the correct permissions, in order to adhere to GDPR regulations. The survey was distributed to all staff via email from the Communications Team at NWAFT and was included in a number of emails/newsletters to staff during the survey period. The survey covered a variety of questions to understand existing travel habits and working patterns in addition to seeking to identify ways to encourage staff to travel sustainably.

In order to be able to compare the 2019 travel survey results with the original 2016 travel survey results, the questions posed to staff remained consistent where possible. The survey results are summarised in the following Sections with the full set of questions and results summary are provided in Appendix D.

Short surveys were also conducted at three staff engagement events (see below) to obtain data from staff who had not seen the emails or who had not had time to complete it in full. The short survey questions are provided in Appendix E.

The raw data from the full and short survey is provided in a separate document due to file size.

Staff Engagement Events

Staff engagement events were undertaken at all three sites and sought to engage with staff on travel issues and provide additional travel information where required. The events were undertaken to have more in-depth discussions with staff to understand their opinions regarding travel to/from their place of work and to increase the amount of survey responses. The details of each event are summarised in Table 4-1

Table 4-1 - Staff Engagement Event Details

Detail	Peterborough City Hospital	Hinchingbrooke Hospital	Stamford and Rutland Hospital
Date	16 th May 2019	15 th May 2019	8 th May 2019
Time	11:00 – 14:00		
Location	In staff canteen	In staff canteen	In Hospital canteen, next to reception
Short Surveys Completed	20	63	13

The answers from the short surveys have been incorporated into the overall survey results in this Chapter. Section 4.2 provides an overview of staff patterns for all three sites. Sections 4.3, 4.5 and 4.6 break down the results by site.

4.2. Survey Overview

This Section summarises the general information asked of staff including response rates, staff employment status and working hours.

4.2.1. Survey Response Rate

The survey was distributed to approximately 6,271 staff working across the three Hospitals. Total responses and response rates have been summarised in Table 4-2.

Table 4-2 - Survey Response Rate by Hospital

	Responses	Staff	Response Rate
Peterborough City Hospital	1,239	4,417	28%
Hinchingbrooke Hospital	455	1,759	26%
Stamford and Rutland Hospital	54	95	57%
Answered 'Other' Location	96	-	-
Total	1,844	6,271	29%

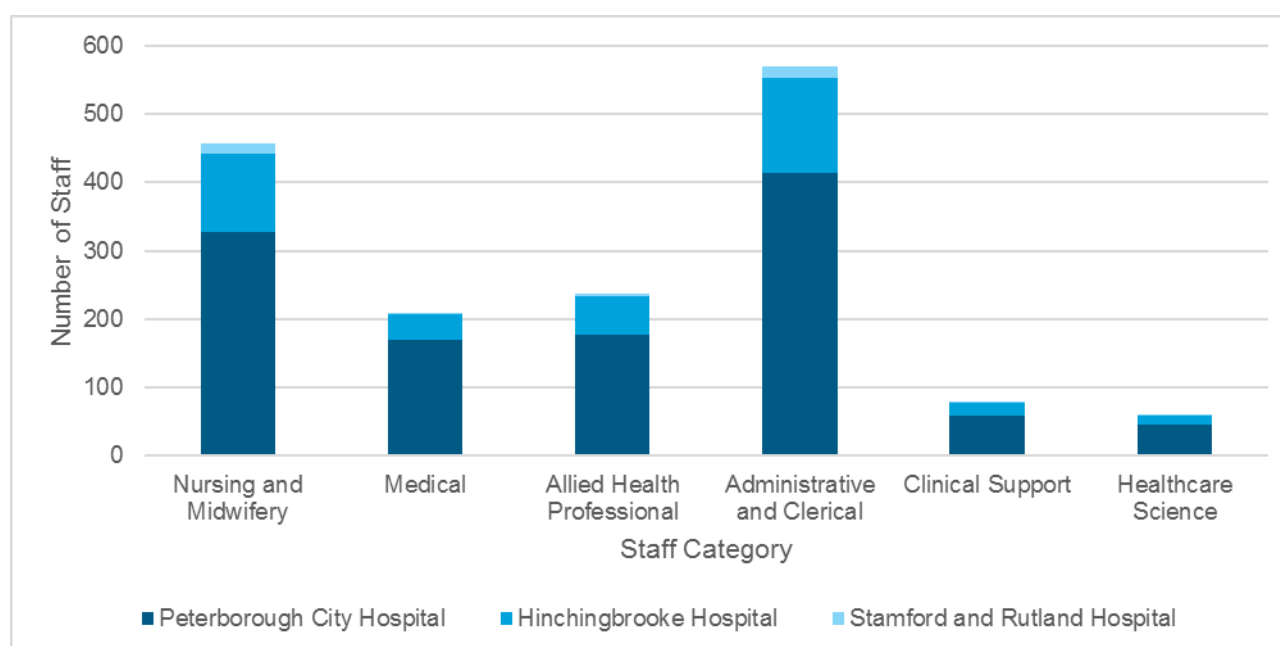
The overall response rate for the surveys is 29% which is considered to be a good response rate for the nature of the sites. A total of 1,844 staff responded of which the majority came from Peterborough City Hospital (1,239 responses). Stamford and Rutland Hospital recorded the largest response rate of 57%.

Staff who stated an 'Other' location typically reported being split between sites, community nursing, or other Hospitals, including Ely, Cambridge, Bourne and Doddington.

4.2.2. Staff Category

Staff were asked what staff category they consider themselves to be in. This was asked as some measures proposed as part of the Travel Plan could focus on agile working to reduce car trips to the Hospital sites. A summary of results is shown in Figure 4-1.

Figure 4-1 - Staff Category



The results show that there are two main staff categories, 'Nursing and Midwifery' and 'Administrative and Clerical' which account for 28% (457 Staff) and 35% (569 Staff) respectively. Whilst Nursing and Midwifery staff are required to be present at Hospital sites and are therefore unable to work agile, Administrative and Clerical staff may have the option to work from home occasionally, providing that the staff have the correct technology to do so. Medical and Allied Health Professionals make up 13% and 15% of staff who are also required to be present at Hospital sites. This measure has been identified in Section 6.7.1.

4.2.3. Employment Details

Staff were asked about their employment details to understand whether it would be feasible to consider car sharing and/or demand responsive transport (such as taxi/shuttle bus services) for those who may be working similar hours. Figure 4-2 shows the split in employment status.

Figure 4-2 – Staff Employment Status¹⁴

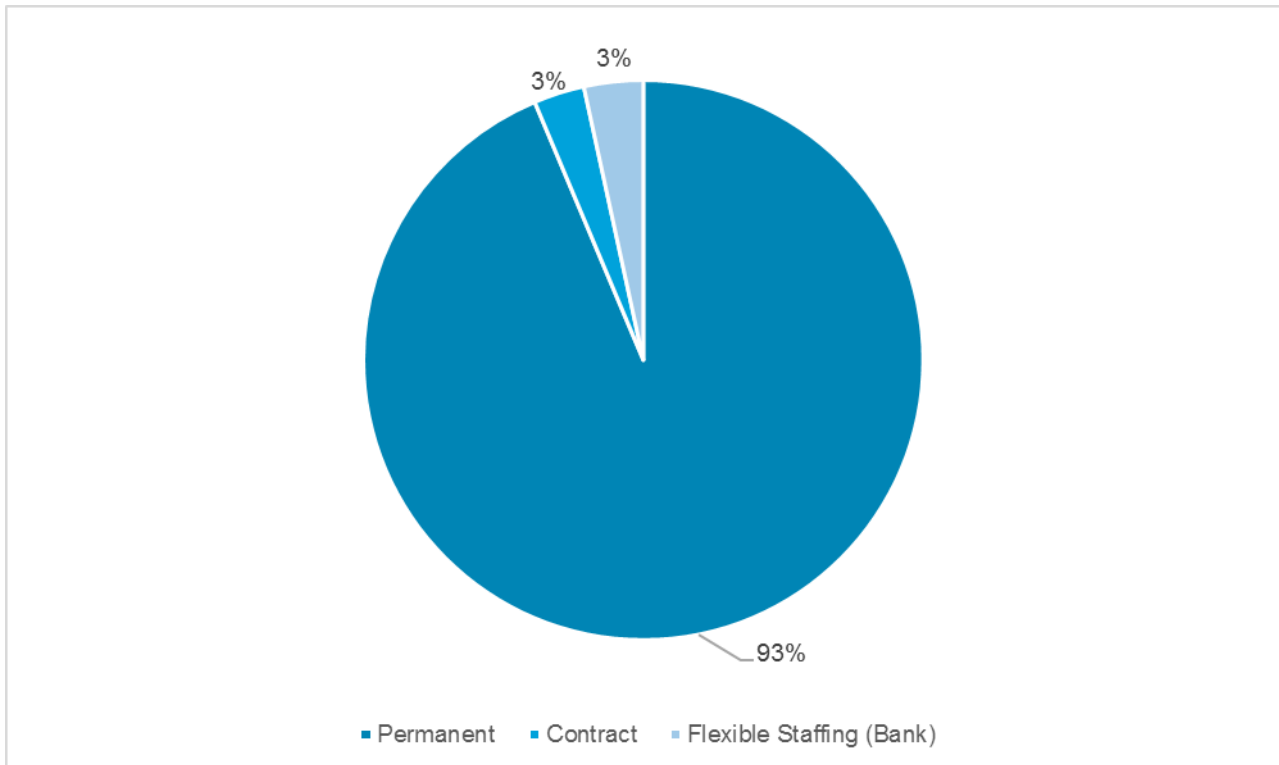


Figure 4-2 shows that the majority (93%) of the surveyed staff are on permanent contracts whilst 3% of staff are Contractors and 3% work flexibly. It is considered that the 93% of permanent staff are likely to have regular shift patterns and could use a 'Park and Ride' or shuttle bus service, this is detailed in Section 6.2.1 and 6.6.1.

Figure 4-3 shows the split between full time and part time staff.

¹⁴ Three staff answered 'Volunteer' (0%) and one member of staff answered 'Agency' (0%) and as such have not been included within Figure 4-2.

Figure 4-3 – Split of Full Time/Part Time Staff

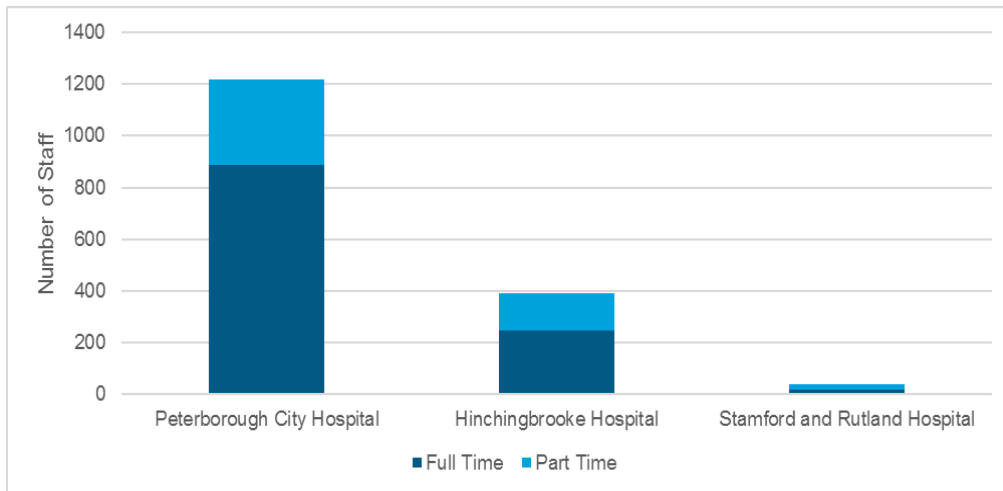


Figure 4-3 shows that 70% of staff work full-time across the three sites. The survey results show that more staff work full-time in Peterborough City Hospital (73%) and Hinchingbrooke Hospital (64%), but less staff work full-time (46%) than part-time (54%) at Stamford and Rutland Hospital.

Figure 4-4 shows the split of staff by typical working hours.

Figure 4-4 - Typical Staff Working Hours

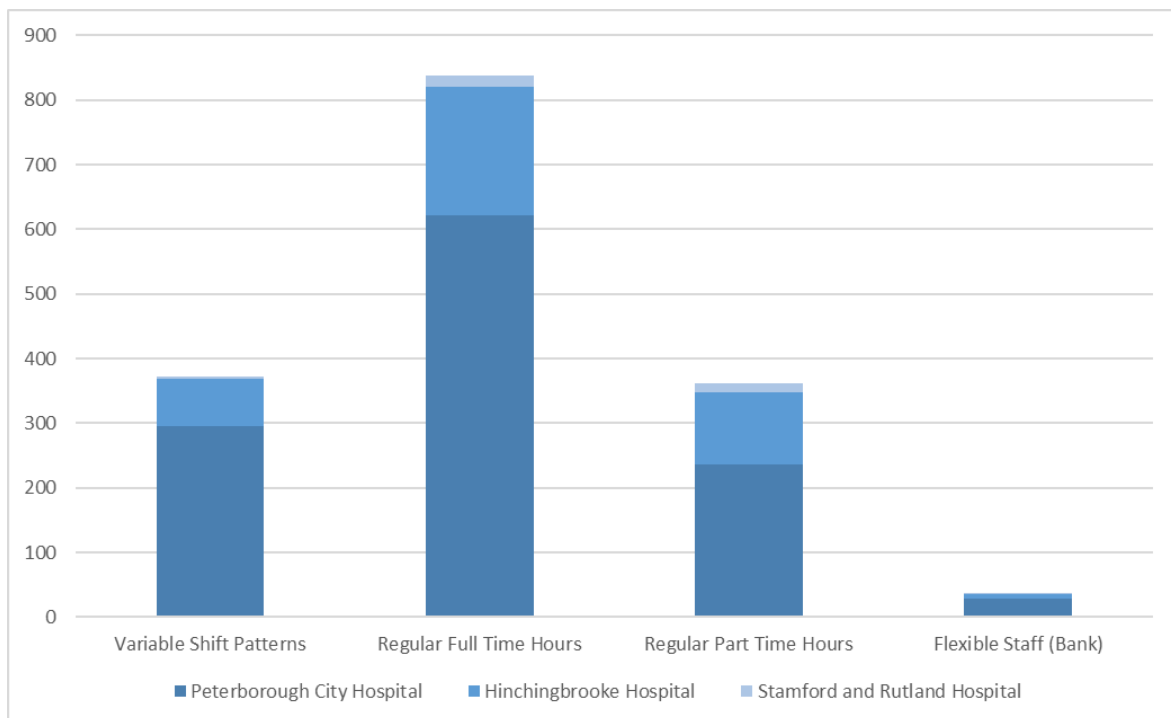


Figure 4-4 shows that 74% of staff work regular hours, 24% work variable shifts and 2% work on Bank. Car sharing/demand responsive transport options could be feasible for staff who work regular hours.

4.2.4. Inter-Site Travel

Respondents were asked about their inter-site travel patterns including where they travel to and how often. A summary of inter-site travel staff is provided below:

- Peterborough City Hospital: 536 (44% of staff who responded);
- Hinchingbrooke Hospital: 151 (39% of staff who responded); and
- Stamford and Rutland Hospital: 30 (73% of staff who responded).

The results show that the majority of Stamford and Rutland Hospital staff typically travel between sites, whereas Hinchingsbrooke Hospital and Peterborough City Hospital staff do so less.

Table 4-3 shows a trip matrix of those staff who travel between the Hospital sites. Participants were able to select multiple destinations; therefore, percentages may add up to more than 100%.

Table 4-3 - Inter-site Trips by Origin-Destination

From/To	Peterborough City Hospital	Hinchingsbrooke Hospital	Stamford and Rutland Hospital	Total
Peterborough City Hospital	-	413 (77%)	275 (51%)	688
Hinchingsbrooke Hospital	131 (87%)	-	18 (12%)	149
Stamford and Rutland Hospital	27 (90%)	6 (20%)	-	33
Total	158	419	293	-

Table 4-3 shows that a number of staff travel between sites for business. Based on discussions from the staff engagement events, it is considered that the vast majority of staff travel alone by private car. Therefore, it is likely that a car sharing system could reduce inter-site travel car trips for staff making the same journeys at similar times.

4.3. Peterborough City Hospital Staff Survey

Peterborough City Hospital accommodates 4,417 staff, of which 1,239 responded to the surveys which represents a response rate of 28%. The staff engagement event took place on 16th May 2019 between 11:00 and 14:00 in the Hospital canteen.

This Section summarises travel survey results that are directly relevant to Peterborough City Hospital and will make comparison to the 2016 survey where appropriate.

4.3.1. Travel to/from Peterborough City Hospital

This Section considers the survey results relating to mode share, distance from the Hospital and journey length.

Mode Share

Staff were asked to report how they currently travel Results are summarised in Table 4-4.

Table 4-4 - Peterborough City Hospital Staff Mode Share

Mode	2016 Mode Share	2019 Mode Share	2019 Totals
Walk	5.5%	3.0%	37
Cycle	5.4%	3.5%	42
Bus	4.6%	3.1%	38
Train	1.2%	0.4%	5
Motorcycle	1.0%	0.9%	11
Car Driver	70.0%	83.9%	1,018
Car Driver with Passenger (Car Share)	5.1%	2.6%	32
Car Passenger (Car Share)	5.4%	0.2%	3
Car Passenger (Drop-off/pick-up)		2.1%	26
Taxi	0.4%	0.2%	2
Total	100%	100%	1,214

Table 4-4 shows that overall car mode share has increased from 70.0%¹⁵ to 83.9% in four years whilst sustainable mode share (walking, cycling and public transport) has decreased from 16.7% in 2016 to 10% in 2019. This is a significant increase in car mode share over a short period, although variation in the staff responding to the survey may account for some variation in mode share.

Distance Travelled

Staff postcode data has been further analysed in Section 4.4.1.

Journey Time

Staff were asked how long their journeys took to get to and from work on average. Responses were as follows:

- Under 10 minutes: 5%;
- Between 11 and 29 minutes: 45%;
- Between 30 and 59 minutes: 44%; and
- Over an Hour: 6%.

The National Travel Survey 2017¹⁶ found that average commuter journey time was 31 minutes, suggesting that up to 50% of staff are travelling above the national average.

4.3.2. Measures to Encourage Sustainable Travel

Staff were asked to indicate which potential improvements would encourage or enable them to use alternative, sustainable methods of transport.

Walking

For most employees (80%), walking was not considered a feasible option due to the distance required to reach Peterborough City Hospital. Those who responded that they could walk would be more encouraged to do so if safety along routes to/from the site was improved. Improving existing and providing new footway links to/from the site were also chosen by a number of staff on-site.

Cycling

Similar to feedback on walking, the majority of respondents stated that they live too far away from the Hospital to cycle (59%). Those who responded that they could cycle would be more encouraged to do so if better infrastructure, namely improved cycle paths (10%) and improved cycle parking/storage on-site (7%) were provided.

Other popular answers include:

- Changing facilities at work. – 5% (68 staff);
- Loans or discounts for the purchase of bicycles or cycling equipment. – 4% (57 staff); and
- Facilities to mend a bike at work (i.e. on-site bike pump). - 4% (50 staff).

77% (943) of staff reported that they are aware of the Cycle Purchase Scheme, a tax relief programme that reduces the overall cost of purchasing a bicycle¹⁷.

Public Transport

18% (435) of staff who work at Peterborough City Hospital do not consider public transport a viable option for their journey. Of those who responded that they could use public transport would be more encouraged to do so if:

- There were more direct routes to/from the Hospital: 19%;
- There were cheaper fares: 13%; and
- There were more frequent services to/from the site: 13%.

¹⁵ NWAFT 2016 Travel Plan.

¹⁶ Department for Transport (2018) *National Travel Survey 2017*

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/729521/national-travel-survey-2017.pdf [Accessed 14.06.2019]

¹⁷ Cyclescheme (2019) *How it Works* <https://www.cyclescheme.co.uk/get-a-bike/how-it-works> [Accessed 04.06.2019]

More detail was sought from staff on preferred bus timetables in case of additional or amended services being provided. Most people opted for an additional service between 06:00 and 07:00. 47% of respondents reports that they would use a shuttle bus service to Peterborough City Hospital, up 2% from 2016.

The results show that 72% of staff would consider using public transport which is considered to be a large amount and therefore will be focussed on in the Travel Plan measures and Action Plan set out in Chapter 6.

Car Sharing

Of the 48% of staff who would consider car sharing, 195 (19%) would do so daily, 143 (14%) would do so three to four times a week and 15% (158) would do so once or twice a week.

When asked about what would encourage staff to consider car sharing, the most popular answer was 'help finding a suitable car share match' of which 434 (29%) staff answered. Other popular answers include:

- Financial savings. – 22% (331 staff);
- Reserved car parking for car sharers. – 20% (306 staff);
- Support in the event of an emergency. – 15% (232 staff); and
- Information on car sharing partner matching schemes (Faxi) – 10% (152 staff).

4.3.3. On-Site Parking

On-site parking will be considered in detail in the Parking Management Plan. A summary of results is provided below:

- 79% of staff pay for parking by Salary Deduction schemes, 20% Pay on the Day and 1% have a Volunteer or Contractor Permit;
- 71% of staff park in Car Park B (Multi-Storey), 11% park in Westwood Farm 1, and 9% park in Westwood Farm 2. The remaining 9% of staff are split between Car Park D (Community Midwives), Car Park E and H; and
- The majority of staff (56%) park four to five times a week.

Respondents were given the opportunity to provide a qualitative response on their views on parking at Peterborough City Hospital. These responses have been analysed using open coding, with respondent's comments being grouped under a number of themes to enable analysis and comparison.

The most common issues raised by staff working at Peterborough City Hospital are availability of parking (34.4%), and access and congestion around the site (34.0%). The results show that staff are concerned about the access to/from the site which is limited to one route (Bretton Gate/Cavell Close junction), as it can lead to congestion and delays during peak periods. In addition, respondents also noted that parking can be difficult at certain times of day, as parking spaces are often all utilised following the AM Peak Period. Shift workers arriving around midday are therefore often unable to park.

Furthermore, 18.2% of comments mentioned parking charges at Peterborough City Hospital. Staff are reportedly concerned that parking was charged out at a flat rate, which is unlike Hinchingbrooke Hospital, where charges are based upon the pay grade of the staff member.

4.4. Peterborough City Hospital TRACC Modelling

An understanding of the accessibility of the Peterborough City Hospital site for staff travel to work journeys is important to inform the development of the updated Travel Plan. This accessibility assessment will specifically inform the development of Travel Plan measures, for example to identify 'gaps' in public bus services and identify clusters for targeting staff car share promotion. TRACC¹⁸ modelling software has been used to show staff journey to work distances and travel times by public transport and cycling and will inform the development of mode share targets.

