



# Sustainable Travel Plan

## 2015-2020



# Introduction

Central Manchester University Hospitals NHS Foundation Trust is committed to delivering our services sustainably, ensuring that we minimise our impact on the environment and that future generations of UK and Manchester residents may continue to access quality care.

We have set out an ambitious 5 year plan to significantly reduce our use of resources and associated environmental impact. A key part of that plan will be to reduce the economic, environmental and social impact of travel.

We welcome more than a million visitors and patients to our hospitals every year and employ more than 13,000 members of staff. Car travel to and from our hospitals is a major contributor to global warming, air pollution and local congestion.

In Manchester we are ideally positioned to do things differently. Millions of pounds are being invested in our city to improve bus services, roads and cycling routes. Outside our Central Site on Oxford Road a bus now passes more than once every minute on average. In the near future, private cars will be restricted from this stretch of road during the day.

This change is coming. We will take it as an opportunity.

Our ambition is to become the healthcare sector leader in sustainable travel. To offer our staff and visitors the best possible infrastructure for public transport, walking and cycling. To create an organisation where catching a bus, taking the train or cycling is even easier than taking the car.

This strategy sets out what we will do over the coming years to move away from a world where taking the car is the first choice. I hope that our staff and others with a stake in our Trust will agree with this direction, and support the goals outlined within.

## **Steve Mycio**

Chairman

Central Manchester University Hospitals NHS Foundation Trust



# Summary

This sustainable travel plan will support the Trust to improve its environmental performance, meet planning requirements, ease access to services and increase availability of parking for those who cannot use alternative modes. Adoption of this plan supports the Trust's Sustainable Development Management Plan (SDMP).

It will reduce our carbon footprint, contribute to better health outcomes, save money and help keep our promise to become the best place to train and work.

**Our vision is to actively promote and encourage the use of sustainable travel methods to get to our sites.**



**WE WILL INVEST IN INFRASTRUCTURE AND PROJECTS TO SUPPORT SUSTAINABLE TRAVEL**



**WE WILL PROACTIVELY COMMUNICATE AND MARKET ALTERNATIVE MODES OF TRAVEL**



**WE WILL WORK WITH LOCAL PARTNERS TO BENEFIT FROM FUNDING AND STEER LOCAL PLANNING**

In the near term the priority will be to encourage a shift away from solo car journeys for staff commuting, through a combination of car park management, support for sustainable choices and a communications campaign. This is the travel which we have the biggest influence over, so it makes sense to target this first.

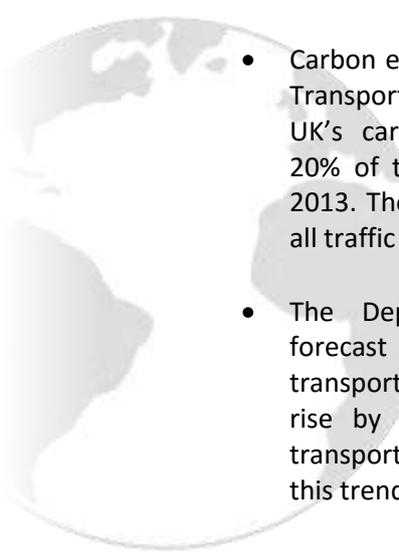
In the longer term the goal will be to regularly monitor all travel and to address staff and visitor travel to our site. We recognise that the impact of travel doesn't stop with our staff, but before we can address this we need to be able to measure it.

The headline target of this plan is to reduce single occupancy car journeys by 10% by 2020 against a 2010-15 average baseline, with a corresponding 10% combined increase in cycling, walking, car sharing and bus travel. This corresponds to more than 600,000 solo car journeys avoided per year.

