

**MID ESSEX HOSPITALS
NHS TRUST**

**HOSPITAL
GREEN TRAVEL PLAN**

**FOR THE PROPOSED
RELOCATION OF ST. JOHN'S
HOSPITAL AND
IMPROVEMENT OF
BROOMFIELD HOSPITAL,
CHELMSFORD**

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Title: Hospital Green Travel Plan

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Improvement of Broomfield Hospital, Chelmsford

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1. INTRODUCTION

- 1.1 The function of Green Travel Plans (GTPs) is described briefly in Planning Policy Guidance 13: Transport (PPG13 - 2001). They are seen to be instrumental in the delivery of sustainable transport objectives.
- 1.2 The Government considers that GTPs should be submitted alongside planning applications for all major developments which are likely to have significant transport implications.
- 1.3 PPG13 states that GTPs should be worked up in consultation with the local authority and local transport providers. They should contain:-
- i) measurable outputs
 - ii) details of arrangements for monitoring the progress of the GTP
 - iii) arrangements for enforcement
- 1.4 This Green Travel Plan (GTP) describes the measures that will be implemented in order to satisfy the Government's Transport Policy. It describes the transport measures that are currently in place at the hospital and the complementary transport measures that will be introduced in order to ensure that the hospital is conveniently accessible by foot, by cycle and by public transport. In this way, the NHS will encourage a shift away from the use of the motor car by both its staff and patients/visitors.

1.5 To achieve its aim, this GTP:

- i) identifies objectives for the reduction of car travel and the encouragement of a gradual shift in travel behaviour towards more sustainable modes of travel
- ii) identifies a package of complementary transport measures which will be provided as part of the hospital proposals and which are intended to provide visitors and employees with a greater choice of mode of travel
- iii) identifies how patients, visitors and employee travel behaviour was established, and how changes in travel behaviour will be monitored in the future
- iv) describes how further travel initiatives may be identified in the future through the GTP review process with the Local Authority.

2. SUGGESTED APPROACH

- 2.1 As a general principle, the GTP is not intended to be a 'fixed plan' but rather a document that will be reviewed and adapted by the NHS Trust and highway and local authorities to suit prevailing patient and staff travel behaviour.
- 2.2 The GTP will initially identify and consider the areas of patient and staff travel patterns that can most easily be changed. Travel objectives will be set accordingly. The achievement of these objectives will be considered at future GTP reviews and the objectives amended accordingly.
- 2.3 The proposed methodology for the introduction of a GTP for the Hospital proposals at Broomfield is:-
- i) Preliminary travel plan objectives to be agreed with the local authority, based on known patient and staff travel characteristics, as part of the process of receiving planning consent for the hospital facilities
 - ii) Questionnaire surveys of existing trips to both the STJ and BH sites was conducted on the 10th October 2001, from which the following can be deduced.

BH Site

	Modes of Travel %					
	Car	Car Passenger/Sharing	Walk	Bus	Train	Pedal Cycle
Employee to Work	76	15	1	7	0	1
Employee between sites	100	0	0	0	0	0
In Patient	90	0	10	0	0	0
Out Patient	66	6	10	12	0	6
Visitor/Other	60	6	12	15	0	7

STJ Site

	Modes of Travel %					
	Car	Car Passenger/Sharing	Walk	Bus	Train	Pedal Cycle
Employee to Work	70	13	4	13	0	0
Employee between sites	100	0	0	0	0	0
In Patient	95	0	3	2	0	0
Out Patient	90	0	8	2	0	0
Visitor/Other	100	0	0	0	0	0

- iii) once the hospital proposals have been opened, and the necessary staff recruitment has been completed, a further travel audit will be undertaken of new staff to:-

Identify employee travel behaviour

- iv) when the results of the travel audit are available, the preliminary GTP objectives will be reviewed by the Trust and either confirmed or adjusted as considered necessary.
- v) the travel audit will be repeated at yearly intervals, in order to monitor changes in patient and employee travel behaviour.
- vi) It is suggested that the Trust and the local authority should review the effectiveness of the GTP and its objectives on an annual basis. Any changes to the GTP or its objectives will be agreed between the parties at the time.

2.4 The complementary travel measures which will be implemented in tandem with the GTP are set out overleaf.

2.5 The travel audits encompassed traffic surveys, and questionnaire surveys (agreed with the highway authority), for staff, patients and visitors.