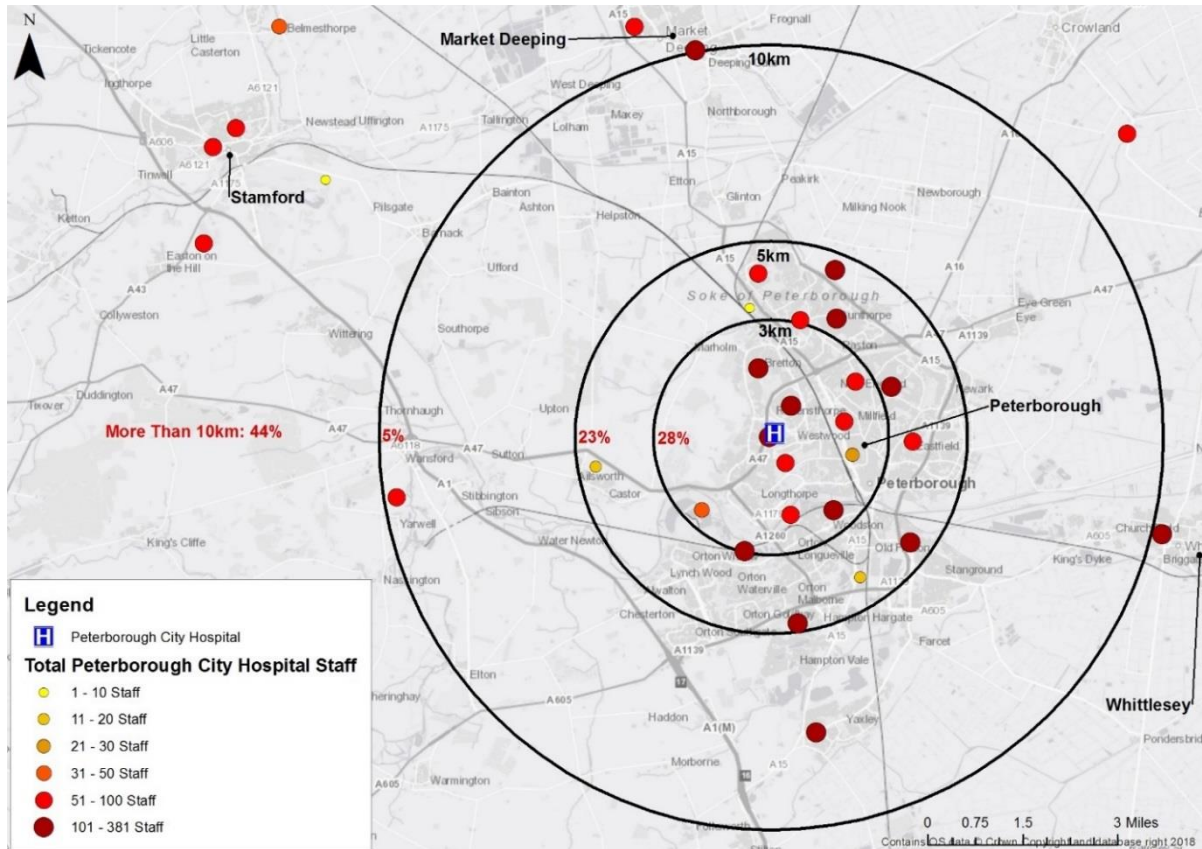
¹⁸ TRACC is the DfT preferred accessibility modelling software.

4.4.1. Location of Staff

Home postcode districts¹⁹ (e.g. PE1 3) of Peterborough City Hospital based staff have been mapped to identify the proportion of staff within journey time and distance thresholds. It is considered that travel distances of up to 3km are 'walkable', and distances up to 5km are 'cyclable'.²⁰

Figure 4-5 displays staff located within a 3km, 5km and 10km buffer of the Hospital. Figure 4-6 shows all postcode districts of staff who are based at Peterborough City Hospital.

Figure 4-5 - Peterborough City Hospital Staff Home Postcode Districts within 10km



¹⁹ Postcode District locations have been used to adhere to GDPR regulations.

²⁰ Chartered Institution of Highways and Transportation (2000) *Providing for Journeys on Foot* <http://www.hwa.uk.com/site/wp-content/uploads/2017/09/NR.4.3F-CIHT-Guidelines-for-Providing-Journeys-on-Foot-Chapter-3.pdf> [Accessed: 20.06.2019]

Figure 4-6 – All Peterborough City Hospital Staff Home Postcode District Locations

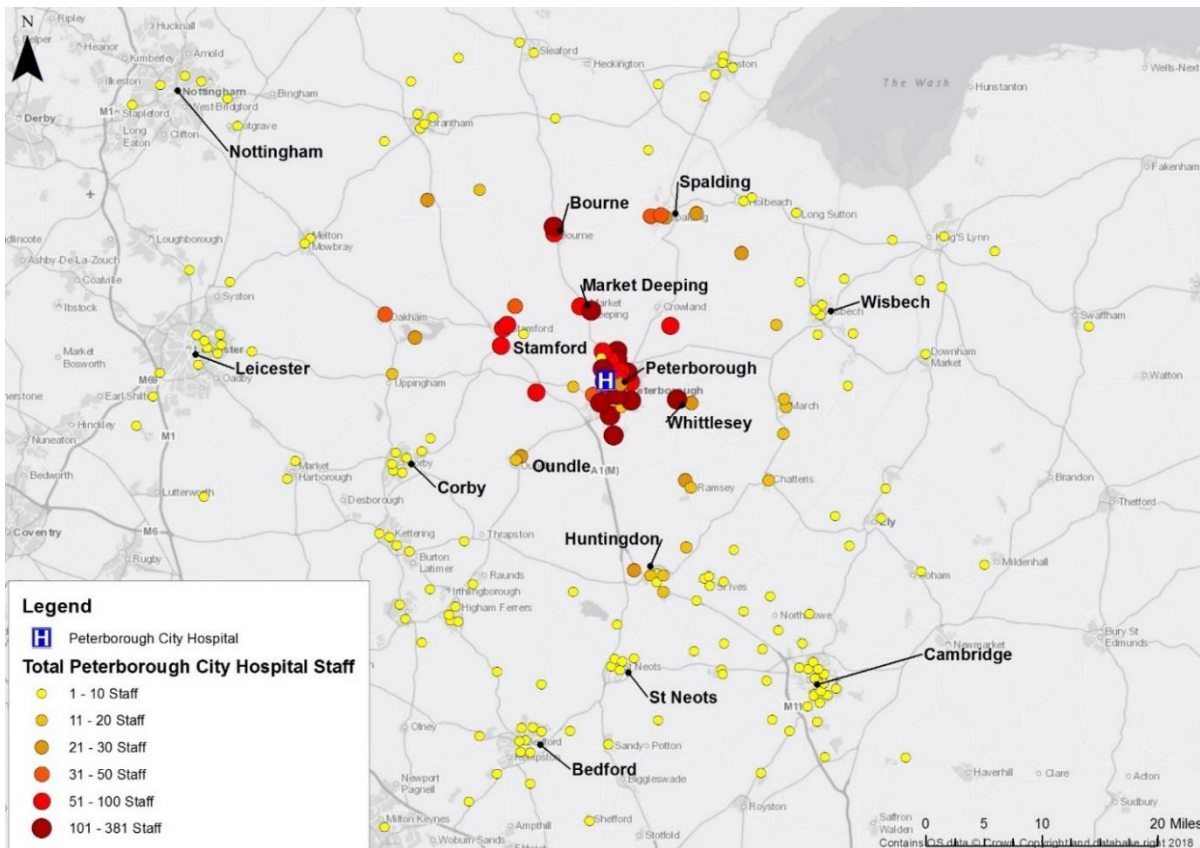


Figure 4-5 and Figure 4-6 show that Peterborough City Hospital staff are predominantly based within a 10km area of the Hospital although there are large concentrations of staff in local towns such as Stamford, Market Deeping, Bourne, Spalding, Whittlesey and Huntingdon. Peterborough City Hospital has a wide catchment area and includes some staff that live in Nottingham, Leicester, Milton Keynes, Cambridge and Kings Lynn.

The staff origin figures suggest that up to 51% of staff could travel sustainably into work, providing that walking or cycling infrastructure such as link to/from the Hospital, cycle parking and changing facilities are available. Despite this, 80% of Peterborough City Hospital staff consider walking to not be a viable option due to distance from the site, moreover 59% of staff think that cycling is also not a viable option for the same reason.

It is assumed that those who live more than 10km from Peterborough City Hospital will drive to the site and those who live within the 10km radius will form the majority of sustainable trips.

4.4.2. Public Transport Accessibility

An assessment of public transport availability was undertaken for both AM and PM Peak Periods (06:00 to 08:00 and 16:00 to 18:00) using staff home locations to assess journey times to Peterborough City Hospital.

Figure 4-7 shows AM Peak Period public transport journey times for staff by postcode district in 30-minute segments. Figure 4-8 shows PM Peak Period public transport journey times for staff by postcode district in 30-minute segments.

Figure 4-7 - AM Peak Period Public Transport Journey Times for Staff

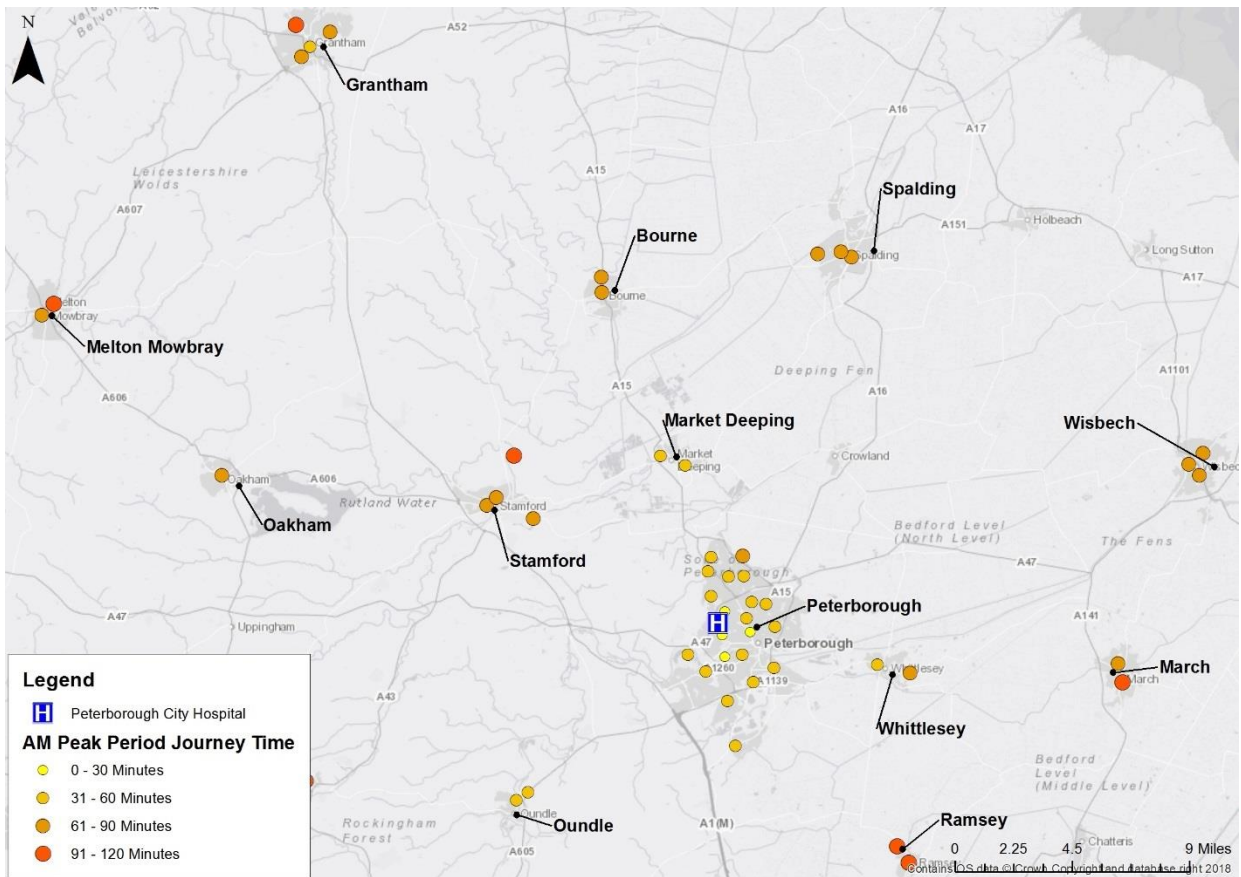


Figure 4-8 - PM Peak Period Public Transport Journey Times for Staff

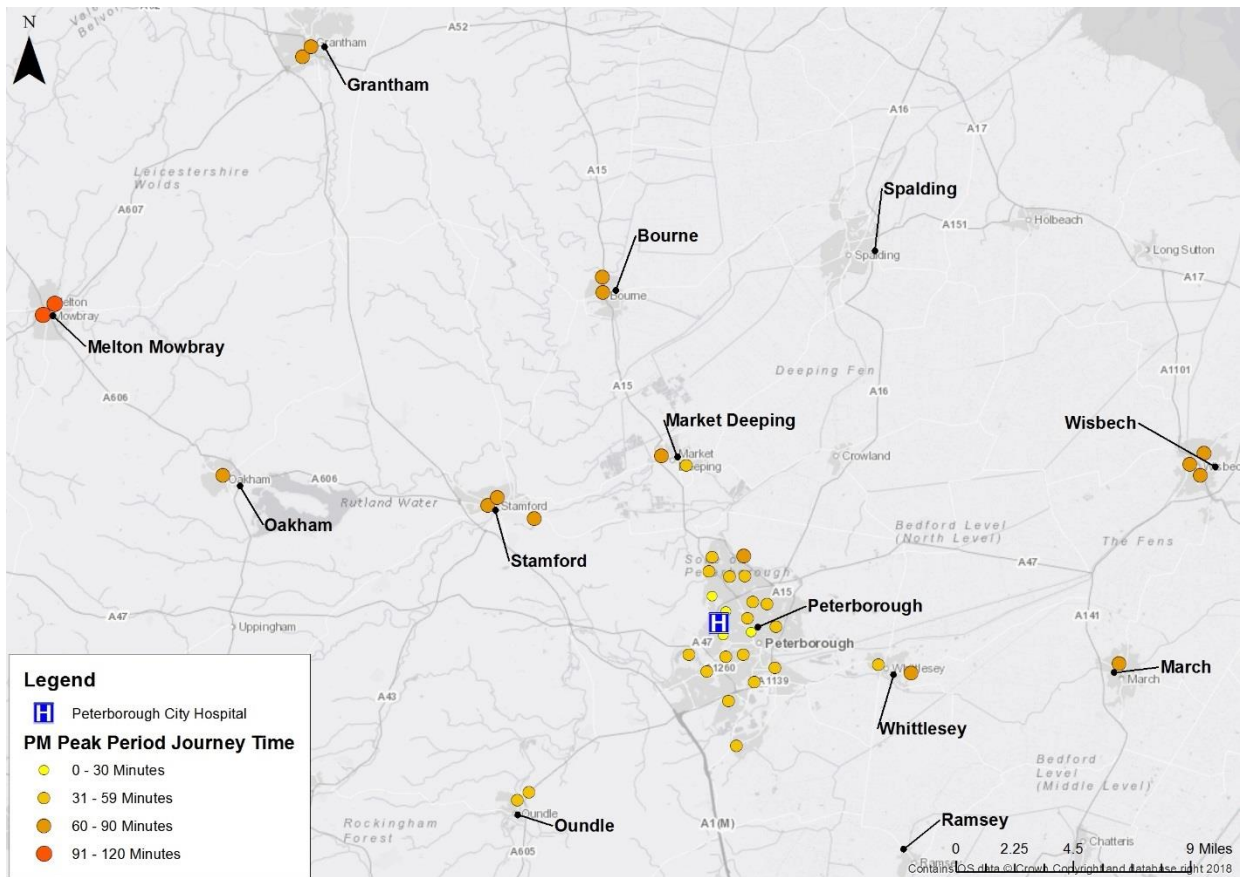


Figure 4-7 and Figure 4-8 show that staff living within Peterborough can access the Hospital within an hour. These trips would be made via bus, as there is only one railway station in the City. Public transport trips from surrounding towns such as Stamford, Bourne, Oundle, Wisbech and March take between 61 and 91 minutes, this is due to the slower bus services that are routed through multiple towns.

Railway trips are frequent from March, Ely, Stamford, Oakham, Melton Mowbray, Grantham and Spalding, however bus travel from other towns are infrequent and usually arrive at Peterborough City Hospital after the AM Peak Period.

There are no public transport services that serve Spalding from the Peterborough City Hospital area in the PM Peak Period which could mean that staff who live there will predominantly drive to/from work. It should be noted that there may be services that stop at Spalding, although this may run from Peterborough City Centre, likewise, there may be a service that operates before or after the PM Peak Period.

Bus Services Available

There are nine bus services that operate within a 3km radius of Peterborough City Hospital that service a number of local areas in Peterborough as well as local towns such as Whittlesey, Stamford, Ramsey, Bourne, and Market Deeping. Figure 4-9 and Figure 4-10 show the bus services operating within a 3km radius of Peterborough City Hospital, as well as public transport journey times for staff in the AM peak period.

Figure 4-9 - Local Bus Routes that Serve Peterborough City Hospital

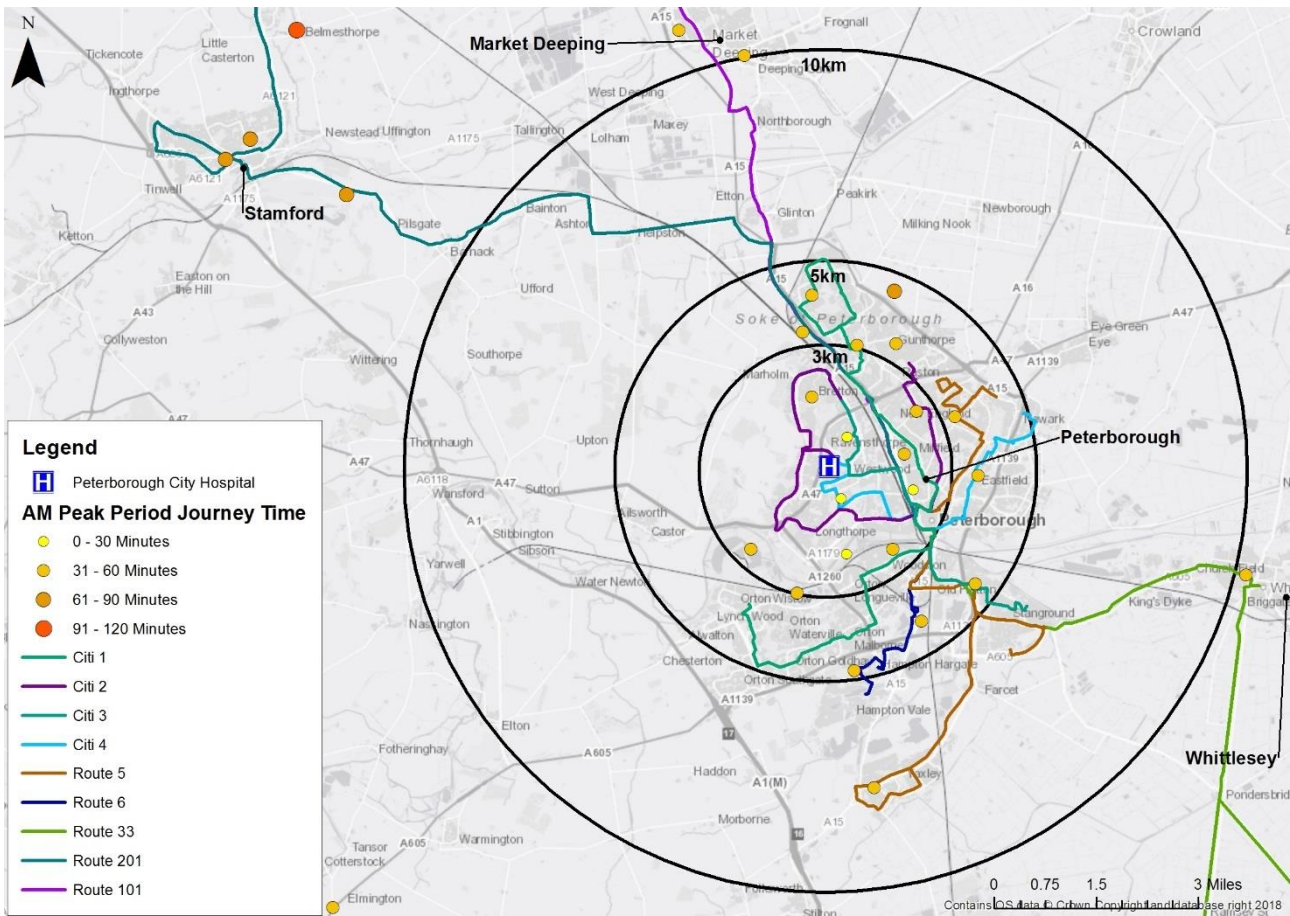
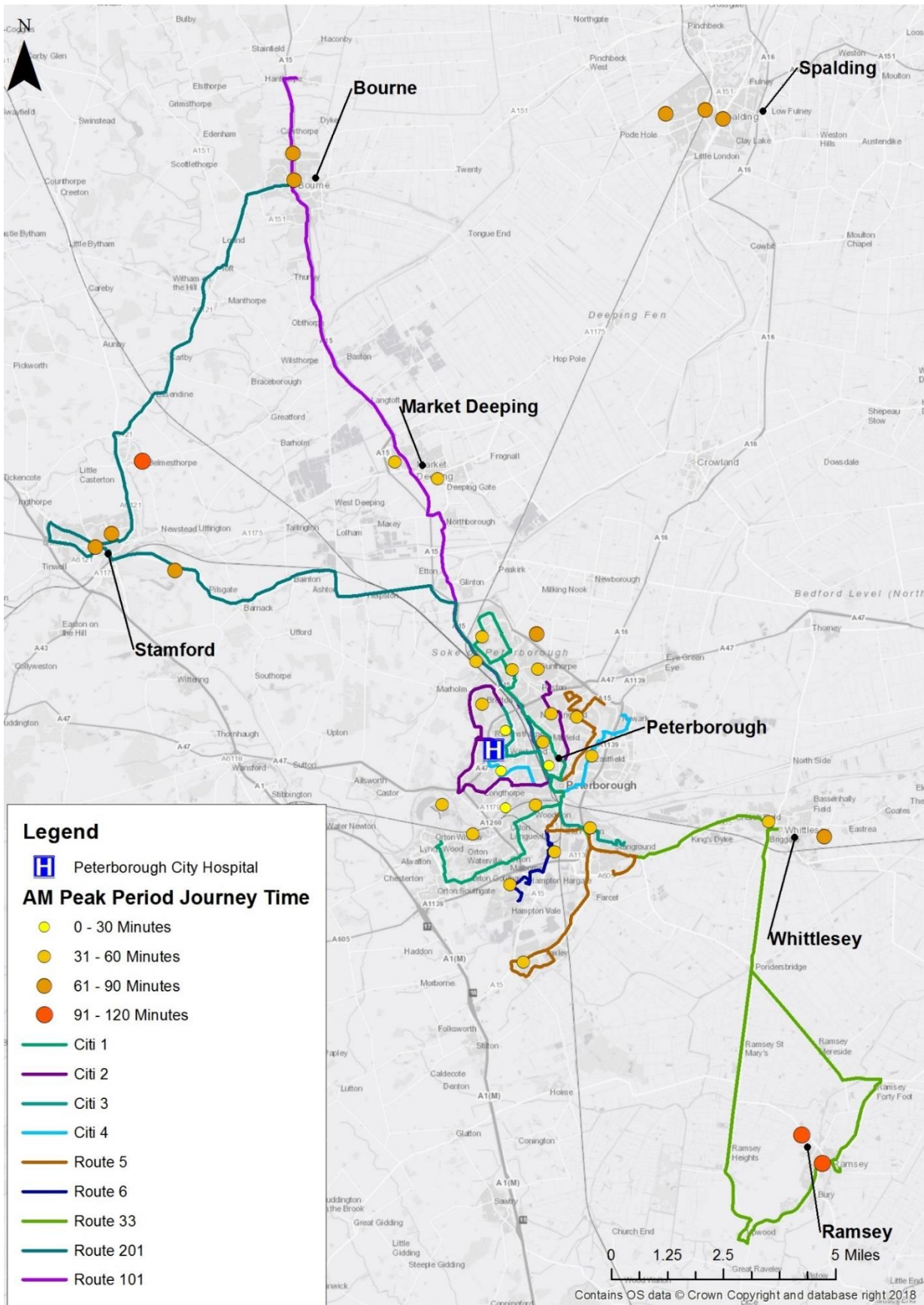


Figure 4-10 - Local Bus Routes that Serve Areas Near Peterborough City Hospital



Typically, staff residing in the postcode districts that are serviced directly by bus routes have shorter journey times than those who do not. For example, the western postcode district in Whittlesey, which is serviced by Route 33 bus service, has a 0-30-minute journey time compared to the eastern side, where staff would be required to walk to the western part of town to access a bus service with a 60-90-minute journey time.