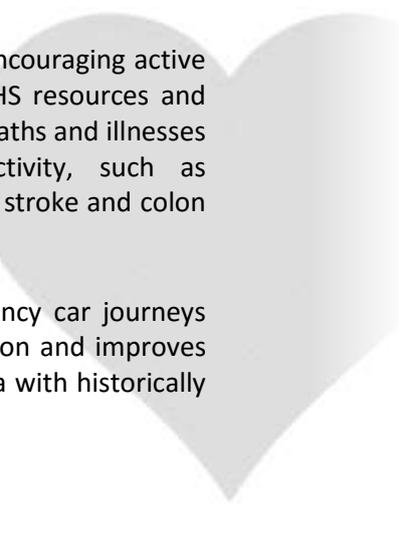
**By 2020 we will achieve a 10% shift towards more sustainable modes of staff transport to work.**

# Reasons for This Plan

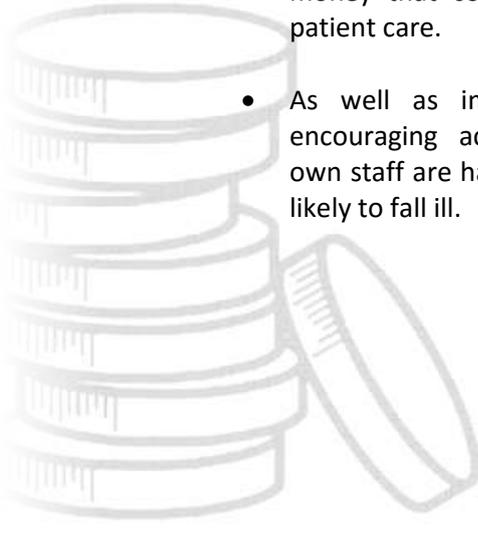
## Environment

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- Carbon emissions cause global warming. Transport is a massive contributor to the UK's carbon footprint, accounting for 20% of the country's total footprint in 2013. The NHS accounts for a full 5% of all traffic in England.
  - The Department for Transport has forecast that 'business as usual' transport related emissions in the UK will rise by 35% by 2030 and that NHS transport related emissions will match this trend unless action is taken now.

## Health

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- Research proves that encouraging active travel directly saves NHS resources and reduces preventable deaths and illnesses due to physical inactivity, such as coronary heart disease, stroke and colon cancer.
  - Reducing single occupancy car journeys reduces local air pollution and improves public health, in an area with historically poor air quality.

## Cost

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- Building, maintaining, lighting, running and securing car parks is costly. This is money that could be better spent on patient care.
  - As well as improving public health, encouraging active travel means our own staff are happier, healthier and less likely to fall ill.

## Social

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- We have some of the best public transport access in the world; our Central Site on Oxford Road has more frequent buses than any other road in Europe.
  - As we're in the middle of a densely populated urban area, parking at our sites is under pressure, which can negatively impact on patient experience.
  - Part of our Trust mission statement is to be at the heart of the regeneration of Manchester, and to be *the best* place to train and work. Making our Trust a leader for sustainable travel fits squarely with our goals.

# Work So Far

1999

## Higher Education Partnership Plan

1999-2003

- Establishment of Bike Users' Groups
- Discounted tickets for public transport
- Appointment of corridor partnership travel co-ordinator
- Awareness raising and communications
- Introduction of a car sharing database

## First Sustainable Travel Plan

2003-2008

- Beginning of monitoring of travel modes for CMFT staff
- Introduction of the 147 hybrid bus service
- Start of Cyclescheme offering salary sacrifice for bike purchase
- Cycle parking improved across the site
- Monthly cycle events started for Oxford Road Corridor staff

## Second Sustainable Travel Plan

2009-2014

- Trafford shuttle bus introduced
- Beginning of car park upgrades
- Interest free loans introduced for public transport tickets
- Regular monitoring of travel modes for staff
- New car park charges and improved parking system
- Electric vehicle charging points installed at Central and Trafford sites