3. TRANSPORT MEASURES

Hospital Location

- 3.1 The hospital is located approximately 4km to the north of Chelmsford Town Centre, adjacent to the B1008 Main Road. Access to the facilities is gained from Hospital Approach. The location of the facilities is illustrated at *Appendix 1*.

Public Transport Accessibility

- 3.2 The existing bus stop, shelter and real time information system will be retained within the site, immediately adjacent to the main pedestrian entrance to the hospital.
- 3.3 The three bus services which operate via this bus stop are nos. 33, 42 and 352 providing a seven buses per hour service during the peak hours between the hospital, Chelmsford town centre, bus garage, railway station as well as serving Braintree, Halstead, Dunmow and Stanstead. These services provide good penetration into all areas of Chelmsford and all surrounding residential areas. These facilities are therefore considered sufficient to provide adequate linkage with other public transport facilities, i.e. the railway station (15 minutes away). Consideration however will be given to the feasibility of attracting/diverting additional public bus services to the site.
- 3.4 The railway station provides as many as 9 trains per hour between Ipswich and London Liverpool Street during the peak hours stopping at Chelmsford.
- 3.5 The Trust will provide real time bus information displays at a suitable location within the main building to provide patients/visitors with early information on the availability of buses.
- 3.6 The Trust will encourage patients, visitors and employees to travel by public transport by:-

- i) Displaying up to date public transport information on a Notice Board within the hospital and at the bus stop,
- ii) Producing bus timetable information leaflets for staff and patients to take away.
- iii) Introducing a scheme whereby employees travelling by public transport are given a lift home if working late or in an emergency.
- iv) Providing a frequent shuttle bus service for staff to travel between hospitals.

3.7 Where practicable, bus services to the hospital will be co-ordinated with staff shifts start and finish times.

Pedestrian and Cycle Accessibility

3.8 Pedestrian access to the hospital is gained via a 2m wide footway situated on the northern side of Hospital Approach. There are also 2m wide footways on both sides of the B1008 Main Road, providing access to Chelmsford Town Centre.

3.9 Through discussion with Essex County Council, the Trust will investigate the feasibility of enhancing pedestrian crossing facilities on the B1008 in the vicinity of Hospital Approach.

3.10 There are no existing or planned cycleways in the vicinity of the site. The Trust will work with the highway authority to provide a joint footway/cycleway on the northern side of Hospital Approach to its junction with B1008.

3.11 The Trust will provide a number of cycleways/footways to connect the various elements of the development and care will be taken to ensure that these are capable of being easily connected to any potential footway/cycleway on Hospital Approach.

3.12 In order to assist patients/visitors and staff to walk or cycle to the hospital, it is also proposed to introduce the following accessibility improvements:-

- i) Internally, additional pedestrian crossings are to be provided along key pedestrian routes.
- ii) Internally, additional directional signing is to be provided for cyclists.
- iii) A total of 100 cycle parking spaces to be provided.

Existing and proposed pedestrian and cycle facilities are illustrated at *Appendix 3*.

3.13 The Trust will introduce the following measures for the benefit of patients, visitors and employees travelling on foot or by cycle:-

- i) a bicycle users' group (BUG)
- ii) staff lockers
- iii) a scheme whereby employees travelling on foot are given a lift home if working late or in an emergency
- iv) adequate shower and locker facilities

Car Parking

3.14 There are currently 1,555 parking spaces on the Broomfield Site. Car parking will be provided which is consistent with the maximum parking standards contained at Annex D to PPG13. These standards effectively constrain the level of parking availability at the hospital. Therefore the proposed parking numbers, together with the measures to be provided to assist; pedestrian, cyclist, and public transport accessibility, will encourage staff and visitors to adopt non-car modes of transport.

3.15 The number of parking spaces proposed at the extended hospital will be:-

i)	Surface	=	403 spaces existing car spaces realigned
ii)	Surface	=	1,152 retained existing spaces
iii)	New spaces	=	281
	Total	=	<u>1,836 spaces</u>

Ancillary Transport Measures

3.16 The Trust will organise the following initiatives for employees to reduce their dependency on the car:

- i) a car sharing scheme
- ii) provide dedicated car parking spaces for car sharers
- iii) a ride home for car sharers in the event of an emergency
- iv) develop a needs based approach to allocating spaces

3.17 The Trust will encourage staff to use travel information available on the internet.

3.18 When appointment letters are sent out to patients, the Trust will include information advising them of the difficulties of parking at the site and will raise awareness of alternative means of travel to the hospital, including bus and rail information.