4.4.3. Cycling Accessibility

Cycling is also a viable option for a number of staff at Peterborough City Hospital, with 51% living within a 5km radius. This constitutes a majority of staff for whom it would be feasible to commute regularly by bike to the site. Given the availability of sheltered and secure cycle parking at Peterborough City Hospital and supporting facilities, further encouragement of cycling to work could help to generate a significant reduction in parking demand. Figure 4-11 presents the cycle journey time for staff that live within the Peterborough City area that have up to a 90-minute cycle to/from the Hospital. It is unlikely that staff would travel more than 60 minutes to access the site by bicycle.

Figure 4-11 - Cycle Times for Staff Living within the Peterborough City Area²¹

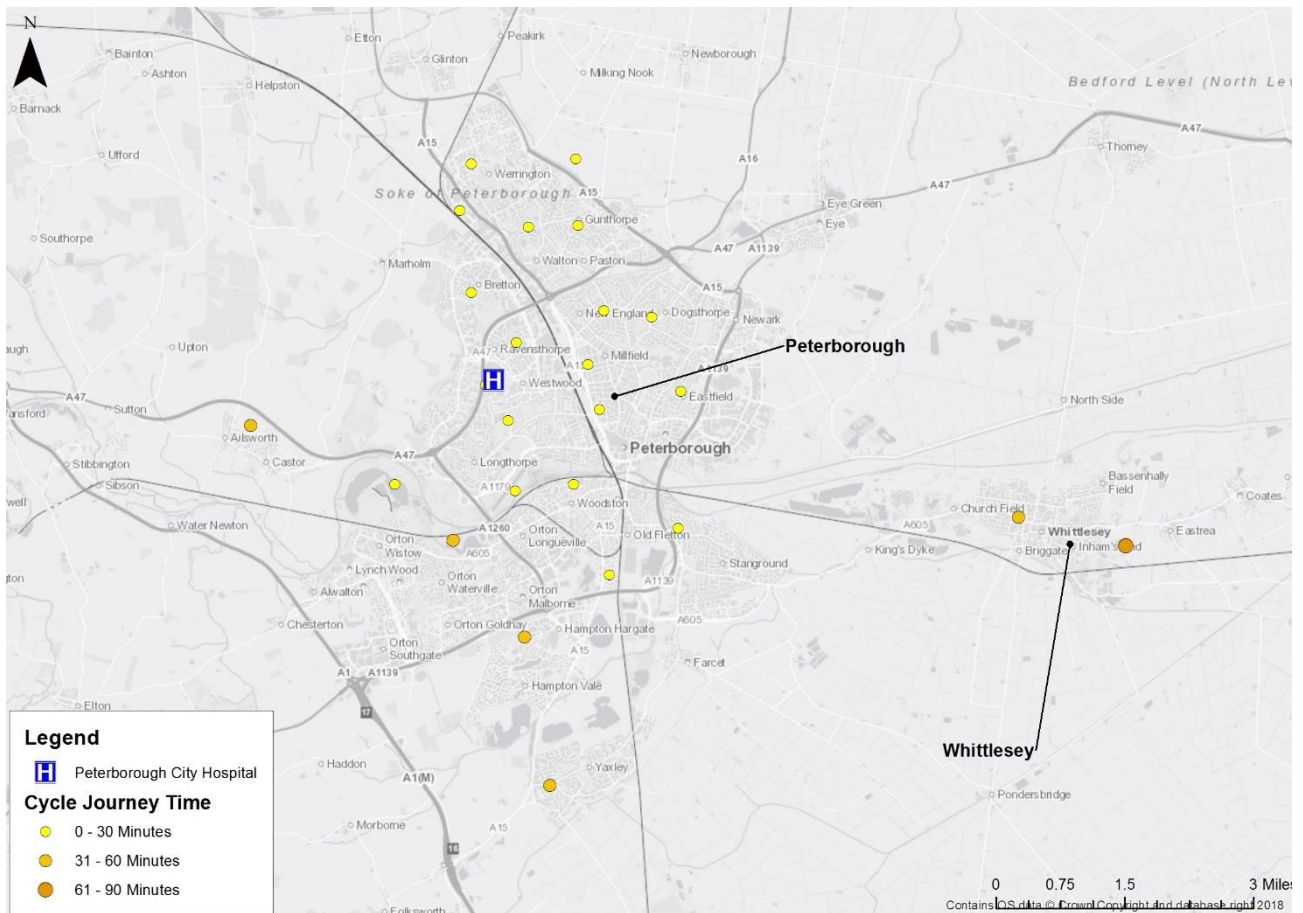


Figure 4-11 shows that staff residing in Peterborough are able to cycle to Peterborough City Hospital within 30 minutes, whilst staff living in adjacent villages such as Yaxley and Whittlesey are able to travel to the Hospital site within 90 minutes.

4.5. Hinchingsbrooke Hospital Staff Survey

Hinchingsbrooke Hospital accommodates 1,759 staff, of which 455 responded to the surveys which represents a response rate of 26%. The staff engagement event took place on 15th May 2019 between 11:00 and 14:00 in the Hospital canteen.

²¹ Cycling times are based on on-road cycle routes with an average journey time of 12mph.

4.5.1. Travel to/from Hinchingsbrooke Hospital

This Section considers the survey results relating to mode share, distance from the Hospital and journey length.

Mode Share

Staff were asked to report how they currently travel to work. Results are summarised in Table 4-5.

Table 4-5 - Current Mode of Travel to Hinchingsbrooke Hospital

Mode	2019 Mode Share	2019 Totals
Walk	6.4%	25
Cycle	6.7%	26
Bus	0.5%	2
Train	0.5%	2
Motorcycle	0.8%	3
Car Driver	79.4%	309
Car Driver with Passenger (Car Share)	3.3%	13
Car Passenger (Car Share)	0.8%	3
Car Passenger (Drop-off/pick-up)	1.5%	6
Taxi	0.0%	0
Total	100%	389

Table 4-5 shows that car mode share is 79.4% which is similar to Peterborough City Hospital. 14.4% of staff travel via sustainable modes (walking, cycling, bus, train).

Distance Travelled

Staff postcode data has been further analysed in Section 4.6.1.

Journey Time

Staff were asked how long their journeys took to get to and from work on average. Responses were as follows:

- Under 10 minutes: 5%;
- Between 11 and 29 minutes: 46%;
- Between 30 and 59 minutes: 44%; and
- Over an Hour: 5%.

The National Travel Survey 2017²² found that average commuter journey time was 31 minutes, suggesting that up to 49% of staff are travelling above the national average. Reported journey time results are similar to Peterborough City Hospital staff in that the vast majority commute up to 60 minutes to get to/from work.

4.5.2. Measures to Encourage Sustainable Travel

Staff were asked to indicate what potential improvements would encourage or enable them to use alternative, sustainable methods of transport.

Walking

For most employees (80%), walking was not considered a feasible option due to the distance required to reach Hinchingsbrooke Hospital whilst 7% of respondents already cycle to work.

²² Department for Transport (2018) *National Travel Survey 2017*
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/729521/national-travel-survey-2017.pdf [Accessed 14.06.2019]

Cycling

Similar to feedback on walking results, the majority of respondents stated that they live too far away from the Hospital to cycle (59%) whilst 5% of staff who answered this question already cycle. Those who responded that they could cycle would be more encouraged to do so if cycle parking on-site (11%) were improved, changing facilities (7%) were provided and cycleways to/from the site were improved. This may be in relation to the current roadworks associated with the A14 improvement scheme on Hinchingsbrooke Park Road and the B1514.

76% (297) of staff reported that they are aware of the Cycle Purchase Scheme.

Public Transport

22% (162) of staff who work at Hinchingsbrooke Hospital do not consider public transport a viable option for their journey. However, for those who responded that public transport was a viable option, the most popular measures were:

- More frequent services - 15% (109 staff);
- More direct routes to/from the site – 14% (104 staff);
- Work discount scheme – 14% (103 staff); and
- Cheaper fares – 14% (99 staff).

A question was also asked on the option of a shuttle bus to transport staff between a Park and Ride site and Hinchingsbrooke Hospital, which was supported by 46% of respondents.

Car Sharing

Of the 49% of staff who would consider car sharing, 68 (20%) would do so daily, 52 (16%) would do so three to four times a week and 13% (44) would do so once or twice a week.

When asked about what would encourage staff to consider car sharing, the most popular answer was 'help finding a suitable car share match' of which 142 (29%) staff answered. Other popular answers include:

- Financial savings – 23% (111 staff);
- Reserved car parking for car sharers – 22% (106 staff);
- Support in the event of an emergency – 12% (61 staff); and
- Information on car sharing partner matching schemes (Faxi) – 10% (20 staff).

4.5.3. On-Site Parking

On-site parking will be considered in detail in the Parking Management Plan. A summary of results is provided below:

- 92% of staff pay for parking by the Salary Deduction scheme whilst 8% Pay on the Day;
- 74% of staff park at the back of the Hospital, whilst the remaining 26% of staff park in Car Park 1 (front of the Hospital); and
- The majority of staff (58%) park four to five times a week.

Respondents were given the opportunity to provide a qualitative response on their views on parking at Hinchingsbrooke Hospital. These responses have been analysed using open coding, with respondent's comments being grouped under a number of themes to enable analysis and comparison.

Amongst staff working at Hinchingsbrooke Hospital, the most common concern was related to the availability of parking, with 31% of responses mentioning this. Most respondents suggested that additional provision of spaces may alleviate existing pressure around the site, but some also mentioned issues with parking when arriving outside of the AM and PM Peak Periods, with all spaces being taken when they arrive.

Access and congestion to the Hospital was mentioned by 22% of staff. Respondents mainly mentioned issues relating to the access from the site being via local roads, with no formal access directly off the A14. This can be exacerbated by the access road to the Hospital also serving a housing estate and school.

Finally, 19% of respondents who work at Hinchingsbrooke Hospital mentioned traffic control and enforcement within their comments. Respondents noted the condition of some car parks and the lack of marked bays. Staff also felt that enforcement could be improved as people park inappropriately and/or illegally.

4.6. Hinchingsbrooke Hospital TRACC Modelling

TRACC modelling software has been used to show staff journey to work distances and travel times to Hinchingsbrooke Hospital by public transport and cycling and will inform the development of mode share targets.

4.6.1. Location of Staff

Home postcodes of Hinchingsbrooke Hospital based staff have been mapped to identify the proportion of staff within various journey time and distance thresholds. It is considered that travel distances of up to 3km are 'walkable' and distances up to 5km are 'cyclable'.

Figure 4-12 displays staff located within a 3km, 5km and 10km buffer of the Hinchingsbrooke Hospital and Figure 4-13.

Figure 4-12 - Hinchingsbrooke Hospital Staff Home Postcode Districts within 10km

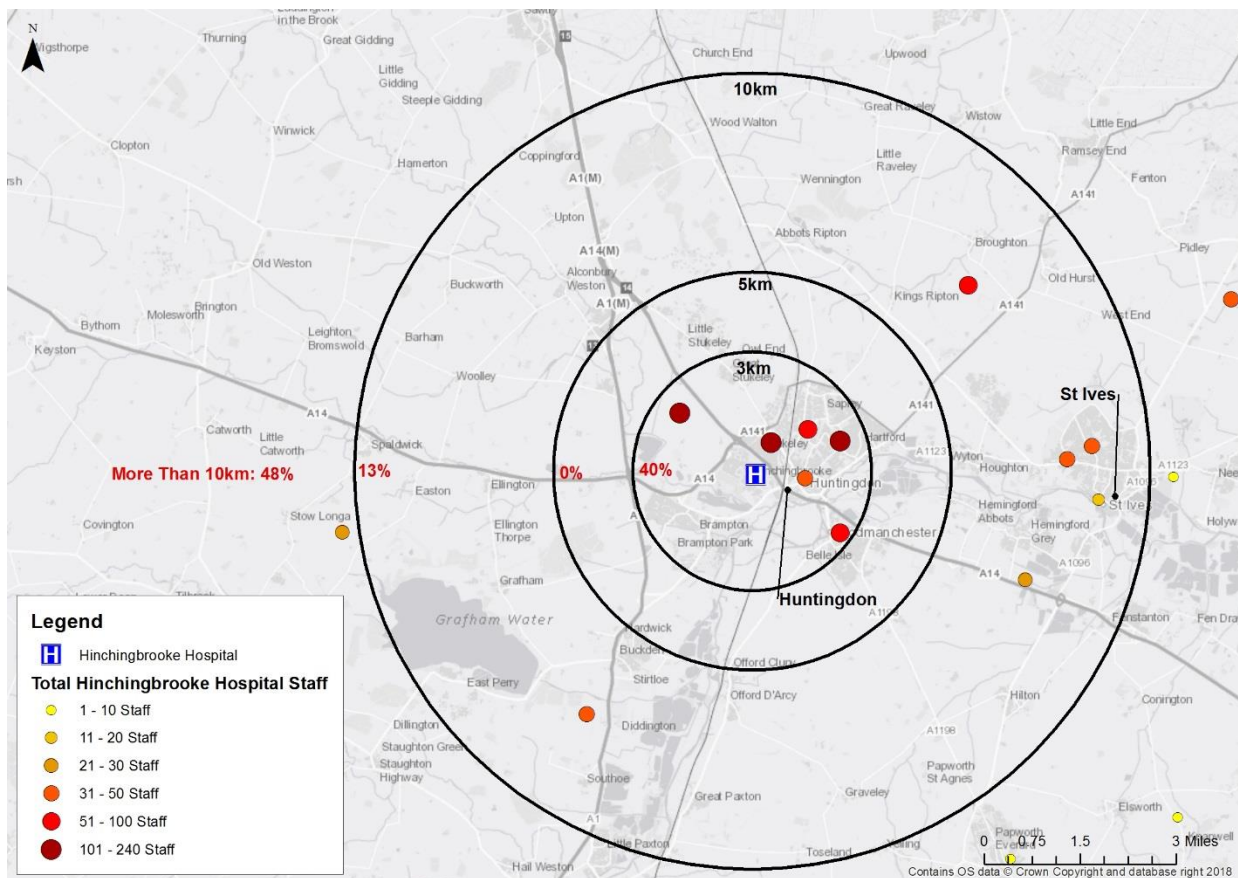


Figure 4-13 - Hinchingsbrooke Hospital Staff Home Postcode Districts

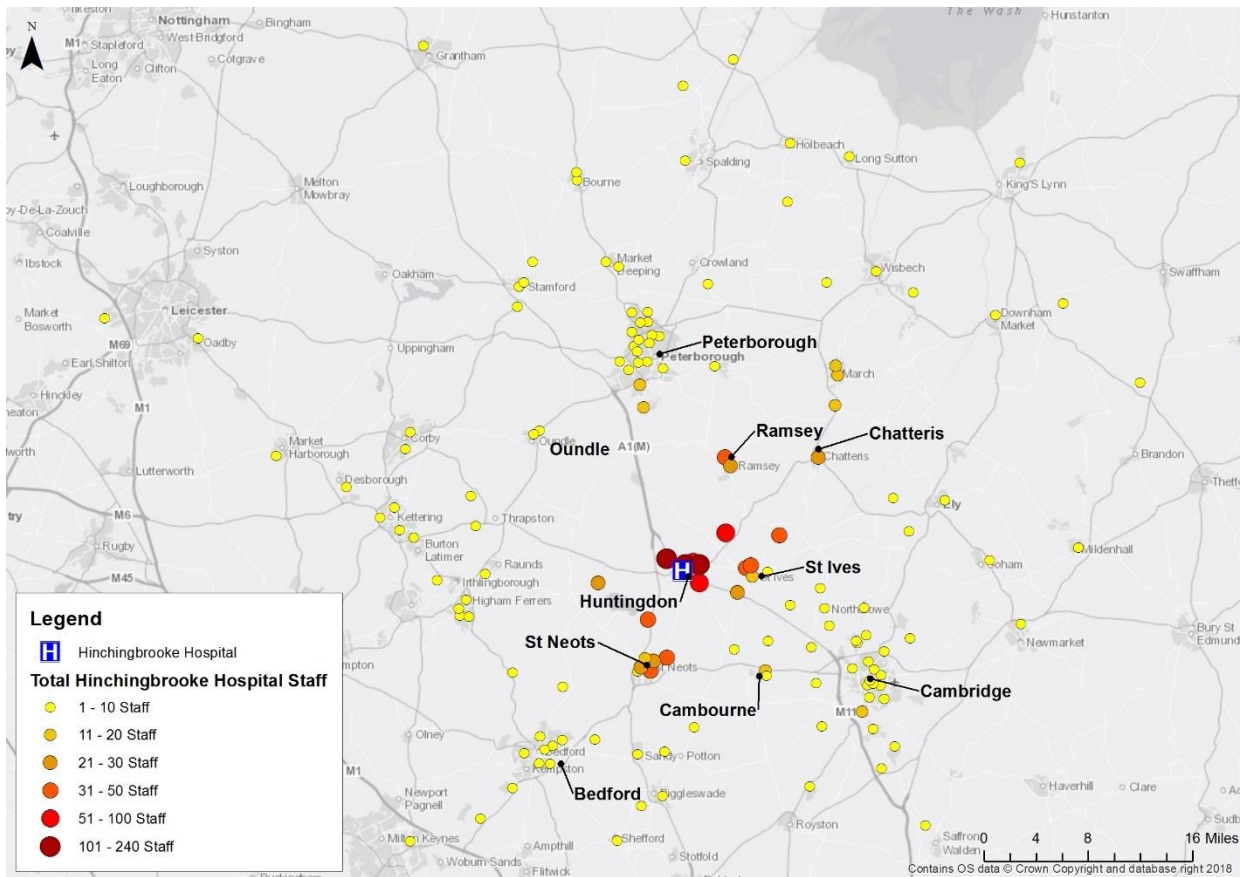


Figure 4-12 and Figure 4-13 shows that 40% of staff within a walkable and cyclable distance from the Hospital with 48% living outside of the 10km radius. There are three clusters of staff residing in St Neots, St Ives and Ramsey. Similar to Peterborough City Hospital, Hinchingsbrooke Hospital has a large catchment area included some staff in Leicester, Kings Lynn, Milton Keynes, Downham Market and Newmarket.

4.6.2. Public Transport Accessibility

An assessment of public transport availability was undertaken for both AM and PM Peak Periods (06:00 to 08:00 and 16:00 to 18:00) using staff home locations to assess journey times to Hinchingsbrooke Hospital.

Figure 4-14 shows AM Peak Period public transport journey times for staff by postcode district in 30-minute segments. Figure 4-15 shows PM Peak Period public transport journey times for staff by postcode district in 30-minute segments.