## Sustainable Development Management Plan

2014-2015

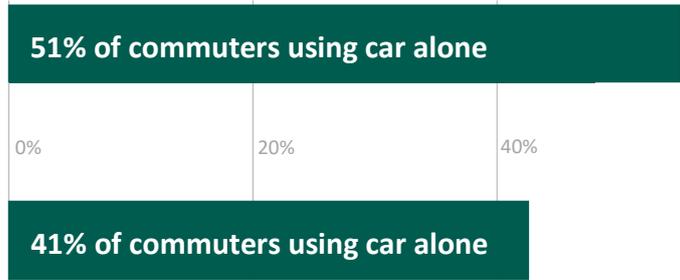
- First cycle hub built
- Further improvements to cycle parking
- Regular bike repair sessions organised
- Electric van introduced for local deliveries
- Successful funding for cycle parking via Transport for Greater Manchester (TfGM)

2015

# Our Goal

By reducing the reliance on single occupancy car journeys and supporting and encouraging sustainable and active travel options as a viable alternative we can promote the health and wellbeing of our staff, as well as reduce pressure on Trust car parks.

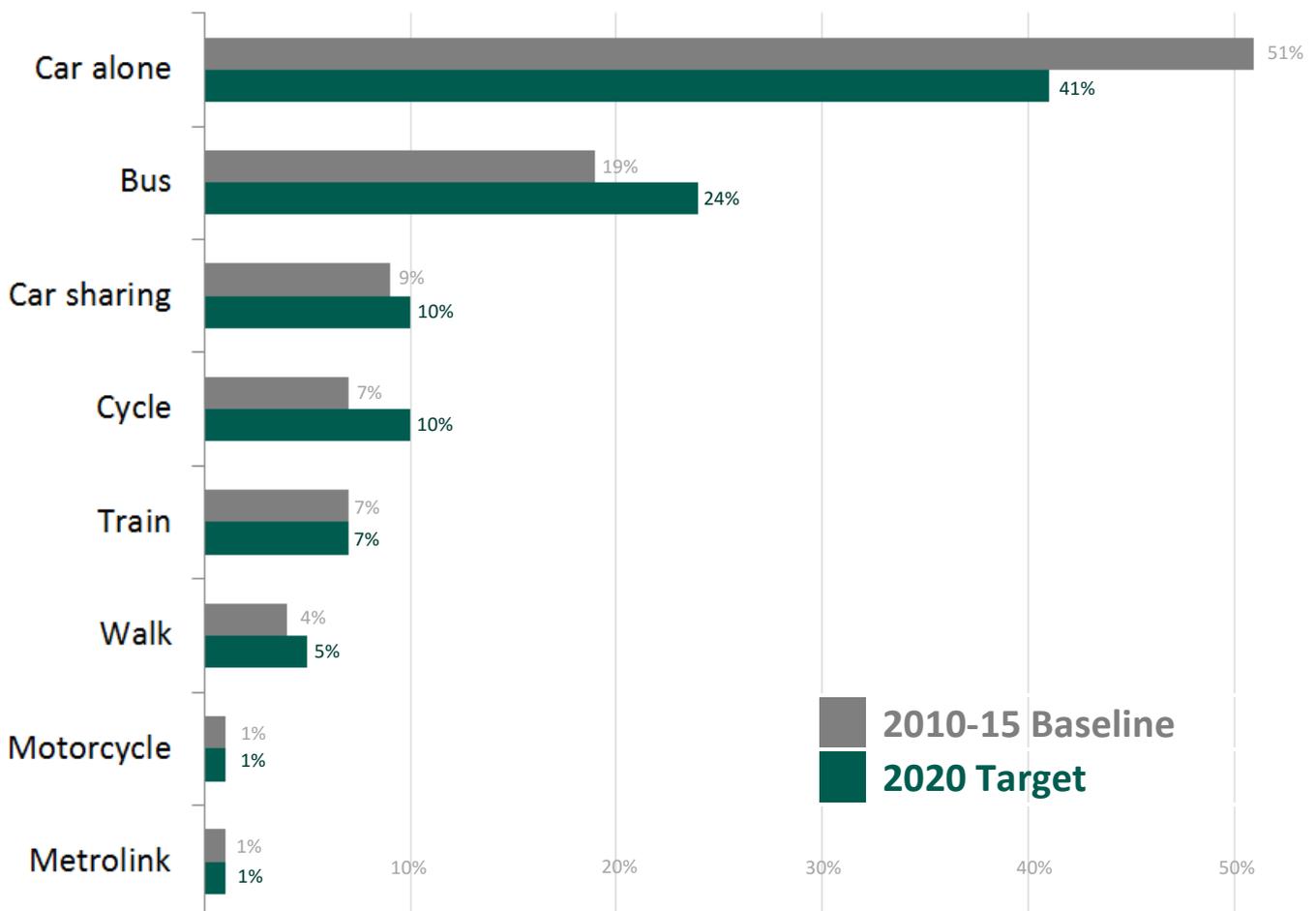
Baseline



**MORE THAN 600,000  
CAR JOURNEYS AVOIDED  
PER YEAR**

2020

# Detailed Targets



## Targets By Mode



Increase bus use by 5%



Increase cycling by 3%



Increase car sharing by 1%



Increase walking by 1%

 **10%** **MODAL  
SHIFT**

**624,000** 

**SOLO CAR JOURNEYS AVOIDED EACH YEAR\***

*\* On the basis of a shift from 51% to 41% of approximately 13,000 total staff driving a car on their own to and from work each day, 5 days per week, 48 weeks per year.*

# Action Plan

		Action	Due	Responsibility	Budget
COMMS & MARKETING		Develop and deliver a campaign to promote sustainable, active travel modes	Dec '16	Sustainability	£6,500 pa
		Work with Transport for Greater Manchester to deliver regular local events in line with GM campaigns	Ongoing	Sustainability	TfGM
		Include travel planning as part of new starter process, including staff benefits offers for sustainable travel	Ongoing	Sustainability	Time only
		Distribute series of 'how to get to' guides for Central Site, include as part of new starter process	Mar '16	Sustainability	Time only
CAR USAGE		Develop and deliver a car parking policy and management system which supports a modal shift towards car sharing, walking, cycling and public transport	Sep '16	Estates	**
		Introduce a sustainable travel policy including travel hierarchy for business travel	Sep '16	Sustainability	Time only