3.19 The Trust will consider the feasibility of introducing flexitime for those workers who do not currently have flexible working hours and will consider the possible introduction of home working for staff with appropriate jobs.

4. MANAGING THE GREEN TRAVEL PLAN

Staffing

4.1 The Trust will appoint a GTP Co-ordinator for the Broomfield Hospital. Their duties would include:-

- i) overseeing the process of implementing the GTP
- ii) arranging travel audits
- iii) monitoring staff and patients travel behaviour
- iv) reviewing and modifying the GTP, in conjunction with the local authority
- v) liaison with NHS's head office regarding corporate 'green travel' matters.

Raising Awareness

4.2 The NHS will encourage staff and patients to implement the GTP by:-

- i) Organising staff focus groups,
- ii) Arranging frequent meetings between focus groups and the GTP Co-ordinator,
- iii) Providing in-hospital publicity material in the form of posters and leaflets, and
- iv) Launching a publicity campaign in the local press and radio.

5. PRELIMINARY TRAVEL OBJECTIVES

- 5.1 A travel audit will be undertaken once the new hospital facilities have been opened and additional staff have been recruited.
- 5.2 Travel surveys which have already been undertaken establish that the majority of patients and employees travel by car. Only a relatively small percentage of patients and employees travel by non-car modes.
- 5.3 It is suggested that preliminary travel objectives for the Broomfield Hospital should be:-
- i) A reduction of 2.5% in the number of employees travelling by car to work, in the first year.
 - ii) An annual reduction of 1% in the number of all employees travelling by car in the second year.
 - iii) An annual reduction of 0.5% in the number of staff travelling by car, in the third, fourth and fifth years following completion of the development proposals.
- 5.4 It is proposed that the above objectives would be agreed with the local authority as part of the process of obtaining planning consent. These objectives would be reviewed following the initial travel audit and possibly amended, provided both the Trust and the local authority agree to do so.

6. FUTURE PROPOSALS, MONITORING AND REVIEW

- 6.1 The Trust will actively monitor the implementation of its Green Transport proposals. Where the objectives of change in travel mode are below target then the Trust may implement further measures to bring about the planned change.
- 6.2 Future proposals will be considered by the Trust as part of its on-going commitment to the community. Such measures might further emphasise pedestrian and cycle accessibility beyond those already identified in the Green Transport Plan.
- 6.3 The Trust will endeavour to transfer the responsibility for Green Transport issues effectively to those developers and private sector partnerships who are or may be involved in future in the development of the site.
- 6.4 The Trust will review its GTP at Trust Board level annually. A more detailed review in conjunction with the Local Authority would be undertaken at the close of the five year plan.

7. SUMMARY

7.1 This Hospital Green Travel Plan includes a number of new initiatives that will improve access by all modes of travel and help to ensure that access to the Hospital at Broomfield is easily available by public transport users, cyclists and pedestrians. The initiatives are:

Public Transport

- The provision of additional real time information display within the common/waiting areas of the hospital.
- Public transport information on patient and staff notice boards within the hospital and at the bus stop, and the provision of bus timetable leaflets.
- A ride home scheme for employees travelling by public Transport in the event of their working late or an emergency.

Walking and Cyclists

- A ride home scheme for employees walking to work in the event of their working late or an emergency.
- Provide a frequent shuttle bus service for staff to travel between hospitals.
- Providing 100 cycle parking spaces within the site.
- Providing adequate shower, and locker facilities within the development.
- A Bicycle Users Group (BUG).
- Provision of a cycle/pedestrian route along northern side of

Hospital Approach.

Car

- As part of a long running commitment to reducing the use of the private car to access Broomfield Hospital, the Trust have for a number of years adopted a controlled parking regime including pay and display parking for visitors, the limiting of staff car park availability and the accommodation of buses on the site. Whilst continuing to employ this regime, the Trust will further encourage patients, visitors and employees to travel by non-car modes by :-
- Implementing a car sharing scheme to be provided for staff.
- Providing dedicated car parking for car sharers.
- Advising patients and visitors of the difficulty in parking at Broomfield and advice on alternative public transport modes of travel to the hospital.