Figure 4-14 - AM Peak Period Public Transport Journey Times for Staff

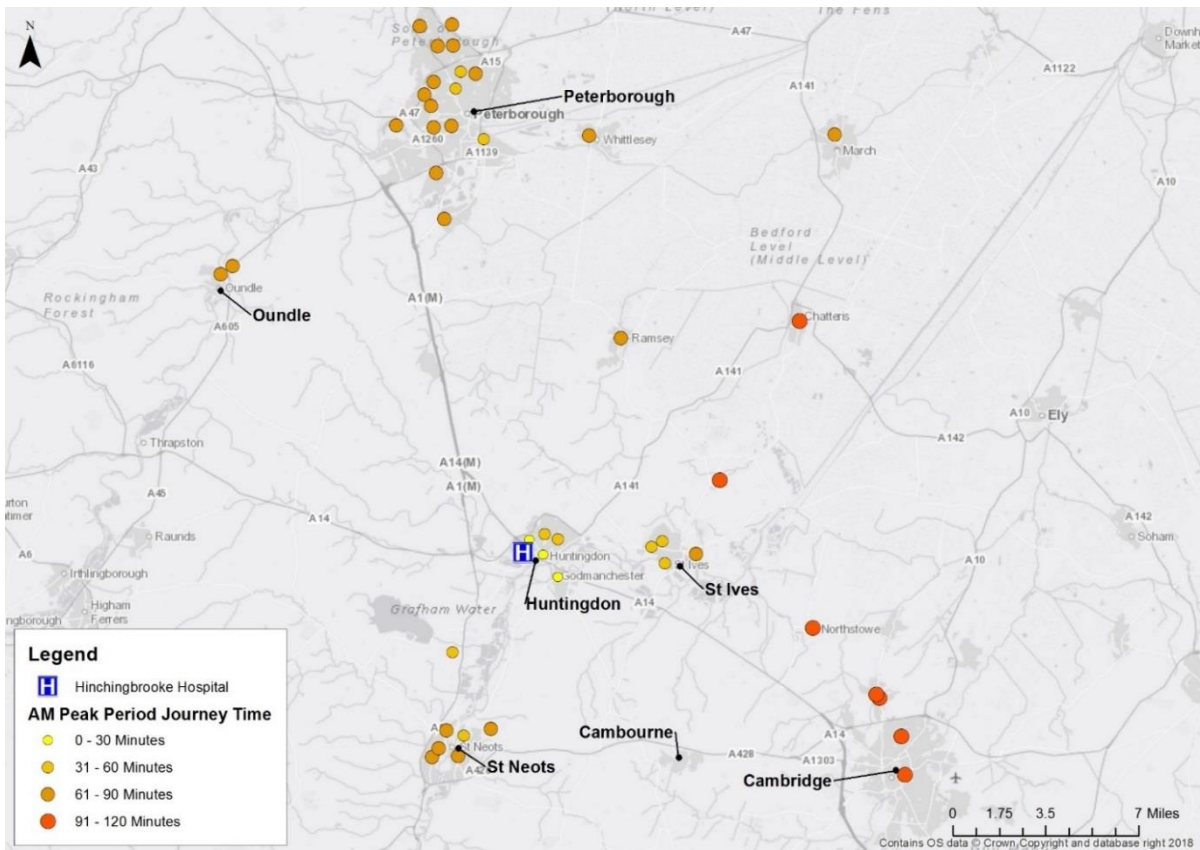


Figure 4-15 - PM Peak Period Public Transport Journey Times for Staff

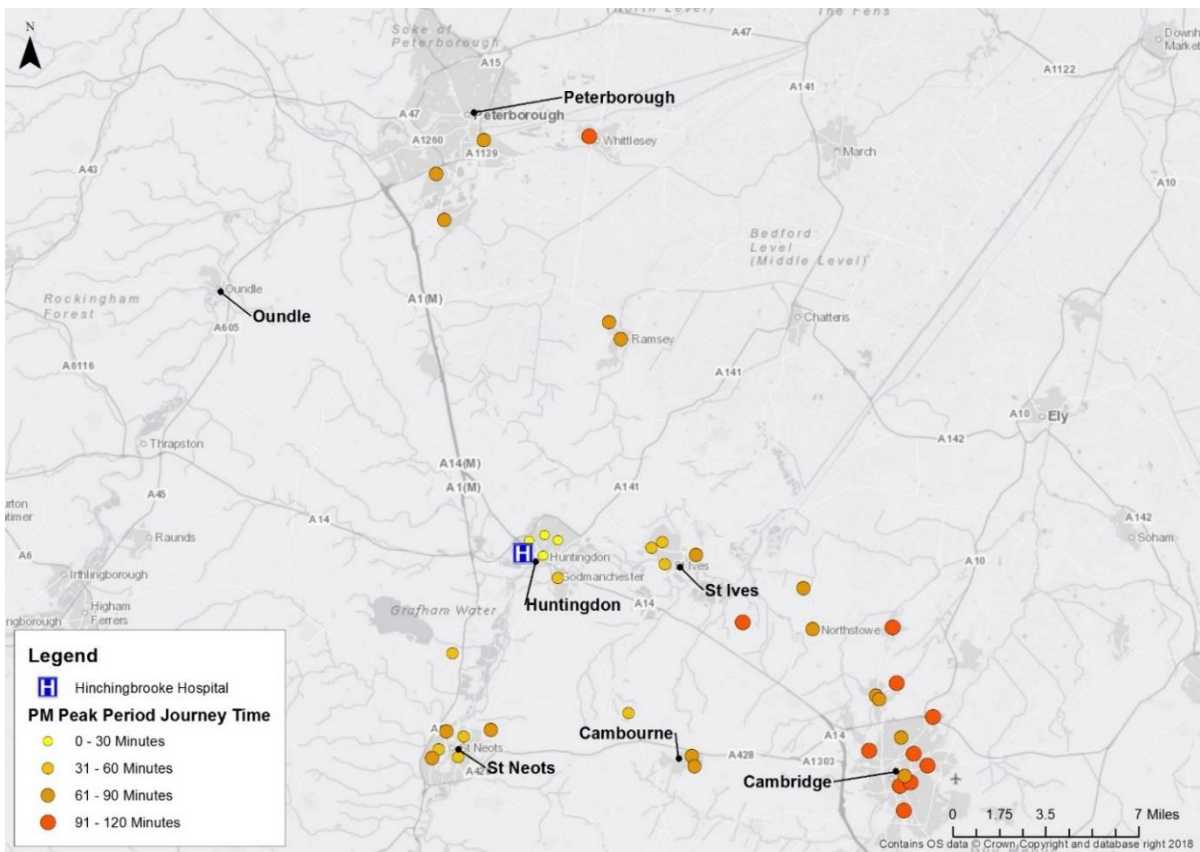


Figure 4-14 and Figure 4-15 show that travelling to/from Hinchingbrooke Hospital will take staff living outside of Huntingdon more than 30 minutes by public transport in the AM and PM Peak Period. Figure 4-14 shows that in the AM Peak Period journey times from the north east of Huntingdon could take up to 60 minutes and some trips from St Neots up to 90 minutes.

Bus Services Available

There are 11 bus services that operate within a 3km radius of Hinchingbrooke Hospital that service a number of local areas in Huntingdon as well as local towns such as St Ives, St Neots, Peterborough, Ramsey and Cambridge. Figure 4-16 and Figure 4-17 show the bus services operating within a 3km radius of Peterborough City Hospital, as well as public transport journey times for staff in the AM Peak Period.

Figure 4-16 - Local Bus Routes that Serve Hinchingbrooke Hospital

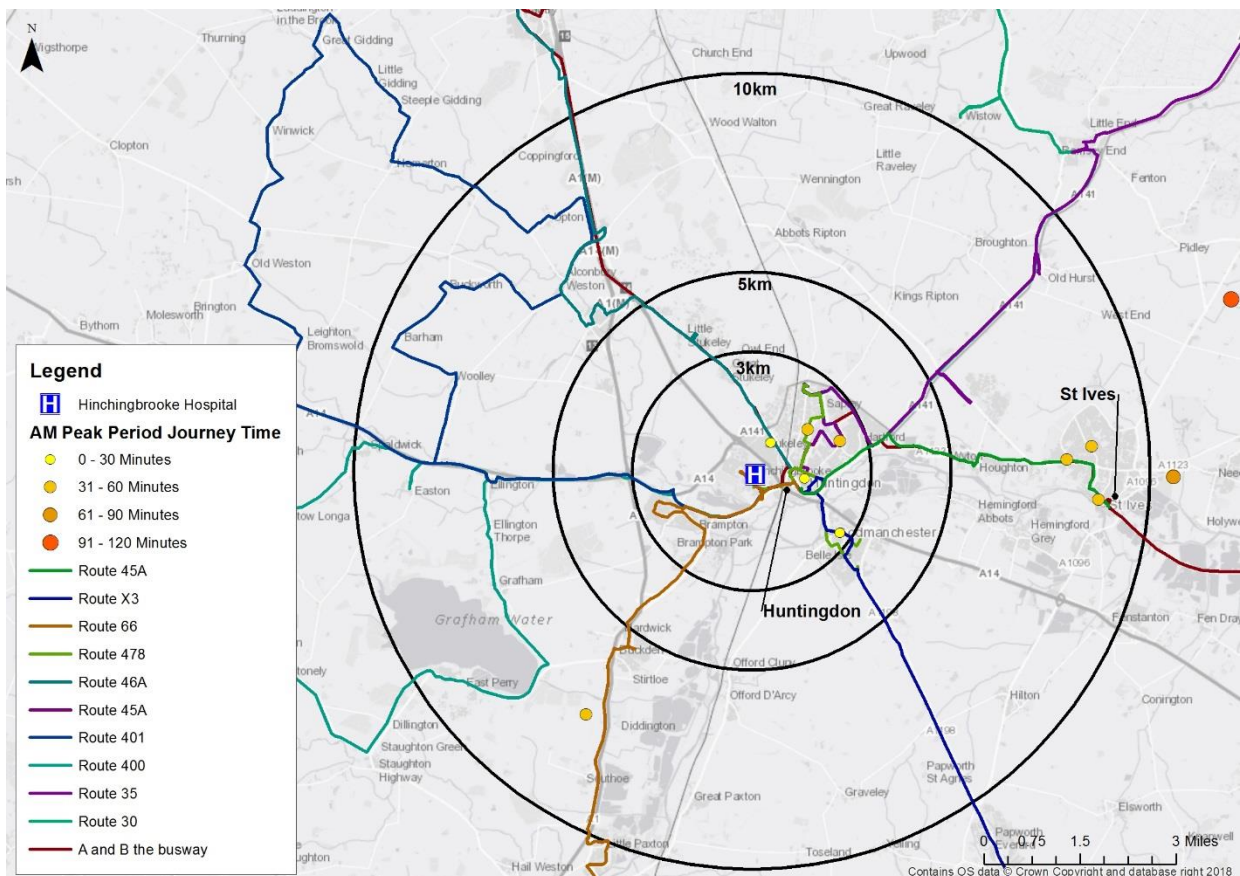
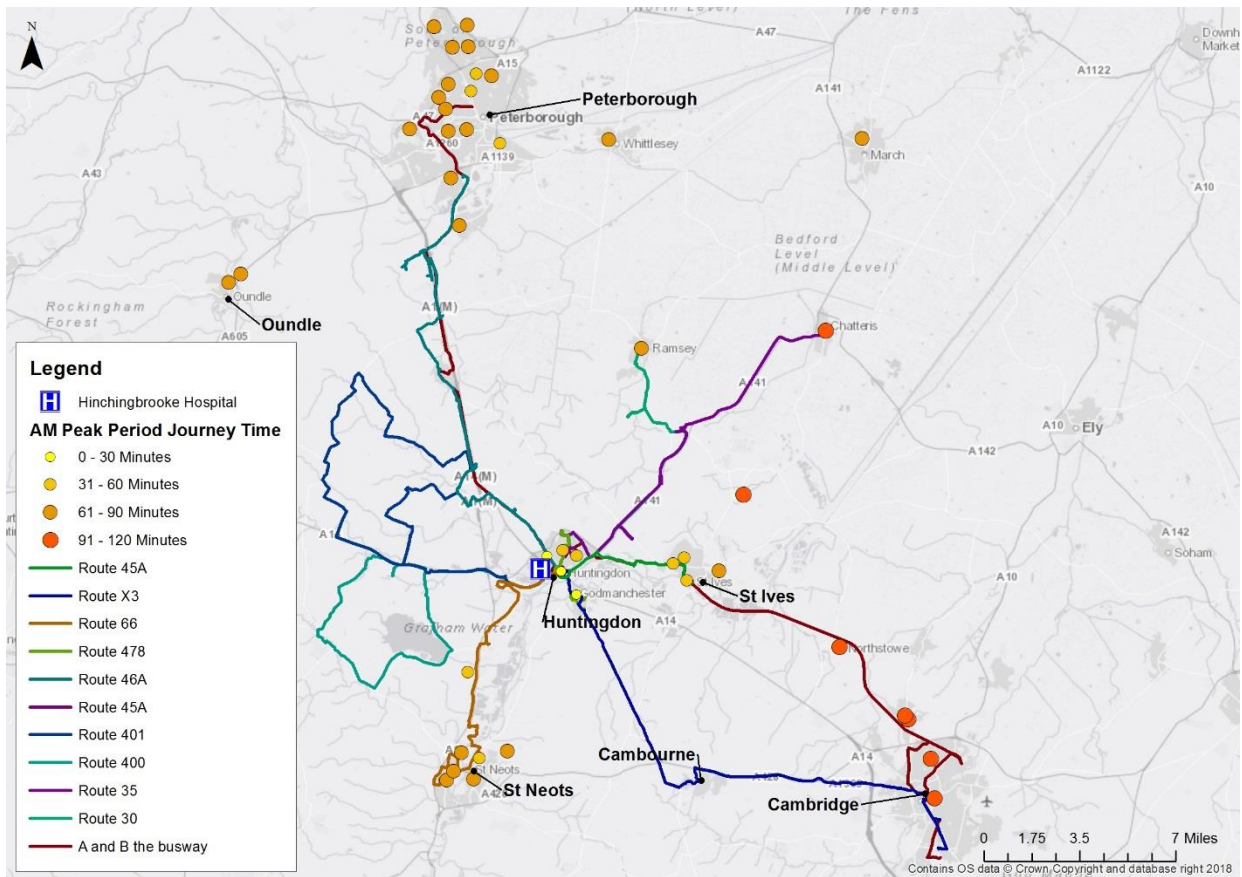


Figure 4-17 - Local Bus Routes that Serve Areas Near Hinchingsbrooke Hospital



Typically, staff residing in the postcode districts that are serviced directly by bus routes have shorter journey times than those who do not. For example, of the four postcode districts in St Ives, the one that is situated to the east of the town would take up to 90 minutes to reach Hinchingsbrooke Hospital, compared to the other three postcode districts that are directly serviced by the Busway which takes up to 60 minutes.

4.6.3. Cycling Accessibility

Cycling is also a viable option for a number of staff at Hinchingsbrooke Hospital, with 40% living within a 5km radius. Figure 4-18 presents the cycle journey time for staff that live within the local area that have up to a 90-minute cycle to/from the Hospital. It is unlikely that staff would travel more than 60 minutes to access the site by bicycle.

Figure 4-18 - Cycle Times for Staff Living within the Local Area²³

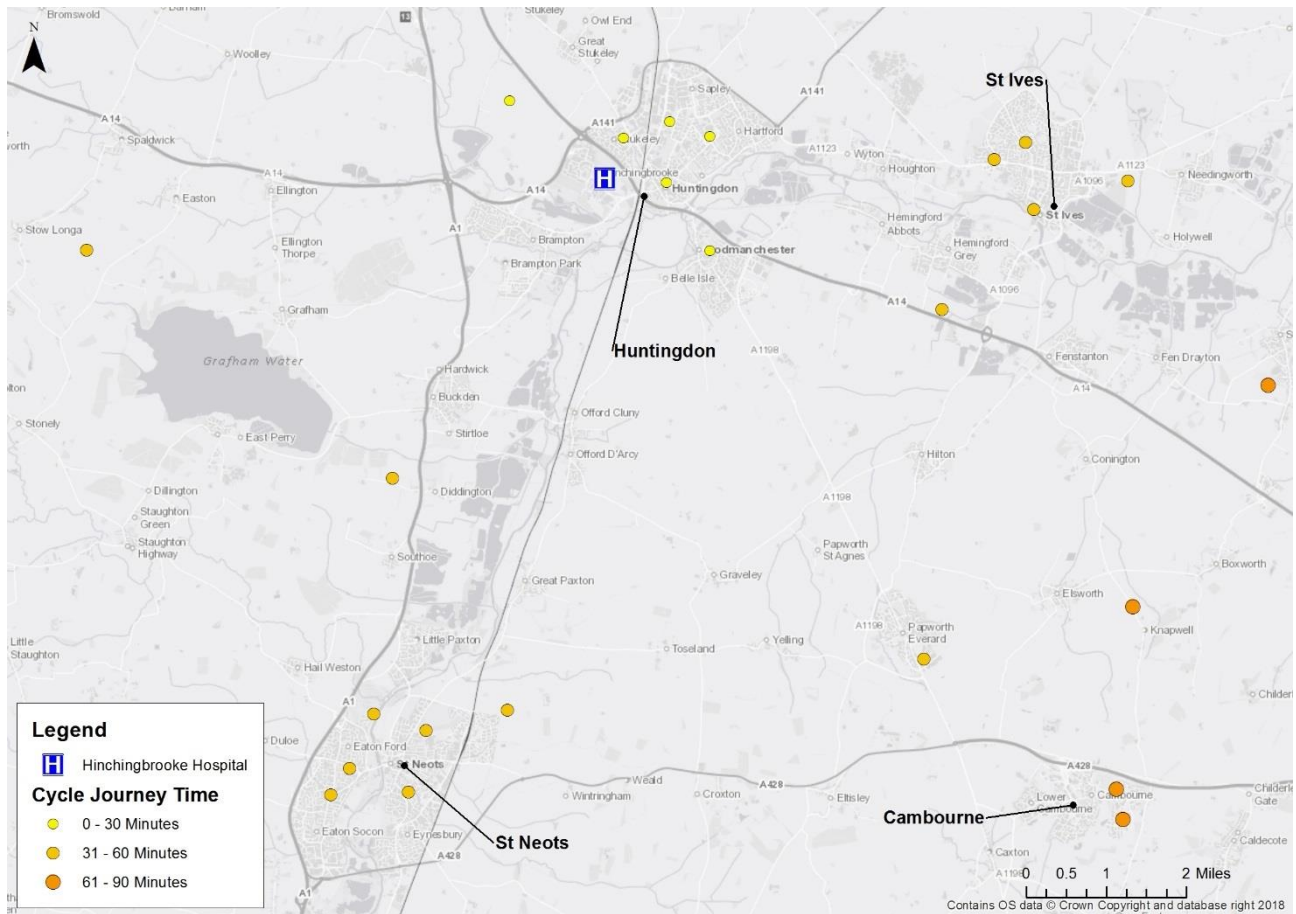


Figure 4-18 shows that staff residing in Huntingdon are able to cycle to Hinchingsbrooke Hospital within 30 minutes, whilst staff living in adjacent towns such as St Ives and St Neots are able to travel to the Hospital site within 60 minutes.

4.7. Stamford and Rutland Hospital Staff Survey

Stamford and Rutland Hospital accommodates 95 staff, of which 54 responded to the surveys which represents a response rate of 57%. The staff engagement event took place on 8th May 2019 between 11:00 and 14:00 in the Hospital canteen.

This Section summarises travel survey results that are directly relevant to Stamford and Rutland Hospital and will make comparison to the 2016 survey where appropriate.

4.7.1. Travel to/from Stamford and Rutland Hospital

This Section considers the survey results relating to mode share, distance from the Hospital and journey length.

Mode Share

Staff were asked to report how they currently travel to work. Results are summarised in Table 4-6.

²³ Cycling times are based on on-road cycle routes with an average journey time of 12mph.

Table 4-6 - Current Mode of Travel to Stamford and Rutland Hospital

Mode	2016 Mode Share	2019 Mode Share	2019 Totals
Walk	12.5%	4.9%	2
Cycle	1.6%	4.9%	2
Bus	0.0%	2.4%	1
Train	1.6%	2.4%	1
Motorcycle	0.0%	0.0%	0
Car Driver	81.3%	85.4%	35
Car Driver with Passenger (Car Share)	0%	0.0%	0
Car Passenger (Car Share)	0.0%	0.0%	0
Car Passenger (Drop-off/pick-up)		0.0%	0
Taxi	0.0%	0.0%	0
Total	100%	100%	41

Table 4-6 shows that car mode share is 85.4% which is similar to the other Hospitals. 14.6% of staff travel via sustainable modes (walking, cycling, bus, train).

Distance Travelled

Staff postcode data has been further analysed in Section 4.8.1.

Journey Time

Staff were asked how long their journeys took to get to/from work on average. Responses were as follows:

- Under 10 minutes: 12%;
- Between 11 and 29 minutes: 51%;
- Between 30 and 59 minutes: 34%; and
- Over an Hour: 2%.

The National Travel Survey 2017²⁴ found that average commuter journey time was 31 minutes, suggesting that up to 36% of staff are travelling above the national average. Reported journey time results are similar to Peterborough City Hospital and Hinchingbrooke Hospital staff in that the majority commute up to 60 minutes to get to/from work.

4.7.2. Measures to Encourage Sustainable Travel

Staff were asked to indicate which potential improvements would encourage or enable them to use alternative methods of transport to single occupancy vehicle.

Staff postcode data has been further analysed in Section 4.6.1.

For most employees (83%), walking was not considered a feasible option due to the distance required to reach Stamford and Rutland Hospital, whilst 8% of respondents already cycle to work.

Cycling

Similar to feedback on walking, the majority of respondents stated that they live too far away from the Hospital to cycle (63%) whilst 5% of staff who answered this question already cycle.

The most popular measures were providing changing facilities (14%), improving cycle parking/storage within the site (5%) and providing loans or discounts for the purchase of bicycles or cycling equipment (5%).

63% of staff reported that they are aware of the Cycle Purchase Scheme.

²⁴ Department for Transport (2018) *National Travel Survey 2017*
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/729521/national-travel-survey-2017.pdf [Accessed 14.06.2019]

Public Transport

37% of staff who work at Stamford and Rutland Hospital do not consider public transport a viable option for their journey.

The most popular measures for encouraging public transport are shown below:

- Cheaper fares: 17.4%;
- More frequent services: 15.2%; and
- More direct routes to/from the site: 10.9%.

The results highlight that staff attitudes towards public transport has not changed as the most popular answers in 2016 were the same as 2019. .

A question was also asked on the option of a shuttle bus to transport staff between a Park and Ride site and Hinchingsbrooke Hospital, which was supported by 44% of respondents.

Car Sharing

The results show that 13% of respondents already car share to Stamford and Rutland Hospital.

When asked about what would encourage staff to consider car sharing, the most popular answer was 'Help finding a suitable car share match' of which 32% of staff answered. Other popular answers include:

- Financial savings. – 24%;
- Reserved car parking for car sharers. – 13%; and
- Support in the event of an emergency. – 13%.

The results are similar to those of Peterborough City Hospital and Hinchingsbrooke Hospital.

Respondents were given the opportunity to provide a qualitative response on their views on parking at Stamford and Rutland Hospital. These responses have been analysed using open coding, with respondent's comments being grouped under a number of themes to enable analysis and comparison.

Although the number of responses addressing parking was small, employees expressed concern about the multi-purpose nature of the Hospital car park, which is shared with visitors and staff of the nearby GP Surgery and Pharmacy.

4.8. Stamford and Rutland Hospital TRACC Modelling

TRACC modelling software has been used to show staff journey to work distances and travel times to Stamford and Rutland Hospital by public transport and cycling and will inform the development of mode share targets.

4.8.1. Location of Staff

Home postcodes of Stamford and Rutland Hospital based staff have been mapped to identify the proportion of staff within various journey time and distance thresholds. It is considered that travel distances of up to 3km are 'walkable' and distances up to 5km are 'cyclable'.

Figure 4-19 displays staff located within a 3km, 5km and 10km buffer of the Stamford and Rutland Hospital and Figure 4-20 shows all staff home postcodes districts.