		Incentivise car sharing through permit discounts, dedicated parking bays, car sharing facilitation and investigate the cost/benefit of providing guaranteed rides home	Dec '16	Sustainability	*
		Encourage procurement of electric vehicles where appropriate, e.g. deliveries, pool and patient transport	Ongoing	Estates	**
CYCLING		Invest in infrastructure for cyclists including secure parking, showers and lockers	Ongoing	Estates	*
		Open new cycling hub at Central Site	Dec '15	Estates	**
		Run regular events for cyclists in partnership with Corridor Manchester group	Ongoing	Sustainability	Corridor
		Work with Corridor Manchester group to investigate feasibility of pool bicycles for staff	Dec '16	Sustainability	*
PLAN DELIVERY		Provide wholesale price locks and lights, as well as loan of puncture kits and repair tools for all main sites	Nov '15	Sustainability	Corridor
		Engage with internal stakeholders to deliver travel plan	Ongoing	Sustainability	Time only
		Arrange annual monitoring of travel modes for staff. Review and update this plan	Ongoing	Sustainability	£200 pa
		Communicate the sustainable travel plan measures to all staff, including themed events	Mar '16	Sustainability	Time only
PUBLIC TRANSPORT		Carry out detailed monitoring of patient / visitor travel patterns every 3 years, review and update this plan	Aug '16	Sustainability	£2,500
		Work with key local stakeholders to deliver sustainable travel incentives and campaigns	Ongoing	Sustainability	*
		Work with bus operators to negotiate discounted tickets and bus marketing campaign to staff	Jun '16	Sustainability	Operators
		Introduce public transport trial tickets for new starters	Jan '16	Sustainability	TfGM
WALKING		Work with bus operators and TfGM to increase availability of buses to Central Site	Dec '16	Estates	**
		Develop a Bus Access Policy to prioritise bus services to our sites which best serve Trust requirements	Feb '16	Sustainability	Time only
		Support and promote regional work to improve sustainable travel access, e.g. Bus Priority Package	Jan '17	Sustainability	Time only
		Arrange walking group, seasonal initiatives and workplace challenges to encourage walkers	Ongoing	Sustainability	Time only