Figure 4-19 - Stamford and Rutland Hospital Staff Home Postcode Districts within 10km

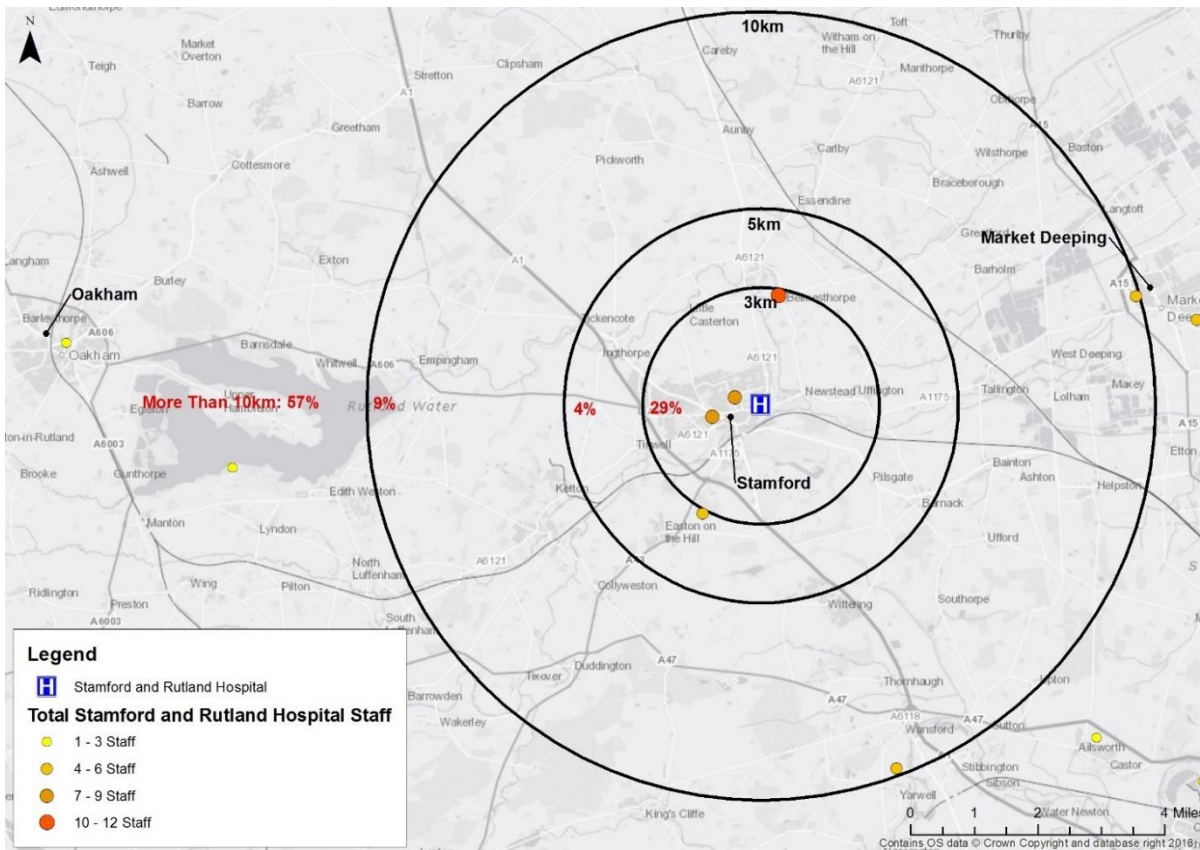


Figure 4-20 - Stamford and Rutland Hospital Staff Home Postcode Districts

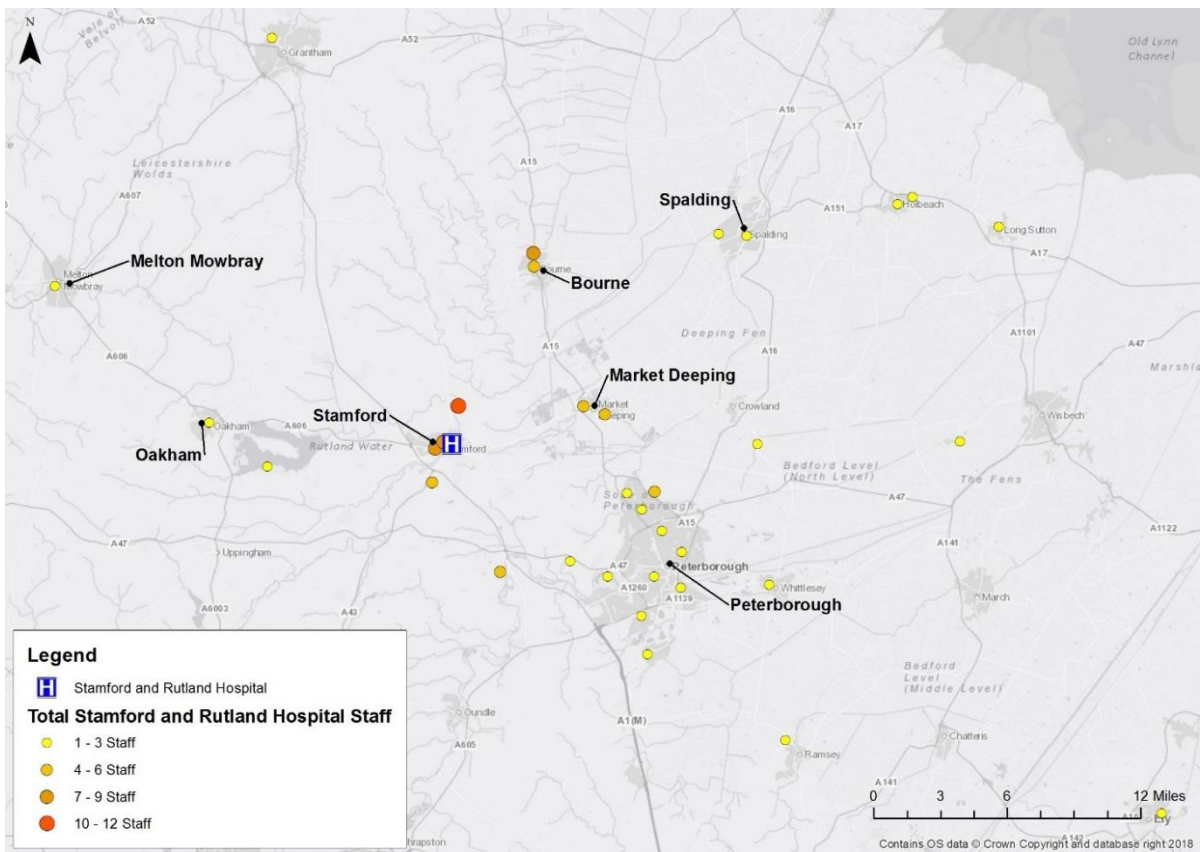


Figure 4-19 and Figure 4-20 shows that 33% of staff live within a walkable and cyclable distance from the Hospital with 57% live outside of the 10km radius. The majority of staff live within Stamford or local towns such as Bourne and Market Deeping. In comparison to Peterborough City Hospital and Hinchingsbrooke Hospital, Stamford has a reasonably small catchment area with the furthest staff being from Melton Mowbray, Grantham and Ramsey.

4.8.2. Public Transport Accessibility

An assessment of public transport availability was undertaken for both AM and PM Peak Periods (06:00 to 08:00 and 16:00 to 18:00) using staff home locations to assess journey times to Stamford and Rutland Hospital.

Figure 4-21 shows AM Peak Period public transport journey times for staff by postcode district in 30-minute segments. Figure 4-22 shows PM Peak Period public transport journey times for staff by postcode district in 30-minute segments.

Figure 4-21 - AM Peak Period Public Transport Journey Times for Staff

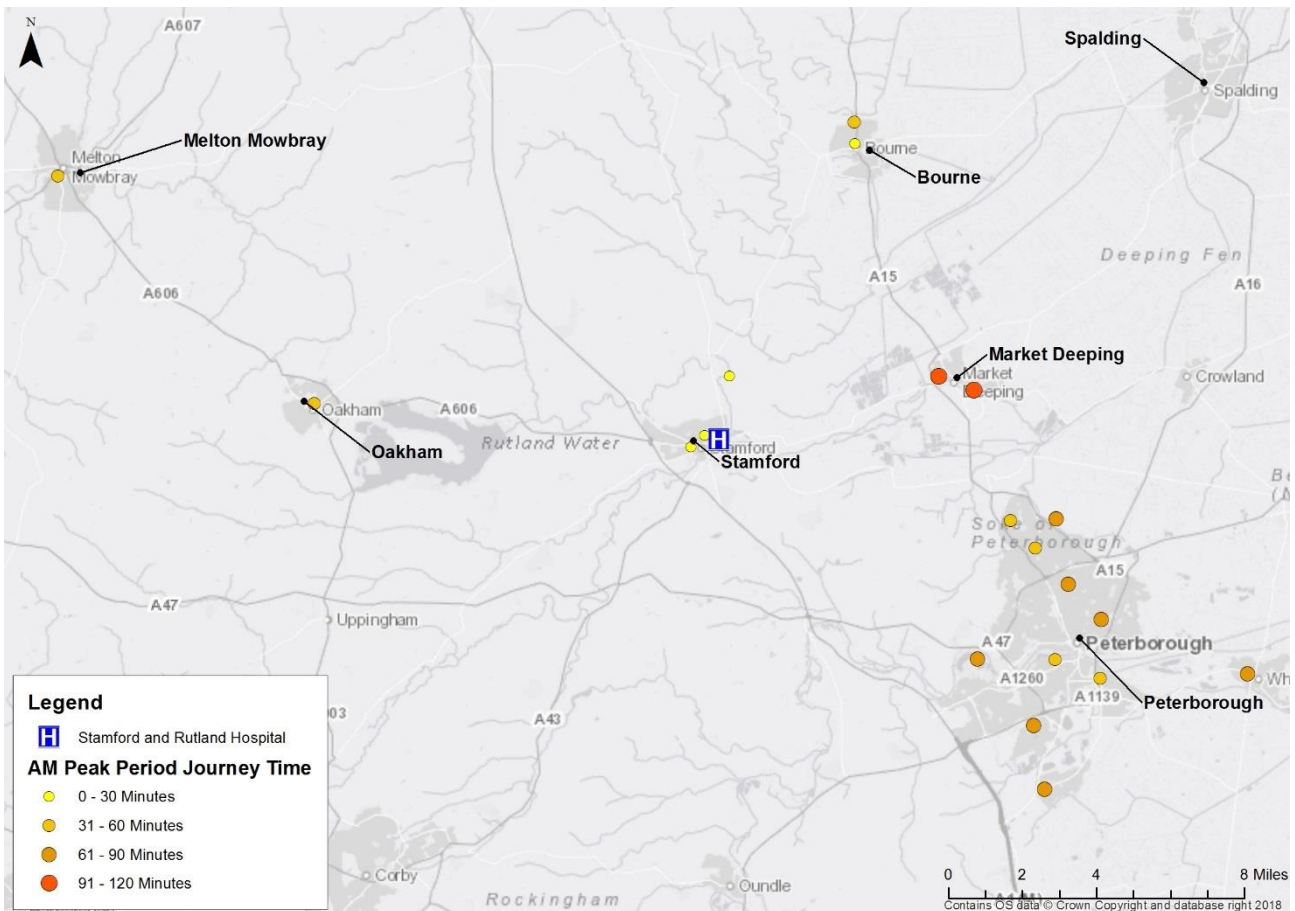


Figure 4-22 - PM Peak Period Public Transport Journey Times for Staff

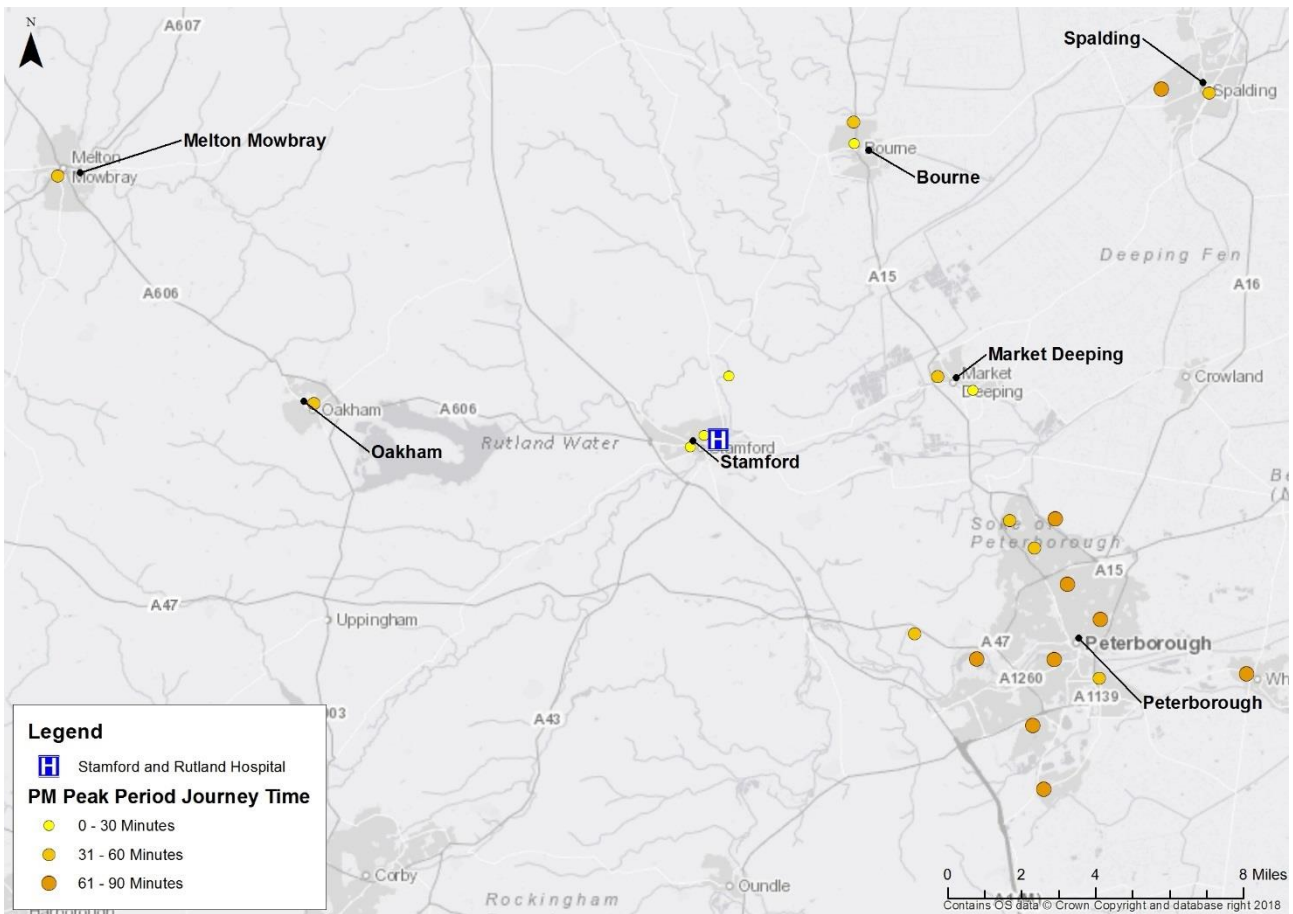


Figure 4-21 and Figure 4-22 show that travelling to/from Stamford and Rutland Hospital will take staff up to 30 minutes if travelling within Stamford and in certain areas of Bourne and Market Deeping. It can also take up to 90 minutes to travel to/from Peterborough. Whilst inter-site travel usually takes place in the Inter-Peak Period (09:00 – 16:00) it is likely that public transport journeys would take similar lengths of time and be less frequent than AM and PM Peak Period services, therefore staff are likely to drive between sites.

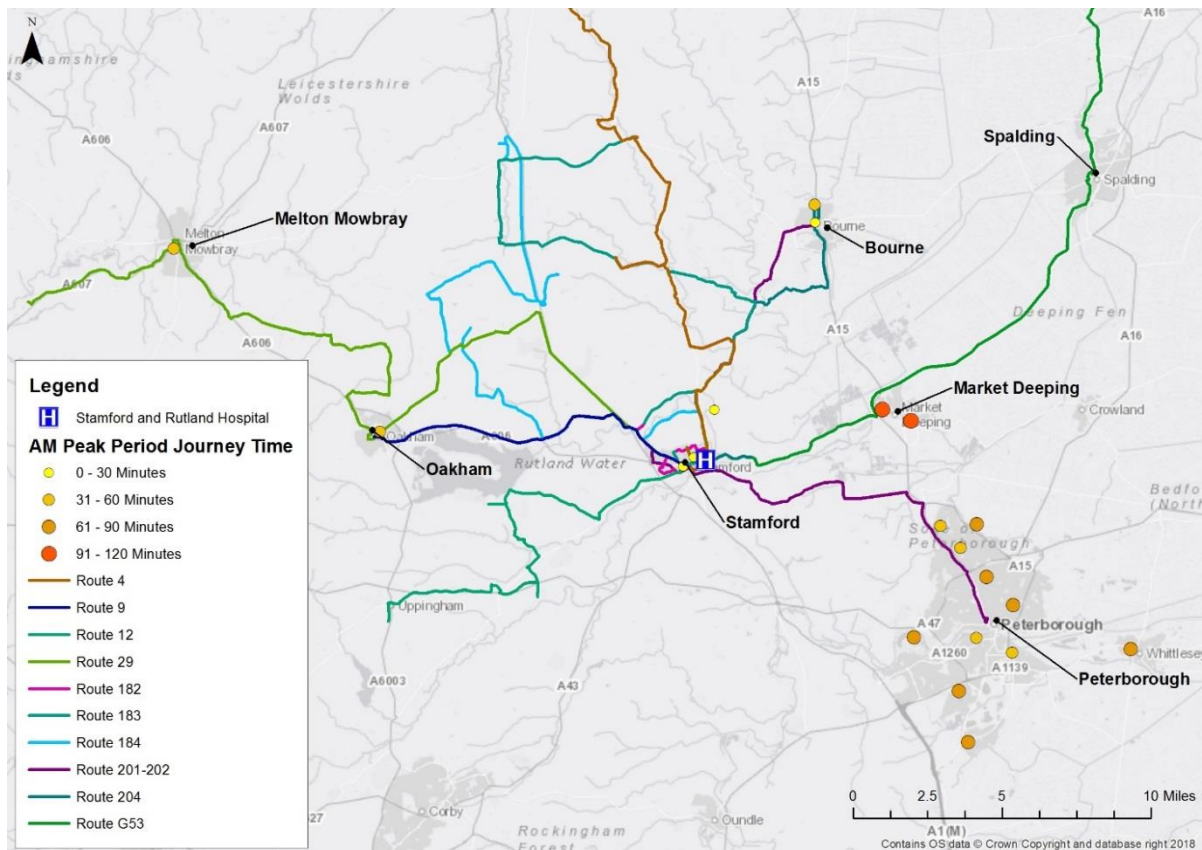
Bus Services Available

There are 10 bus services that operate within a 3km radius of Stamford and Rutland Hospital that service a number of local areas in Stamford as well as local towns such as Market Deeping, Bourne, Oakham, Melton Mowbray and Peterborough. Figure 4-23 and Figure 4-24 show the bus services operating within a 3km radius of Stamford and Rutland Hospital, as well as public transport journey times for staff in the AM peak period.

Figure 4-23 - Local Bus Routes that Serve Stamford and Rutland Hospital



Figure 4-24 - Local Bus Routes that Serve Areas Near Stamford and Rutland Hospital



Staff residing in Stamford and the south of Bourne are able to reach Stamford and Rutland Hospital by public transport within 30 minutes. Staff who reside in Peterborough are able to access the Hospital quicker than those in Market Deeping due to the rail provision within the City.

4.8.3. Cycling Accessibility

Cycling is also a viable option for a number of staff at Stamford and Rutland Hospital, with 40% living within a 5km radius. Figure 4-25 presents the cycle journey time for staff that live within the local area that have up to a 90-minute cycle to/from the Hospital. It is unlikely that staff would travel more than 60 minutes to access the site by bicycle.

Figure 4-25 - Cycle Times for Staff Living within the Local Area²⁵

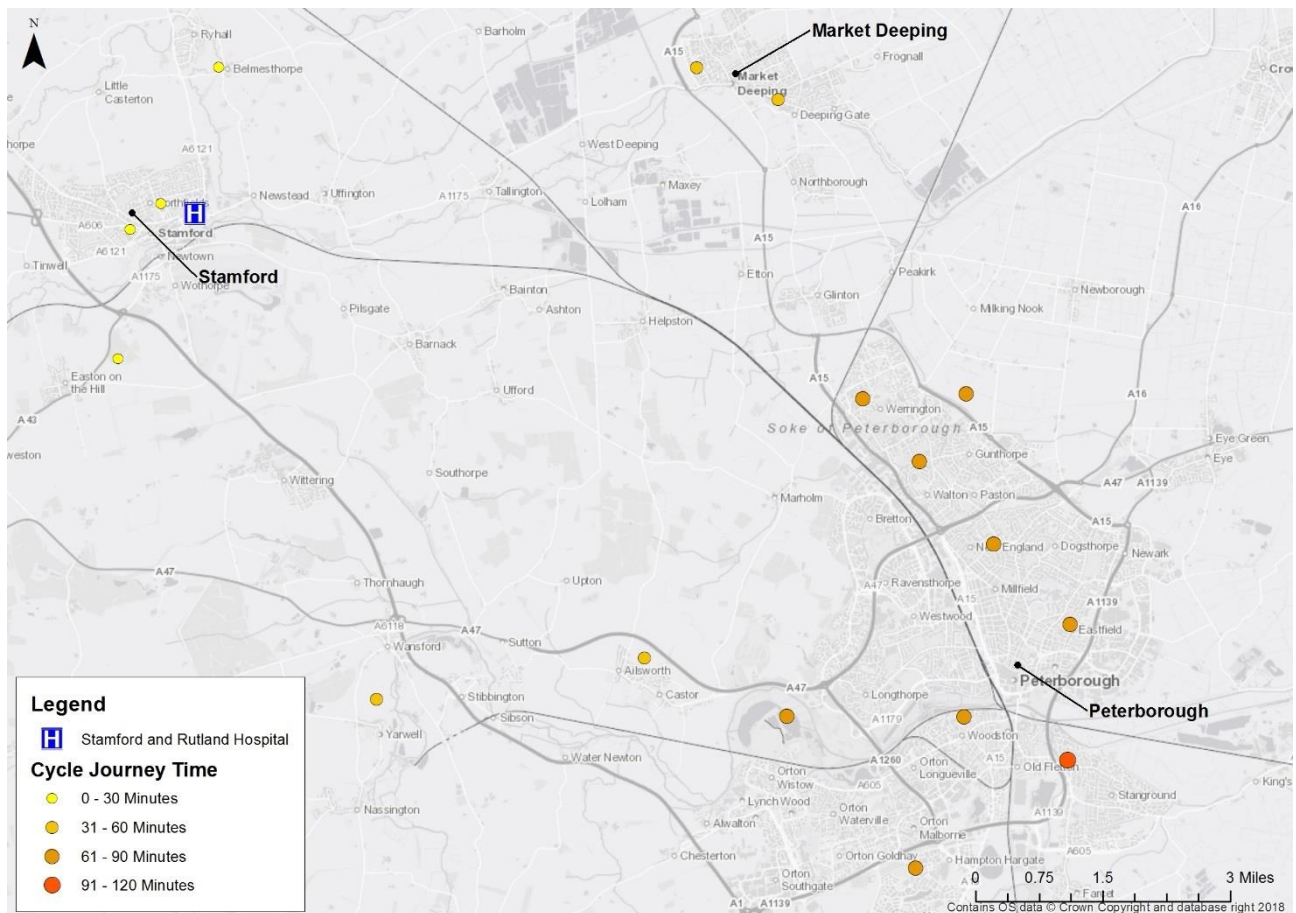


Figure 4-25 shows that staff residing in Stamford are able to cycle to Stamford and Rutland Hospital within 30 minutes, whilst staff living in Market Deeping can cycle to the site within an hour. It can be inferred that staff are unlikely going cycle from Peterborough due to the time it takes to cycle.

4.9. Summary

This Chapter has summarised the online staff surveys and responses collected at the staff engagement events to identify existing staff travel behaviour and to identify the barriers to using sustainable transport. This Chapter utilised baseline information and TRACC modelling to show AM and PM Peak Period journey times to/from the three Hospital sites. The key findings are as follows:

Peterborough City Hospital

- Since 2016, there has been a 13.8% increase in car mode share and a large reduction in sustainable mode shares;

²⁵ Cycling times are based on on-road cycle routes with an average journey time of 12mph.

- Over 50% of staff travel more than the national average to work;
- Up to 72% of respondents would consider using public transport and therefore, measures should focus on bus and rail travel;
- Up to 48% of respondents would consider car sharing as a viable alternative to travelling alone;
- The TRACC modelling shows that 51% of staff live within a walkable (3km) or cyclable (5km) distance from Peterborough City Hospital although only 9.9% do so now; and
- Staff who reside in surrounding villages are able to access the site via public transport in 90 minutes, as the railway station is located 3.2km (approximately 40 minutes²⁶) to the east of the Hospital.

Hinchingbrooke Hospital

- The Hospital has a high car mode share (79.4%) but a low rail mode share (0.5%), despite being located close (1.3km) to Huntingdon railway station;
- Up to 78% of respondents would consider using public transport and therefore, measures should focus on bus and rail travel;
- Up to 51% of respondents would consider car sharing as a viable alternative to travelling alone; and
- The TRACC modelling shows that 40% of staff live within a walkable (3km) or cyclable (5km) distance from Hinchingbrooke Hospital although only 13.1% do so now.

Stamford and Rutland Hospital

- Stamford and Rutland Hospital has a high car mode share (85.4%) and is reported that no staff who responded to the survey car share;
- There is little public transport infrastructure in the local area that also serves the Hospital. This means that measures should focus on car sharing; and
- The majority (57%) of staff live further than 10km from the Hospital and therefore walking and cycling is not possible.

This Chapter has been used to define Travel Plan objectives and targets as presented in Chapter 5 and the measures for achieving them in Chapter 6.

²⁶ Based on an average walking speed of 3mph.

5. Objectives and Targets

This Chapter sets the objectives and targets for this Travel Plan which are informed by the information provided in Chapter 4.

Objectives are the overarching drivers of the Travel Plan which inform the rationale for implementing the various measures and initiatives. targets are the measurable goals, which will assess the performance of the Travel Plan in meeting the objectives. According to DfT best practice guidance, any targets proposed in Travel Plans should be SMART (Specific, Measurable, Achievable, Realistic and Timebound).

5.1. Objectives

Table 5-1 identifies the Travel Plan objectives for NWAFT. These targets are unchanged from the 2016 Travel Plan.

Table 5-1 - Travel Plan Objectives

Objective Number	Objective Description
1	To ensure that staff can adequately access the Trust's sites (Peterborough City Hospital, Hinchingbrooke Hospital, and Stamford and Rutland Hospital) by non-car modes.
2	To manage the parking supply in a fair and equitable manner. ²⁷
3	To reduce the Trust's transport carbon footprint in line with NHS carbon reduction targets.
4	To provide safe and efficient management of traffic and travel within and around Hospital sites.

5.2. Targets

Mode shift targets for staff have been set and based on the following sources of information:

- Existing 2019 mode share (from the 2019 travel survey);
- Other information identified from the 2019 staff travel survey; and
- TRACC accessibility modelling.

The targets cover a five-year period, from 2019 to 2024 and breakdown targets on an annual basis.

Table 5-2 sets out mode share targets for Peterborough City Hospital. Approximately, 51% of staff live within 5km of the site and therefore, targets and measures are focussed on increasing shorter distance travel modes such as walking and cycling to site. There are also a number of bus routes that service the site which could also help reduce car usage.

²⁷ Objective 2 will be addressed in the Parking Management Plan.

Table 5-2 – Peterborough City Hospital Mode Share Targets²⁸

Mode	Baseline Mode Share (2019)	Target Year One (2020)	Target Year Three (2022)	Target Year Five (2024)	Five-year Difference
Walk	3%	5%	7%	8%	+5%
Cycle	4%	6%	8%	8%	+4%
Bus	3%	5%	5%	8%	+5%
Train	0%	0%	1%	1%	+1%
Motorcycle	1%	1%	1%	1%	0%
Car Driver	84%	80%	75%	70%	-14%
Car Driver with Passenger	3%	3%	3%	3%	0%
Car Share Passenger	0%	0%	0%	0%	0%
Drop-off/pick-up Passenger	2%	0%	0%	1%	-1%

Table 5-3 shows the mode share targets set for Hinchingsbrooke Hospital staff. The Hospital is located within walking distance of the railway station that has direct services to St Neots and Peterborough, where a number of staff live. Therefore targets include a focus on sustainable modes including rail as a viable option for staff.

Table 5-3 - Hinchingsbrooke Hospital Mode Share Targets²⁹

Mode	Baseline Mode Share (2019)	Target Year One (2020)	Target Year Three (2022)	Target Year Five (2024)	Five-year Difference
Walk	6%	7%	8%	9%	+3%
Cycle	7%	8%	9%	10%	+3%
Bus	1%	2%	4%	5%	+4%
Train	1%	3%	5%	7%	+6%
Motorcycle	1%	1%	1%	1%	0%
Car Driver	79%	74%	70%	65%	-14%
Car Driver with Passenger	3%	3%	2%	2%	-1%
Car Share Passenger	1%	1%	1%	1%	0%
Drop-off/pick-up Passenger	2%	2%	1%	1%	-1%

Table 5-4 shows the mode share targets set for Stamford and Rutland staff. The majority of staff live outside of the 10km buffer zone so will be unable to travel in by walking or cycling. Therefore, staff should be encouraged to car share where public transport travel is not possible, for example, staff travelling to/from Bourne and Market Deeping.

²⁸ Mode share totals have been rounded for ease of assessment.

²⁹ Mode share totals have been rounded for ease of assessment.

Table 5-4 - Stamford and Rutland Hospital Mode Share Targets

Mode	Baseline Mode Share (2019)	Target Year One (2020)	Target Year Three (2022)	Target Year Five (2024)	Five-year Difference
Walk	5%	6%	6%	7%	+2%
Cycle	5%	6%	6%	6%	+1%
Bus	2%	3%	3%	4%	+2%
Train	2%	3%	3%	3%	+1%
Motorcycle	0%	0%	0%	0%	0%
Car Driver	85%	81%	79%	75%	-10%
Car Driver with Passenger	0%	0%	1%	2%	+2%
Car Share Passenger	0%	0%	1%	2%	+2%
Drop-off/pick-up Passenger	0%	0%	0%	0%	0%

Measures aimed at helping achieve the targets set within this Chapter are identified in Chapter 6.

The targets set in Table 5-2, Table 5-3 and Table 5-4 are ambitious, but it is considered that the NHS has a key focus on staff wellbeing and would be able to provide the resources to support the targets and measures within this Travel Plan.

The targets are dependent on the Trust's commitment to providing support and encouragement to staff to facilitate mode shift from car to sustainable means coupled with an effective Parking Management Plan. It is considered that targets will not be met if measures set out in Chapter 6 are not implemented by the TPC and the Trust. The measures are, however, considered to be achievable.

The targets are considered to be achievable as similar mode shift has been achieved at other NHS Trusts including North Bristol which recorded a reduction of 17.3% in single occupancy car use and a 14.3% increase in sustainable modes (walking, cycling and public transport)³⁰.

³⁰ North Bristol NHS Trust (2019) *Travel Plan 2019-2023*
<https://www.nbt.nhs.uk/sites/default/files/Travel%20Plan%202019-2023%20Final2.pdf> [Accessed 20.06.2019].

6. Measures

This Chapter identifies measures that are already in place and those which will be implemented by NWAFT to encourage staff to travel sustainably. This Chapter is split by mode and will cover all three sites unless specified otherwise.

The measures identified in this Chapter should be guided by the TPC who is responsible for the implementation of the Action Plan set out in Section 6.9. More information on the role of the TPC is provided in Section 8.1.

6.1. Information Provision and Rewarding

Information provision is a critical aspect to implementing Travel Plan measures and for creating and maintaining good travel practice within an organisation. The information staff receive should be up-to-date, regular and easy to access.

Information provision should be treated as an overarching measure that should be applied to all new initiatives to ensure that staff are aware of any changes or benefits to their travel options.

Information on travel should be hosted at a centralised point, such as the existing travel page³¹ or internal staff intranet to make it easy for staff to access. Communication notices should also be sent out with new information and initiatives to ensure that staff are still fully aware of service updates.

Communication letters are effective in engaging staff with transport related news. A monthly or quarterly transport bulletin that sets out minutes from the Transport Steering Group (see Section 8.2), any new transport routes or timetables and celebrating good sustainable transport practice would mean that staff are up-to-date and more aware of travel around the sites.

Information on the marketing and publicity strategy, which is closely related to this measure is provided in Chapter 7.

6.1.1. Rewarding Good Practice

Celebrating good transport related practice would encourage good behaviour in staff and recognise those who are thinking about their travel habits. Rewards can be given in several forms:

- An online voucher given to staff who travel sustainably frequently;
- Annual financial reward/re-imburement to staff who car shares, walks, cycles and uses public transport more than half of the year; and
- A mention in the internal communications newsletter would raise the profile of staff who travel sustainably and encourage sustainable travel to/from their place of work.

Sustainable Travel Rewards

Providing staff rewards, such as free coffees or snacks for good sustainable travel practices such as frequently car sharing or using public transport could encourage a shift from car travel.

Sustainable travel reward schemes could work by getting staff to log when they have car shared or used public transport. Once the staff member has accrued enough 'days' (e.g. two weeks or 10 working days), they are eligible to receive their reward. The Trust should consider how a reward scheme could work at each site and how to record when staff are car sharing.

6.2. Public Transport

6.2.1. Staff 'Park and Ride'

The survey results have shown that there would be a propensity to use a 'Park and Ride' system instead of driving to the site which could result in less congestion around the Hospitals and increased parking availability throughout the day. The Christie Hospital³² in Manchester, Norfolk and Norwich University

³¹ <https://www.nwangliaft.nhs.uk/our-hospitals/>

³² <https://www.christie.nhs.uk/patients-and-visitors/visiting-the-christie/directions-and-transport/staff-travel/>

Hospital³³ and Nottingham University Hospitals³⁴, provide free shuttle bus services from an external site whilst other Trusts provide similar heavily discounted services for staff including Portsmouth Hospitals NHS Trust³⁵.

It is recommended that the Trust considers and implements a 'Park and Ride' service for staff at Peterborough City Hospital and Hinchingsbrooke Hospital should the service be commercially feasible. Recommended next steps for this measure are detailed in Section 10.3.

6.2.2. Bus Operating Company Discussions

Discounted Bus Tickets

Discounting bus tickets will increase the attractiveness of public transport travel by making journeys cheaper. The most common response that would encourage Stamford and Rutland Hospital staff to use public transport was cheaper fares.

The Trust previously provided a subsidy on Stagecoach Megarider tickets for Peterborough City Hospital staff, with match funding from the Trust and Stagecoach. It is recommended that the Trust re-enters into discussions with bus operating companies including Stagecoach to reinstate a discount for staff to help encourage public transport use to the site.

Extension of Hours of Existing Bus Routes

Staff were asked about options for the extension of bus service frequencies, with some preference for additional peak morning and evening services. The key bus operators (mainly Stagecoach) should be engaged with to discuss options regarding service timetable extensions or amendments to link with shift patterns. The increased promotion of bus travel to staff through the Travel Plan and negotiations around further incentivising of tickets should help discussions between the Trust and operators.

Peterborough City Hospital Set-Down Locations

Due to congestion on-site and resulting impact on timetabling, Stagecoach bus services have not been stopping outside the Peterborough City Hospital main entrance bus stop area in the AM and PM Peak Periods. Instead, bus stops which are a 5-minute walk away are served at peak times (Bretton Gate). This is proving a deterrent for staff, patients and visitors using public transport to the site, as it is less convenient than being able to access services within the main entrance area. The Trust should engage Stagecoach in further discussions around re-instating peak time services to the more convenient bus stops within the site as part of the Travel Plan.

Reducing congestion within the site through other measures presented in the Travel Plan would assist in discussions.

6.2.3. Rail Use Encouragement

Although rail mode share remains low over all three Hospitals sites, it can provide fast and reliable journeys for staff who live further away and, in some instances, would be quicker than car travel. Hinchingsbrooke Hospital staff should be the focus of this measure due to the location of the railway station in relation to the Hospital. A number of staff live in St Neots and Peterborough, both of which have direct rail links to Huntingdon. Staff should be actively encouraged to take the train as opposed to driving where possible as it is more environmentally friendly and could reduce congestion on roads around the Hospital sites.

Providing shuttle bus services from local railway stations during peak times would also encourage staff to use the train as a primary mode of travel.

6.2.4. Public Transport Information Provision

The Trust's website provides some information on the bus routes which serve the three Hospitals. However this information is out of date and therefore, should be updated and enhanced to include more detailed public transport information. Within Peterborough City Hospital, a real time passenger information display is available in the main reception area to provide staff, patients and visitors with bus travel information. Volunteers at Stamford and Rutland Hospital and Hinchingsbrooke Hospital have information regarding travel.

³³ <http://www.nnuh.nhs.uk/patients-visitors/contacting-and-finding-us/finding-the-nnuh/transport-to-the-nn-park-and-ride-costessey-service-10/>

³⁴ <https://www.nuh.nhs.uk/medilink-and-park-and-ride-qmc/>

³⁵ <https://www.porthosp.nhs.uk/about-us/work-for-us/staff-benefits-2.htm>

The Trust should ensure that all public transport information is up-to-date, and updated information such as new routes and timetables are circulated as soon as possible.

6.2.5. Meeting Scheduling

The Trust should support the use of public transport and inter-site trips by scheduling meetings within local bus and rail service operating hours, making travel between the sites via public transport viable. The Trust should consider implementing a policy that prioritises online conference calls over face-to-face meetings that involve inter-site travel.

6.3. Cycling

6.3.1. Cycle Parking and Security

Some cycle storage facilities have been subject to theft at Hinchingsbrooke Hospital and Peterborough City Hospital. The Trust should investigate feasible ways of improving the security of cycle storage at these sites, to encourage staff to utilise the facilities and cycle to work. This could be achieved in a number of ways:

- Regular patrols around storage facilities;
- Locating facilities in open areas providing natural surveillance;
- Monitor cycle storage via CCTV;
- Locked facilities outside of peak hours. Should a staff member need access, they should report to the facilities contact, who will unlock the facility; and/or
- Provide more secure facilities that require keys to access the cycle racks.

Locating cycle storage facilities on desire lines or close to the site entrances will further promote cycle use. Ideally, cycle storage facilities are located directly outside of Hospital doors to improve safety.

Following discussions with staff at the Peterborough City Hospital staff engagement event, the Trust should consider cycle sheds at the back of the Hospital that are able to fit panniers.

6.3.2. Installation of Changing Facilities

Whilst there are changing facilities at each Hospital site, there should be a consistent level of provision throughout the Trust. For example, Peterborough City Hospital has good provision and changing facilities are located on each ward for staff, however, there are few facilities in Stamford and Rutland Hospital. The Trust should investigate providing changing facilities for staff who wish to cycle to work as this was the most common answer by Stamford and Rutland staff when asked what would encourage them to cycle to work.

The Trust should also make staff aware of existing facilities that are available to them.

6.3.3. Bicycle User Group

Establishing a Bicycle User Group (BUG) is important to ensure that cyclists' needs are properly catered for in the future. The objectives of the BUG should be to help raise awareness of the need for better facilities for cyclists at work and provides a channel for cyclists to meet up socially and discuss any cycling issues that they feel should be addressed in the workplace.

Following discussions with staff at the Peterborough City Hospital staff engagement event, there is an informal BUG which could be formalised and made available to all staff. If a BUG does not exist at Hinchingsbrooke Hospital or Stamford and Rutland Hospital, the Travel Plan Coordinator (TPC) should establish one.

6.3.4. Improvements to Cycle Routes

The Trust should work with the relevant local authorities and the site BUGs to explore ways in which the cycle environment can be improved, both off-site and on-site. Staff at all sites pointed to a need for improved infrastructure and safety on cycle routes. Consultation should be undertaken with cyclists to understand where improvements are required. This could then be suggested to Peterborough City Council, Huntingdonshire District Council and South Kesteven District Council complementing works in the area to create 'Cycle Friendly' routes.

6.3.5. Cycle to Work Scheme

The Trust should further promote their Cycle to Work scheme for all staff. The Trust subscribes to a Cycle to Work Scheme which is a tax relief programme that reduces the overall cost of purchasing a bicycle³⁶. The majority of staff at each of the three Hospitals have heard of the scheme, however the Trust should ensure that all staff living within 5km of their respective Hospital have up-to-date information on how to apply.

6.3.6. Bicycle Support Services

Cyclists may stop using their bicycle for a considerable period of time if it sustains a puncture. There are a number of initiatives that could be introduced to help employees with the maintenance of their bikes:

- Central store of basic bicycle equipment to include bicycle spares, pumps and puncture repair kits. These would be made available for cyclists via an appropriate short loan system. The store would provide staff with the backup and reassurance required to cycle more regularly. It may also be possible to provide a free puncture repair service; and
- Call-out arrangement with a local bike mechanic will be negotiated for major repairs. A list of bike / repair shops should be provided on the notice boards and on intranet systems.

Following discussions with staff at the Peterborough City Hospital staff engagement event, the Trust could provide towels and other wash equipment (shower cap, shower gel etc) for cyclists, so they are able to get washed and changed before starting their shifts. These towels could be ordered along with patient towels and wash equipment to reduce costs.

6.3.7. Discounts

Discounts for cycles and equipment should be negotiated with a local cycle retailer for all sites. In most cases local retailers will offer discount of around 10-15% for referring staff to purchase cycles from them.

6.3.8. Cycling Buddy Scheme

The Trust should consider establishing a cycle buddy scheme to improve the safety and comfort for staff cycling to their respective Hospitals. There are two potential elements which could be pursued:

- An existing, confident cyclist could offer to help would-be cyclists who need to increase their confidence by offering to cycle their route to work with them; or
- Cyclists who would like a long-term cycle buddy could be paired up in a similar way to the car share scheme.

The scheme should be managed from a centralised place, with a website containing the relevant information. The scheme could also be run by the BUG.

6.3.9. Wayfinding

The Trust should review wayfinding, including cycling signage within and around the Hospital sites to ensure that staff are clearly shown popular and safe routes to the sites. Wayfinding on-site should also be reviewed to ensure that signage is consistent, up-to-date and clear.

6.4. Walking

6.4.1. Walking Group

Similar to a BUG for cyclists, a walking user group could be established to provide a forum for discussion for issues and allow staff to meet socially. The Trust could set up a walking group forum online where staff can discuss walking routes, issues and partner up with new walking 'buddies'. In particular this may be useful for staff concerned about walking alone.

³⁶ Cyclescheme (2019) *How it Works* <https://www.cyclescheme.co.uk/get-a-bike/how-it-works> [Accessed 04.06.2019]

6.4.2. Improvements to the Pedestrian Environment

As with cycling, the Trust could encourage staff to identify specific improvements to the local environment within the Hospital sites. This information can be channelled through staff travel surveys and an option to send ideas and suggestions to the TPC.

6.4.3. Wayfinding

The Trust should review wayfinding, including walking signage within and around the Hospital sites to ensure that staff are clearly shown popular and safe routes to the sites. Wayfinding on-site should also be reviewed to ensure that signage is consistent, up-to-date and clear.

6.5. Car Sharing

6.5.1. Car Share Parking Permit

The Trust should further promote a car share parking permit system at Peterborough City Hospital and consider similar systems at Hinchingsbrooke Hospital and Stamford and Rutland Hospital.

This should be seen as an incentive for staff to consider car sharing through the privilege of priority parking spaces and/or reduced permit and parking rates. Given the propensity of staff at all sites towards considering car sharing, this measure would help to encourage mode share and a reduction of congestion at all sites.

6.5.2. Dedicated Car Sharing Bays

Dedicated car share bays will continue to be provided at Peterborough City Hospital for staff that wish to car share as this is likely to be the most effective mechanism for encouraging car sharing. In order for this to be presented as a credible incentive it is important that the spaces are enforced to stop abuse by those which are not eligible to park in the dedicated spaces.

Where possible these spaces should be segregated from the rest of the car park with a control entry system so that only those with car share permits can access the car park. For example, two permits are required to access the barrier control to the dedicated car share spaces. If this is not a feasible option, the car park would need to be patrolled to deter misuse of the spaces.

The possibility for dedicated car sharing bays should be investigated at Hinchingsbrooke Hospital and Stamford and Rutland Hospital and implemented as a priority.

6.5.3. Car Sharing Forum

The Trust should set up an online car sharing forum to allow potential and existing car sharers to pair up and discuss travel to make arranging trips easier. The forum should be easily accessible and centralised such as a website or email group. Car sharing forums can also provide an email distribution list to provide those who are interested in car sharing with relevant information.

To further encourage new and potential car sharers, the Trust should organise coffee mornings/lunches for staff who want information on car sharing and to meet up with other potential car sharers. One of the main barriers to car sharing across the sites was finding a suitable car share match. This measure would help facilitate this.

6.5.4. Trust Car Share Scheme

Awareness of the Trust's existing car share matching service, is low across all sites. The service should be promoted to staff through marketing campaigns to raise the profile of the service. The scheme should be available in a centralised area/website that staff visit often. Information on the car sharing service was provided at the staff engagement events and staff were directed to the following email address:

- Nwangliافت.communications@nhs.net

It is important that staff are encouraged to sign up for the scheme so that this increases the chances of potential matches.

6.5.5. Guaranteed Ride Home

The Trust currently offer a 'Guaranteed Ride Home' policy³⁷ to staff in which the organisation agrees to meet the cost of any taxi or public transport fare. This is a tax-free benefit that the Trust offers to those staff who are part of a car share scheme. The Trust should further promote the Guaranteed Ride Home policy.

To ensure that the offer of a Guaranteed Ride Home is not abused by staff, there needs to be a car share policy document that stipulates when a ride home can be claimed. The Trust should implement such a policy to support car sharing at the site.

6.6. Inter-Site Travel

6.6.1. Shuttle Bus

The Trust should investigate the feasibility of the providing a shuttle bus service for staff who travel between sites during the day. Whilst this service would require some investment from the Trust, it could significantly reduce congestion on-site as a number of staff travel between sites during the week (up to 73% of Stamford and Rutland Hospital staff, 44% of Peterborough City Hospital staff and up to 39% of Hinchingsbrooke Hospital staff) and would therefore have more sustainable travel options available to them.

The shuttle bus service should be tailored to shift patterns and meetings and should act as a demand responsive transport system which adapts to the needs of the staff. The service should also be weighted to the flow of staff to each site. Of those who answered Question 5 in the travel survey regarding inter-site travel, the vast majority travel to Peterborough City Hospital (87% from Hinchingsbrooke Hospital and 90% from Stamford and Rutland Hospital).

6.6.2. Pool Cars

The Trust should investigate the potential use of pool cars for inter-site travel. Similar to a shuttle bus service, a pool car could reduce congestion over the three sites as it would reduce additional trips travelling from one site to another. Whilst this would be an investment for the Trust, it would encourage staff to share journeys between sites and provides the convenience of owning a car. Pool cars can also be shared by numerous staff when booked in advance to guarantee availability.

Should the Trust wish to pursue a car pool scheme, electric cars should be considered to reduce carbon emissions and fuel costs in line with their Objectives.

6.7. Non-Travel

6.7.1. Working from Home

The Trust should actively encourage home working for those staff who are able to. Home working completely removes the associated trip from the transport network so reduces congestion and is environmentally friendly.

Other Trusts such as West Suffolk NHS Foundation Trust only allow staff to travel by car four times a week and on the fifth day, must arrive by other means. Home working has also proven to alleviate congestion at Hospital sites such as Bury St Edmunds. The Trust should consider this scheme to reduce congestion throughout the week.

It is considered that a proportion of the Administration and Clerical staff, who made up 35% of survey respondents, could feasibly work from home occasionally. Making this possible through technology and flexible working could have a significant impact on vehicle travel to the sites.

6.8. Vehicular Access

The Trust should continue to investigate potential new accesses at Peterborough City Hospital and Hinchingsbrooke Hospital including opening up the southern access at Westwood Farm onto Atherstone Avenue and the A47 and Hinchingsbrooke Hospital towards the A14. The Trust is aware of the pressure and impact limited access roads has on staff, patients and visitors entering and leaving the Peterborough City

³⁷ NWAFT (2016) *Car Parking Operational Procedures*. (Appendix H)

Hospital and Hinchingsbrooke Hospital sites. Potential to alleviate the problem is subject to ongoing discussion with relevant stakeholders.

New accesses could significantly reduce congestion on Cavell Close in Peterborough and Hinchingsbrooke Park Road in Huntingdon as trips would dissipate quicker with two accesses. This will require approval from the local highway authorities as the operation will have a material impact on the local highway network.

6.9. Action Plan

In order to achieve the objectives and targets set out this Chapter, an Action Plan is required. The Action Plan should be viewed as the key tool used to deliver the Travel Plan and is presented in Table 6-1. Based on the analysis presented in Chapter 4, the focus of the Action Plan is on measures to encourage cycling, walking, public transport use and car sharing.

Table 6-1 - Action Plan

Mode	Location	Description	Responsibility	Timescale of Implementation	Cost Low = <£3k Medium = £3k -£10k High = >£10k
Public Transport	All	Discuss discounted ticketing for staff with local Bus Operating Company.	TPC	As Soon as Possible	Medium
		Discuss extending/coordinating hours of bus services that stop near Hospital sites.	TPC	As Soon as Possible	Low
		Provide staff with up-to-date bus and rail timetables via online channels.	TPC	Short Term	Low
	Peterborough City Hospital and Hinchingsbrooke Hospital	Investigate feasibility of providing a staff Park and Ride service for Peterborough City Hospital and Hinchingsbrooke Hospital.	TPC and Trust	Long Term	High
	Peterborough City Hospital	Discuss stopping at set-down area outside of Peterborough City Hospital with Bus Operating Company. It is likely that Stagecoach would want to see some improvement in site congestion.	TPC	Discussion - As Soon as Possible Implementation – Medium term	Low
Cycle	All	Review potential cycle parking location on each site. Identify whether they need moving to better location (closer to Hospital/in desire lines) and implement if possible.	TPC and Trust	Review - As Soon as Possible Implementation – Medium term	Medium
		Investigate possible improvements to cycle parking security and implement if possible.	TPC and Trust	Investigation - As Soon as Possible Implementation – Medium term	Medium

Mode	Location	Description	Responsibility	Timescale of Implementation	Cost Low = <£3k Medium = £3k -£10k High = >£10k
		Review existing changing facilities on-site and provide new changing facilities if feasible and make staff aware of existing facilities.	TPC and Trust	Review - As Soon as Possible Implementation – Medium term	Medium
		Establish a Bicycle User Group (BUG).	TPC	Short Term	Low
		Further promote cycle to work scheme.	TPC	Short Term	Low
		Provide towels and wash equipment for staff.	TPC	Short Term	Low
		Negotiate discounts with local cycle providers.	TPC	Short Term	Low
		Establish cycle buddy scheme through BUG	TPC	Short Term	Low
Cycle and Walking	All	Liaise with relevant local authorities to understand if cycle and walking routes can be improved.	TPC	Short Term	Low
Walking	All	Establish a Walking User Group.	TPC	Short Term	Low
Car Share	All	Wider promotion of car share scheme.	TPC	Short Term	Low
		Establish car share forum.	TPC	Short Term	Low
		Host social car share events such as a coffee morning.	TPC	Short Term	Low
		Further promote Guaranteed Ride Home scheme.	TPC	Short Term	Low
		Organise awards to staff who car share regularly.	TPC	Short Term	Low
	Hinchingbrooke Hospital and Stamford and Rutland Hospital	Investigate feasibility of car share permit system and implement if possible.	TPC and Trust	Short Term	Medium
	Hinchingbrooke Hospital and Stamford and Rutland Hospital	Consider feasibility of car share bays and implement if possible.	TPC and Trust	Short Term	Medium

Mode	Location	Description	Responsibility	Timescale of Implementation	Cost Low = <£3k Medium = £3k -£10k High = >£10k
Inter-site	All	Investigate feasibility and operation of shuttle bus between the three Hospital sites and implement if possible.	TPC and Trust	Investigation - As Soon as Possible Implementation – Long term	High
		Consider feasibility and operation of a pool car system between the three Hospital sites and implement if possible.	TPC and Trust	Long Term	High
Work from Home	All	Encourage staff to work from home if it is possible.	TPC	Short Term	Low
		Investigate feasibility of restricting car travel to sites to four days a week.	TPC and Trust	Short Term	Low
Access	Peterborough City Hospital and Hinchingsbrooke Hospital	Investigate potential new accesses at Peterborough City Hospital and Hinchingsbrooke Hospital including opening up the southern access at Westwood Farm onto Atherstone Avenue and the A47 and Hinchingsbrooke Hospital towards the A14.	TPC and Trust	Investigation - As Soon as Possible Implementation – Long term	High
Information Provision	All	Ensure communication channels are efficient and from a centralised point.	TPC and Comms Team	Short Term	Low
		Consider the use of a transport newsletter to communicate positive attitudes and good practice.	TPC and Comms Team	Short Term	Low
		Consider rewarding staff with good sustainable transport practices.	TPC and Comms Team	Short Term	Low
		Provide travel packs to new starters. The pack should include up-to-date information on sustainable travel modes and existing measures.	TPC and Recruitment Team	Short Term	Low

7. Marketing and Publicity Strategy

This Chapter sets out a strategy to publicise the measures suggested within this Travel Plan. The most significant barrier to sustainable modes is lack of information provision and therefore it is important that this is available in a variety of 'user friendly' formats and through a number of different mechanisms.

The Trust's Communications Team will form an integral role in the marketing of the Travel Plan. It is important that staff are kept well informed throughout the process so that positive travel habits are formed from the outset. A Communication Plan has been developed for the Trust, to guide publicity to staff and users of the sites as presented in Table 7-1.

Table 7-1 - Hospital Communication Plan

Campaign	Description	Responsible
Staff Newsletter / NEWSround	The Trust already produces a number of marketing and communication publications such as the staff Pulse magazine. The Travel Plan and associated measures should be promoted within these publications.	Comms Team, TPC
Website	Update the Trust's website with relevant information and make it easy to access.	Comms Team, TPC
Forums	Establish a centralised platform to host the car sharing, walking and cycling groups.	Comms Team, TPC
Noticeboard	Information should be visible on staff boards within communal areas, particularly relating to travel campaigns e.g. travel discounts. This is especially important for staff without access to the intranet.	Comms Team, TPC
Awareness Days/Weeks	The Trust should promote local and national transport events, including: Walk to Work Day (May); Bike Week (June); and Liftshare Week (October).	Comms Team, TPC

8. Coordination and Implementation

This Chapter sets out how the Travel Plan will be coordinated and how the measures and Action Plan will be implemented.

8.1. Travel Plan Coordinator

As this Travel Plan covers three separate sites, it is proposed that there is one overall TPC and three site specific TPCs to support and implement site specific measures. The details of the TPCs are as follows:

Table 8-1 - Travel Plan Coordinator Details

	Lead Coordinator	Peterborough City Hospital Coordinator	Hinchingbrooke Hospital Coordinator	Stamford and Rutland Hospital Coordinator
Name				
Email Address				
Work Number				

The TPCs will implement measures, secure stakeholder buy-in and monitor the mode shift achievements of the Travel Plan. Other duties include:

- Designing and implementing effective marketing and awareness raising campaigns in partnership with the Communications team to promote the Travel Plan;
- Setting up, coordinating and attending the appropriate Steering Groups;
- Assisting with the establishment of the car sharing, bicycle and walking user groups and support them in their existence and aims;
- Acting as a point of contact for all staff requiring information;
- Liaising with internal departments, for example Human Resources, Communications, and external organisations such as Stagecoach;
- Liaising with the TPC at the relevant local authority in matters that impact on the wider transport network;
- Marketing and promotion of the initiatives with support from the communications team;
- Have a role at an appropriate board level to influence change and to secure funding for measures; and
- Administering parking permits.

8.2. Transport Steering Group

It is proposed that a Travel Plan item is included within the Transport Steering Group meetings to discuss progress against the Action Plan and to assign tasks to individuals to maintain momentum. Where possible linkages should be made with other relevant groups, so common goals could be achieved through joint working. This group should incorporate stakeholders from all three Hospitals including members of established user groups (bicycle and walking).

9. Delivery, Monitoring and Review

This Chapter sets out how the Travel Plan will be delivered, monitored and reviewed. It is important that the Travel Plan remains a live document which is continually reviewed and updated to take into account any relevant changes, for example availability of parking spaces. To support this, the TPC is required to:

- Review the Travel Plan on an annual basis to ensure that progress is being made on measures; and
- Undertake multimodal surveys for staff, patients and visitors every two years from 2020 to measure the progress of the Travel Plan in relation to the targets.

9.1. Monitoring

A robust monitoring strategy is critical for monitoring the performance of the Travel Plan against its objectives and targets. Undertaking monitoring has the following associated benefits:

- Helps to justify the commitment of staff time and other resources;
- Maintains support for the Travel Plan through reporting successes;
- Allows resources to be concentrated on measures which support Travel Plan objectives;
- Provides evidence to support bids for additional resources; and
- Identifies any measures that are not working, or problems with the Travel Plan's approach.

Taking the above into consideration and the need to monitor against a range of indicators to understand the impact that the Travel Plan is having, the following monitoring regimes are proposed:

- Annual review of Travel Plan with key stakeholders (Transport Steering Group);
- Annual staff travel surveys (for all modes); and
- Annual traffic surveys including:
 - Parking surveys;
 - Counts of bike parking usage; and
 - Take-up of public transport discounts.

9.2. Review

The Travel Plan document should be reviewed and updated to reflect the monitoring results according to the timescales set in the Action Plan. The results of the annual monitoring will be reported to the Transport Steering Group and appropriate board level to ensure that measures are being worked towards.

The monitoring of this Travel Plan will be used to tailor measures that promote sustainable travel, and achieve the targets set in Section 5.2. If the monitoring finds some targets are being met and other are not, the TPC will be able to tailor measures to achieve the desired mode shift set in this Travel Plan.

In the event that targets are not being met, a full review of this Travel Plan should be taken undertaken to ensure that travel to the three Hospital sites are being continually considered.

10. Summary, Recommendations and Next Steps

This Chapter summarises the Travel Plan and sets out the recommendations and next steps for the Trust to consider to further improve travel for staff at all three Hospital sites.

10.1. Summary

Atkins has been commissioned by North West Anglia NHS Foundation Trust (NWAFT) to prepare an updated Travel Plan for the Trust's three Hospital sites. This Travel Plan has provided a package of measures to improve the travel for staff to/from the Hospital sites. Atkins has also prepared a Parking Management Plan and undertaken three staff engagement events at each Hospital to engage staff.

A staff travel survey was distributed to all staff working within NWAFT, to identify current travel patterns and forms the basis of the targets set to measure progress of the Travel Plan. The overall response rate for the surveys, that include both full and short surveys is 29% which is considered to be a good response rate for the nature of the sites. TRACC Modelling was also undertaken to identify where staff are travelling from and how long it takes to access the site, should they wish to cycle or use public transport.

The Travel Plan has set targets based on travel survey and modelling results and has suggested a number of measures which seeks to achieve them. Furthermore, this document identifies the TPC, how they should publicise the Travel Plan measures and when to review this Travel Plan.

10.2. Recommendations

It is recommended that the Trust considers additional streams of work to support the TPC and implement larger scale improvements to the three Hospital sites. These should be considered as complementary to the measures included in Chapter 6:

- **Investigate the feasibility of providing a staff Park and Ride service at Peterborough City Hospital and Hinchingsbrooke Hospital.** This measure is key in reducing congestion on-site. Appropriate sites should be considered and should be based on cost, distance, land capacity (to accommodate associated parking spaces) and availability, existing land use, and the expected impact of a Park and Ride site on the local highway network. This may require approval from the local highway authorities as the operation could have a material impact on the local highway network;
- **The Trust should continue to investigate potential new accesses at Peterborough City Hospital and Hinchingsbrooke Hospital** including opening up the southern access at Westwood Farm onto Atherstone Avenue and the A47 and Hinchingsbrooke Hospital towards the A14. The Trust is aware of the pressure and impact limited access roads has on staff, patients and visitors entering and leaving the Peterborough City Hospital and Hinchingsbrooke Hospital sites. Potential to alleviate the problem is subject to ongoing discussion with relevant stakeholders;
- **A review of Wayfinding in and around the Hospital sites** should be conducted and new signage should be installed if it is found that the existing provision is substandard, inconsistent or out of date. Providing a consistent and up-to-date wayfinding package will increase walking and cycling levels to the sites as staff who reside locally to the Hospital sites will see the signage; and
- **Review the existing car sharing scheme and operations within the three sites** as staff who live further away are more likely to car share than take public transport if it is cheaper, more convenient and quicker. Pool cars should also be investigated for inter-site travel as these could reduce car trips during the day and could help reduce the Trust's carbon footprint.

10.3. Next Steps

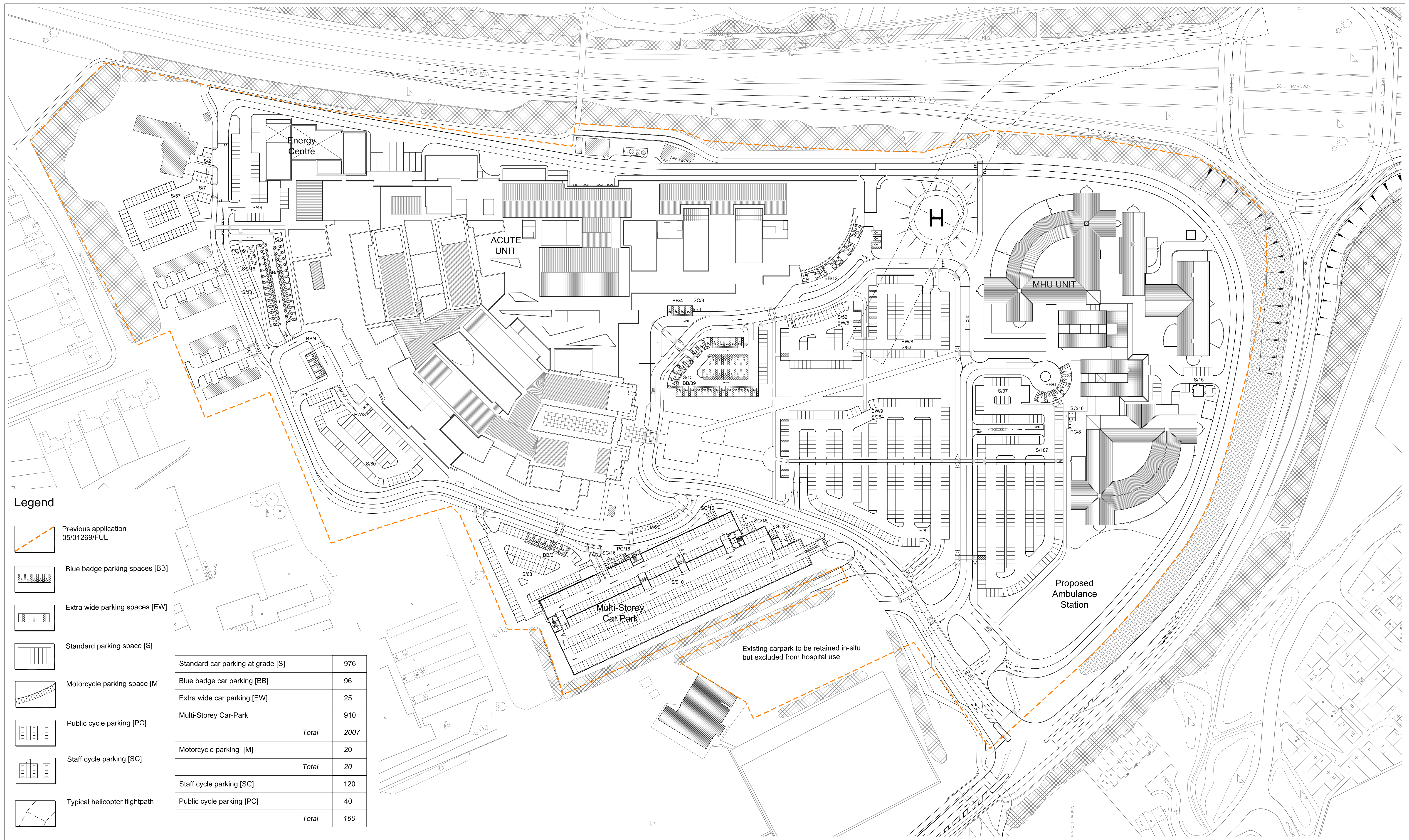
In the first instance, the TPC should:

- **Secure funding from the Trust to be able to implement measures stated in this Travel Plan.** It is recognised that NHS Trusts are under considerable funding pressures which can hinder the success of the Travel Plan. It is recommended that revenue from other transport related funding streams, such as car park ticketing be reallocated to delivering the Action Plan;

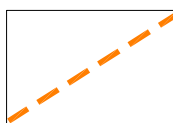
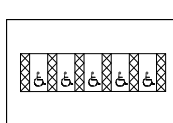
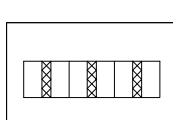
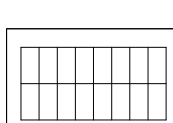
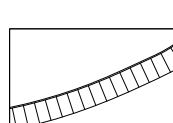
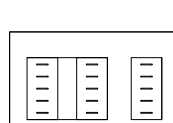
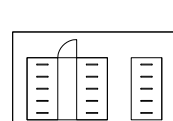

- **Agree the measures set out in this Travel Plan with the Transport Steering Group and key stakeholders** and start implementing short term actions to continue momentum from the staff engagement events and travel survey. The Transport Steering Group should also aim to implement the Parking Management Plan as a priority; and
- **Contact local bus and train operating companies** such as Stagecoach and discuss the possibility of extending the existing services and providing discounts to NHS staff. These conversations should be initialised as soon as possible, so this measure is implemented in line with other schemes.

Appendices

Appendix A. Peterborough City Hospital Car Park Map



Legend

-  Previous application 05/01269/FUL
-  Blue badge parking spaces [BB]
-  Extra wide parking spaces [EW]
-  Standard parking space [S]
-  Motorcycle parking space [M]
-  Public cycle parking [PC]
-  Staff cycle parking [SC]
-  Typical helicopter flightpath

Standard car parking at grade [S]	976
Blue badge car parking [BB]	96
Extra wide car parking [EW]	25
Multi-Storey Car-Park	910
Total	2007
Motorcycle parking [M]	20
Total	20
Staff cycle parking [SC]	120
Public cycle parking [PC]	40
Total	160

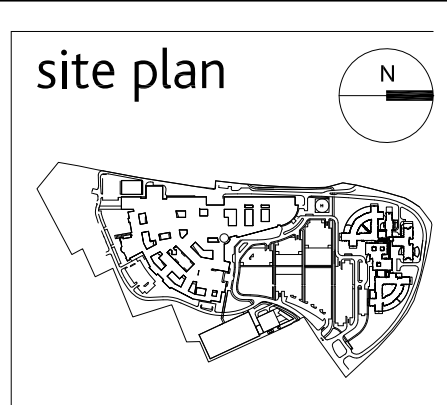
rev	date	revision details	drawn	chk
A	06.09.07	For construction	SB	PC
B	21.08.08	For construction	SB	SL
C	08.10.08	MSCP - Ramp & cycle shelter	SB	SL

rev	date	revision details	drawn	chk

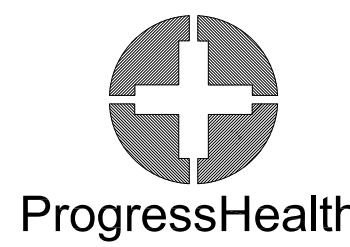
notes

- 1.0 Do not scale from drawing, use figured dimensions only
- 1.1 All dimensions to be checked onsite
- 1.2 This drawing to be read in conjunction with all other Gillespies drawings and specifications

zoning



client



contractor

MULTIPLEX

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The Coach House Bagley Croft Hinkley Hill Oxford OX1 5BS
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project title

Greater Peterborough NHS
Health Investment Plan

drawing title

**ECH SITE LAYOUT
CAR PARKING**

drawing number		project title		revision
GIL-EXT-CD-036		Greater Peterborough NHS Health Investment Plan		C
name	sign	dated	scale	status
drawn	SB	06.09.07	1:1000 @ A1	date
checked	PC	06.09.07	A1	06.09.07
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Appendix B. Hinchingsbrooke Hospital Car Park Map



Legend

Schedule of Existing Car Parking Spaces

Location	No. of Spaces
Staff Car Park 1 - Main Entrance	289
Public Car Park 2 - Main Entrance	295
Public Car Park 3 - Acer	42
Staff Car Park 4 - MARS	68
Staff Car Park 5 - MARS	30
Staff Car Park 6 - Boundary	83
Staff Car Park 7 - DTC Rear	99
Staff Car Park 8 - Pathology	33
Community Staff Car Park 9 - Rehab	31
Residences	57
Administration	35
Ambulance Station	18
Woodlands	18
Children's Unit	2
Renal Dialysis Unit	9
Facilities	16
Main Entrance	9
On Road	68
Off Road	11
Children's Unit Short Stay	5
TOTAL	1218
Unofficial Spaces	125
TOTAL	1343

INDEX	REVISION	DATE

Hinchingsbrooke Health Care NHS
 NHS Trust
 Facilities Centre
 Hinchingsbrooke Hospital
 Hinchingsbrooke Park Road
 HUNTINGDON
 PE29 6NT
 Tel: 01480 363630 Fax 01480 416168

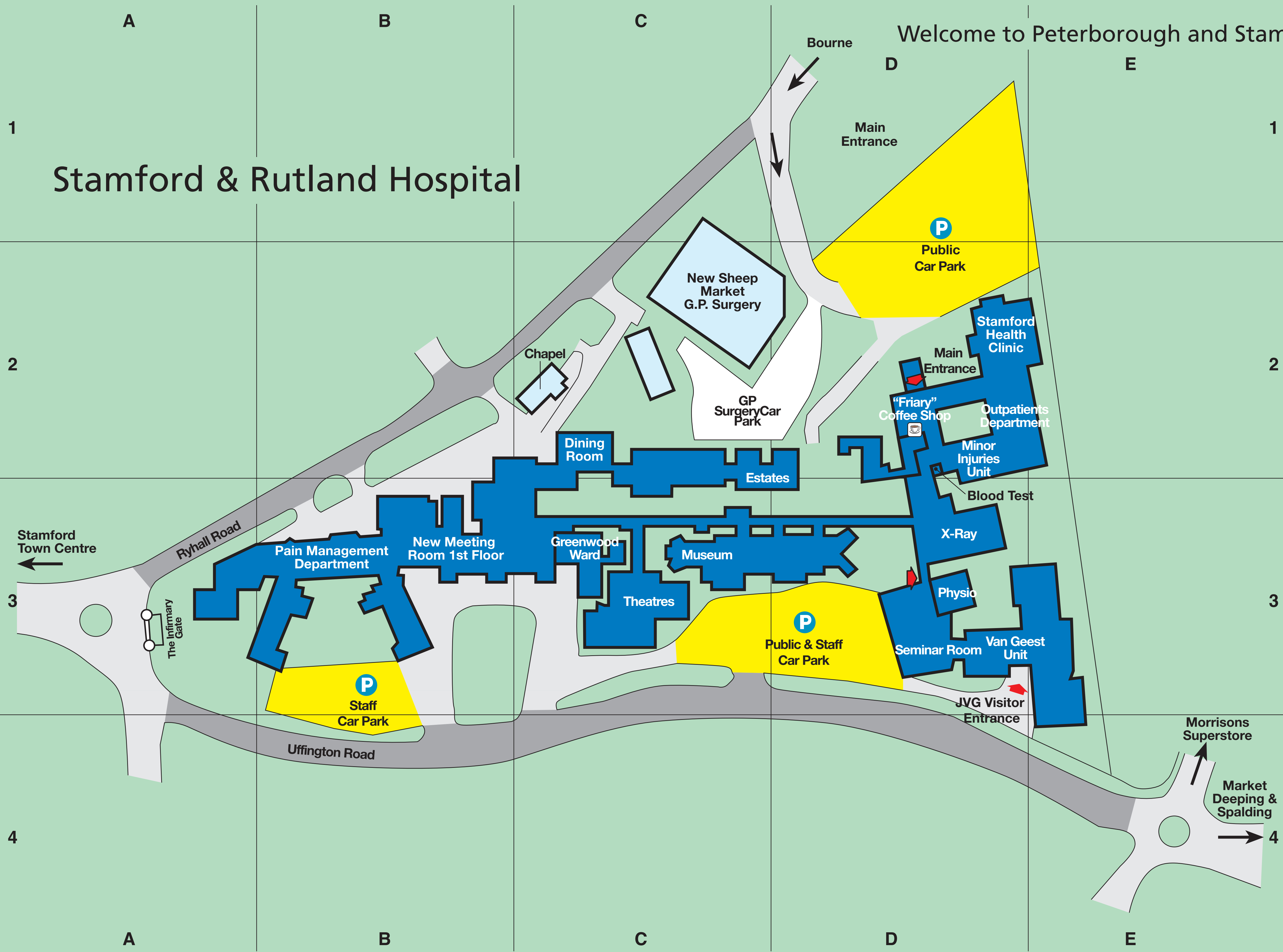
All dimensions to be checked on site and any discrepancies found shall be brought to the attention of the architect prior to commencement of any building works. Do NOT scale from this drawing at any time.

Hinchingsbrooke Hospital
Huntingdon
Site Plan
Car Parking

DRAWN	SH	DATE	March 2019
CAP CODE	-	SCALE	1:1000 @ A1
Drawing No	0200 SP CPC		

Appendix C. Stamford and Rutland Hospital Car Park Map

Stamford & Rutland Hospital



INDEX

Blood Test	D2
Chapel	C2
Dining Room	C2
Estates	C/D2/3
"Friary" Coffee Shop	D2
Greenwood Ward (Ground Floor)	C3
Main Entrance	D2
Minor Injuries Unit	D2
Museum	C3
New Meeting Room	B3
Outpatients Department	D2
Pain Management	B3
Physio	D3
Seminar Room	D3
Sheep Market GP Surgery	C2
Stamford Health Clinic	D2
Theatres	C3
Van Geest Unit	D3
X-ray	D3



IMPORTANT NOTICE
The products and services advertised hereon should not be regarded as carrying the Trust's recommendation.

Appendix D. Full Survey Summary

North West Anglia Foundation Trust - Travel Survey 2019

1693

Responses

16:08

Average time to complete

Active

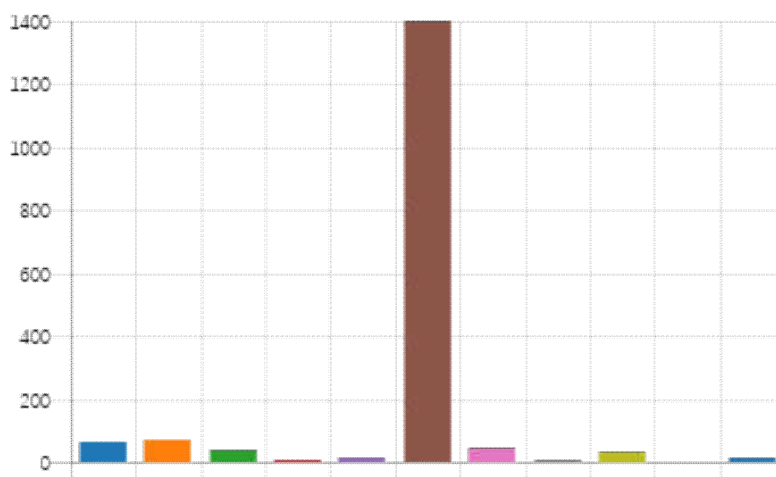
Status



Ideas

1. What is your usual main mode of travel to/from work?

● Walk	65
● Cycle	71
● Bus	41
● Train	8
● Motorcycle	15
● Car Driver	1397
● Car Driver with Passenger (Car...	46
● Car Passenger (Car Share)	6
● Car Passenger (Drop-off/pick-...	32
● Taxi	2
● Other	10



2. How far do you travel to work?

● Up to 2 miles	102
● Between 2 and 4.9 miles	276
● Between 5 and 9.9 miles	406
● Over 10 miles	909



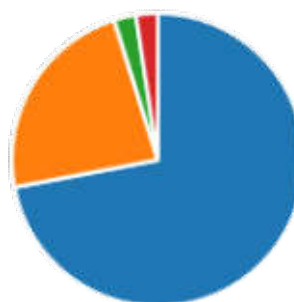
3. On average, how long does your journey to work take you?

● Under 10 minutes	86
● Between 11 and 29 minutes	759
● Between 30 and 59 minutes	752
● Over 60 minutes	96



4. Where is your normal place of work?

● Peterborough City Hospital	1219
● Hinchingbrooke Hospital	392
● Stamford and Rutland Hospital	41
● Other	41



5. Do you travel to another site for work purposes?

● Yes	751
● No	942



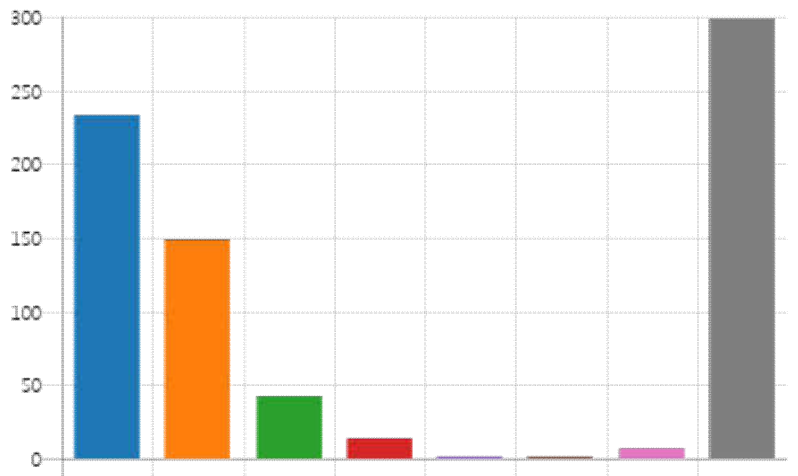
6. If Yes to Question 5, please specify which site(s).

● Peterborough City Hospital	231
● Hinchingbrooke Hospital	446
● Stamford and Rutland Hospital	305
● Other	134



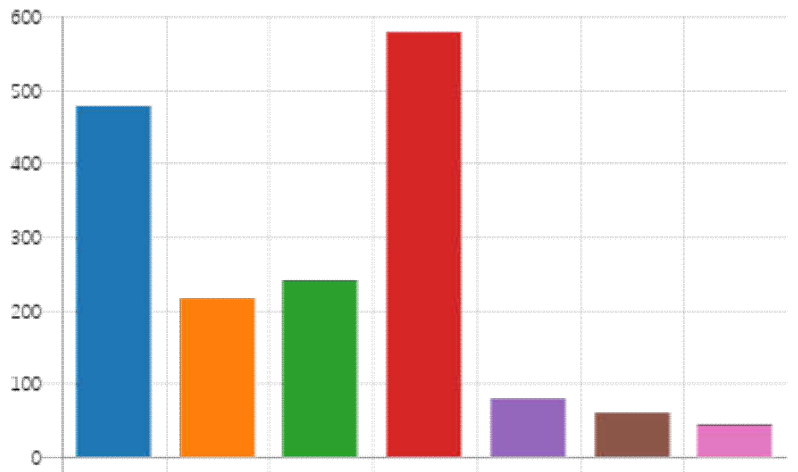
7. If Yes to Q5, on approximately how many days a week do you travel to another site?

Once a week	233
Twice a week	149
Three Time a week	42
Four Times a week	13
Five Times a week	2
Six times a week	2
All week	7
Other	299



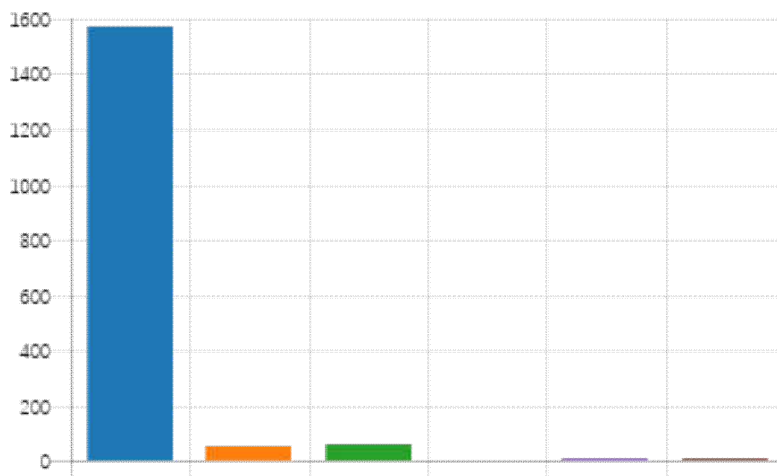
8. Which staff category do you belong to?

Nursing and Midwifery	477
Medical	215
Allied Health Professional	241
Administrative and Clerical	578
Clinical Support	79
Healthcare Science	60
Other	43



9. What is your employment status?

● Permanent	1572
● Contract	49
● Flexible Staffing (Bank)	58
● Agency	1
● Volunteer	4
● Other	9



10. Do you work full time or part time?

● Full Time	1180
● Part Time	513



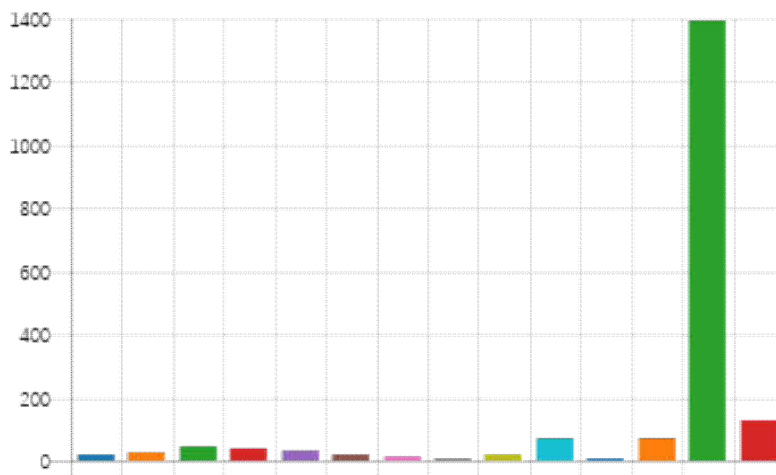
11. Which of the following best describes your working hours / pattern?

● Variable Shift Patterns	376
● Regular Full Time Hours	860
● Regular Part Time Hours	372
● Flexible Staff (Bank)	40
● Other	45



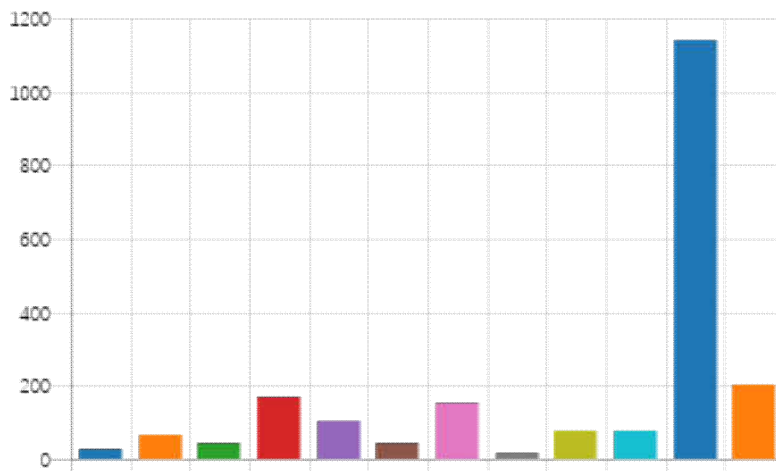
12. Which of the following would help you walk to work?

● Improved walking links within...	19
● Improved footway conditions...	23
● Improved walking links to the...	46
● Improved footway conditions...	38
● Changing facilities at work.	32
● Access to a 'walking buddy'.	20
● Route planning assistance.	11
● Improved signage within the s...	5
● Safer routes within the site.	18
● Safer routes to/from the site.	71
● Increased information provisio...	4
● Not applicable, I already walk...	69
● Not applicable, it is too far to...	1395
● Other	126



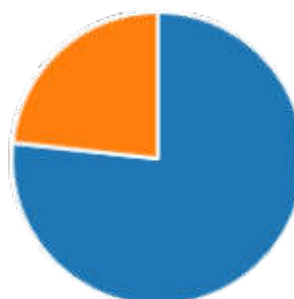
13. Which of the following would encourage you to cycle to work?

● Adult cycle training.	25
● Facilities to mend a bike at wo...	66
● Improved cycle paths within t...	46
● Improved cycle paths to/from...	170
● Changing facilities at work.	104
● Route planning assistance.	42
● Improved cycle parking/stora...	155
● Increased information provisio...	18
● Loans or discounts for the pur...	76
● Not applicable, I already cycle...	79
● Not applicable, it is too far to...	1138
● Other	200



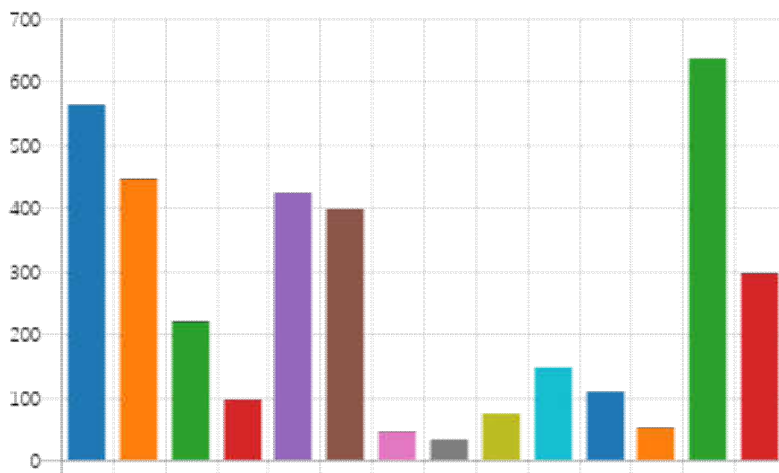
14. Are you aware that the Trust offers a cycle purchase scheme?

● Yes	1299
● No	394



15. Which of the following would encourage you to use Public Transport (trains or buses) to commute to work?

● More direct routes to/from th...	564
● More frequent services.	445
● Earlier or later services.	221
● Simplified fares.	94
● Cheaper fares.	424
● Work discount scheme.	397
● Improved access on foot to b...	46
● Personal journey planning assi...	31
● Better quality waiting facilities...	72
■ Increased service provision (su...	146
● Information on discount ticket...	108
● Not applicable, I already use P...	50
● Not applicable, Public Transpo...	636
● Other	297



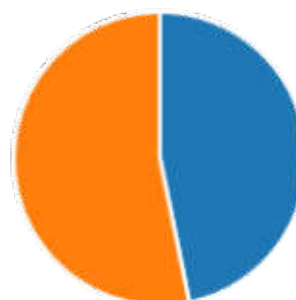
16. If you answered yes to the 'Earlier or later services.', what time would you like this service?

202
Responses

Latest responses

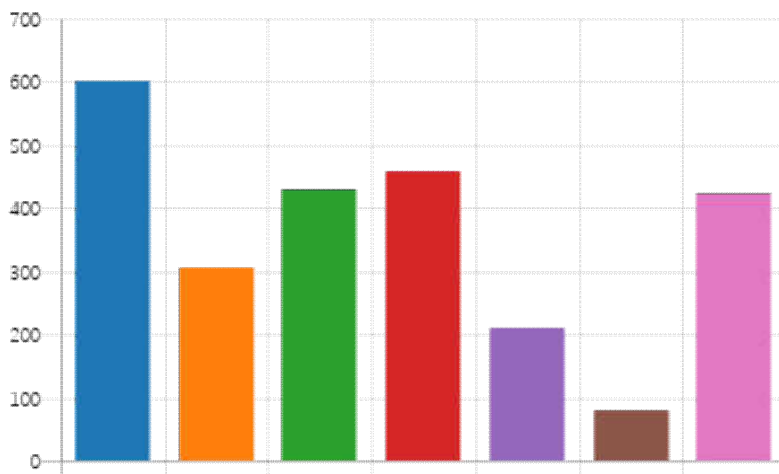
17. Would you consider using a shuttle bus from an off site 'Park & Ride' location if available?

● Yes	792
● No	901



18. Which of the following would encourage you to car share for your commute?

- Help finding a suitable car sha... 601
- Support in the event of an em... 305
- Reserved car parking for car s... 428
- Financial savings. 459
- Information on car sharing pa... 209
- Not applicable, I already car s... 81
- Other 422



19. If the measures listed in Question 18 were introduced, how many days would you consider car sharing for some or all of your commute?

- Daily. 271
- 3-4 days per week. 206
- 1-2 days per week. 211
- Occasionally. 299
- I would not consider car shari... 746



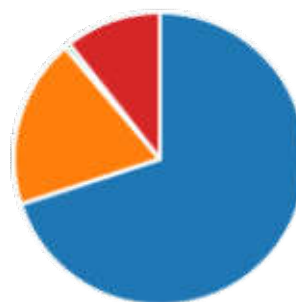
20. Would you be interested in joining a Trust Car Share Group?

- Yes 442
- No 1251



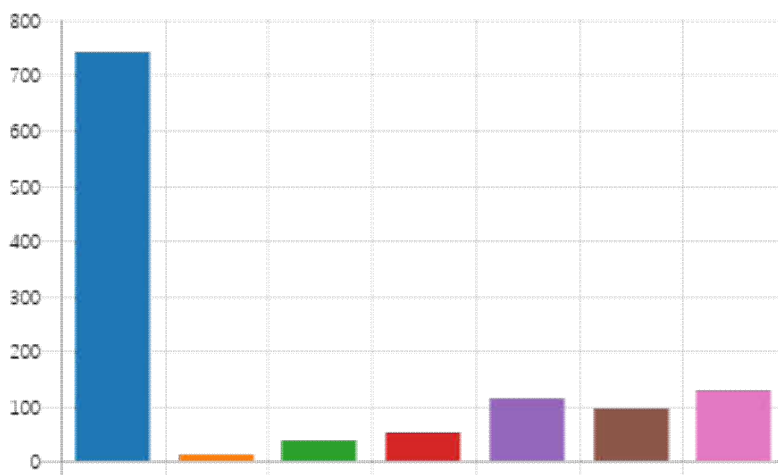
21. PCH Staff - How do you pay for parking?

● Salary Deduction	847
● Pay on the Day	227
● Volunteer or Contractor Permit	7
● Other	129



22. PCH Staff - Which car park do you normally use?

● B - Multi-Storey	742
● D - Community Midwives	11
● Car Park E	37
● Car Park H	50
● Westwood Farm 1	112
● Westwood Farm 2	96
● Other	129



23. Hinchingsbrooke Hospital Staff - How do you pay for parking?

● Salary Deduction	351
● Pay on the Day	48
● Other	32



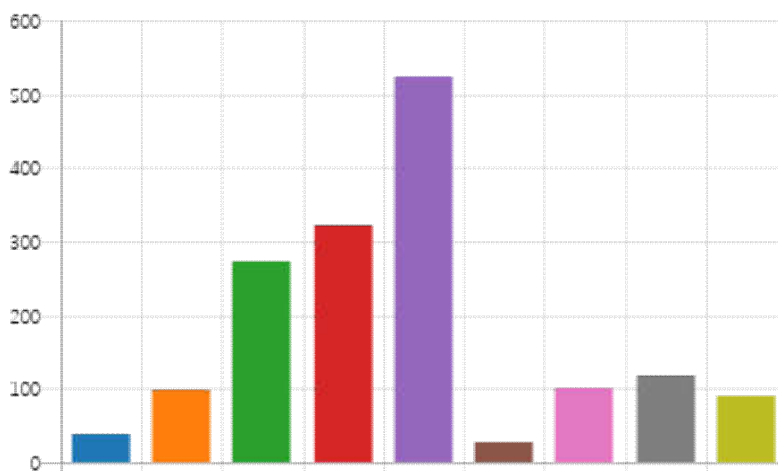
24. Hinchingsbrooke Hospital - Which car park do you normally use?

● Car Park 1 (front of hospital)	134
● Back of Hospital (Please specif...	296
● Other	212



25. On average, how many days a week do you park on site?

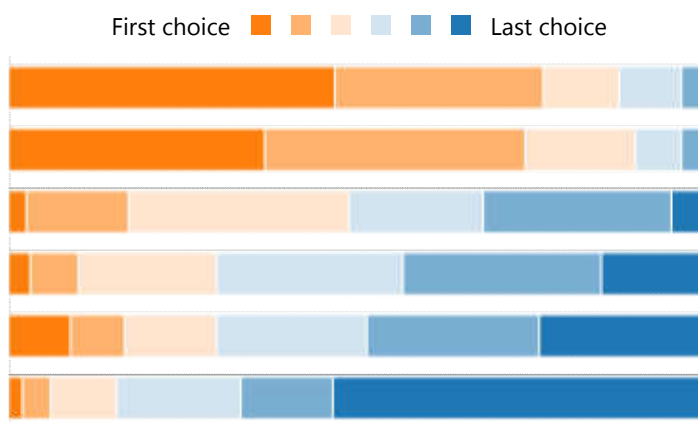
● Once a week.	38
● Two times a week.	98
● Three times a week.	274
● Four times a week.	323
● Five times a week.	525
● Six times a week.	26
● All week.	101
● Not applicable, I do not drive...	118
● Other	91



26. What improvements should the Trust focus on for the parking management strategy?

Rank Options

- 1 Availability of parking spaces.
- 2 Reducing congestion on site.
- 3 Parking layout.
- 4 Clearer / more flexible chargin...
- 5 More efficient application pro...
- 6 Better enforcement.



27. If you would like to suggest an improvement to parking at any site please specify below.

922

Responses

Latest responses

28. Please provide your name to be entered into the prize draw to win a £25 High Street voucher.

1138

Responses

Latest responses

29. Please provide your email address to be entered into the prize draw to win a £25 High Street voucher.

1160

Responses

Latest responses

Appendix E. Short Survey Questions

What is your usual main mode of travel to/from work?

.....

Do you travel to other NHS Sites for work purposes? (Circle answer)

Yes No

If you drive to work, do you have any comments about parking, including parking charges?

If you drive to work, what would be likely to encourage you to use sustainable modes? (Walk, cycle public transport)?

Do you have any other comments about travel to your place of work?

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