\* To be allocated on a case-by-case basis

\*\* Larger project with budget allocation via Trust procurement procedures

# Delivering This Plan

The Trust will work with stakeholders to deliver this plan; developing the sustainable travel campaign and ensuring timely progress against the preceding Action Plan. This will be specifically to address sustainable travel, rather than car park management or operational issues. The Trust will work with the following stakeholder groups:

- Estates and Facilities / Car Parking
- Unions
- Communications
- Equality and Diversity
- Site representatives (Altrincham, Trafford, Dental)
- Transport for Greater Manchester
- Bike Users Group
- Health and Wellbeing
- Clinical staff groups

Work will be led by the Energy and Sustainability Team.

We will carry out a staff travel survey every year, monitor progress against our agreed targets and review the effectiveness of our activity, where necessary adjusting our plans to ensure we achieve our goal.

We will publicly report on our progress every year on the Trust's external website.

## Conclusion

- We will target a 10% shift away from single occupancy car journeys by 2020
- We will invest in infrastructure to support sustainable travel
- We will proactively promote and market sustainable travel options
- We will work with local partners to benefit from funding and steer local planning
- We will deliver a detailed plan of action
- We will monitor our annual travel usage by each mode
- We will make adjustments to our plans and campaigns to stay on target
- We will report publically on our progress every year

## Contact

For more information contact [ECOteam@cmft.nhs.uk](mailto:ECOteam@cmft.nhs.uk) or call 0161 701 5088.

# Appendix – Technical Guidance

## NICE Guidance PH41

The National Institute for Health and Care Excellence produce best practice guidance to improve health and social care. PH41 refers to increasing walking and cycling as means of travel or recreation. It recommends:

- High level support for this agenda
- Ensuring that plans consider cycling and walking
- Personalised travel planning for staff
- Developing programmes to encourage walking and cycling
- Community-wide walking programmes
- Workplace challenges, e.g. pedometers
- Appointing a travel representative to promote sustainable travel
- Providing site-specific information for walking and cycling to and from work

## National Planning Policy Framework

This government policy places the emphasis on providing a transport system balanced in favour of sustainable transport. It recommends:

- Sustainable transport should be included in the planning of developments
- Priority should be given to pedestrian and cycle movements
- Providing high quality public transport facilities
- Incorporate facilities for charging plug-in or other ultra-low emission vehicles
- Consider the needs of people with disabilities by all modes of transport

## Department of Health HTM0703

The Department of Health regularly produce technical best practice guidance on aspects of management of NHS Trusts. HTM07-03 (2015 update) covers travel planning within Chapter 8. It recommends the following steps, supported by continued communications and marketing:

- Securing senior management support, budgets and staff time
- Identifying roles and responsibilities, e.g. through a steering group
- Assessing site and facilities to understand current provision
- Undertaking surveys of staff to understand existing travel patterns
- Analysing patient/visitor transport and traffic counts
- Identifying objectives and indicators to improvement
- Identifying a series of actions/measures to achieve objectives
- Audit, monitor and review effectiveness
- Consider using software-based GIS to inform and tailor transport to needs of our staff

In an addendum this guidance further notes that NHS organisations should consider arrangements for patients that may have temporary disabilities without documentation (e.g. blue badges).

## NHS Sustainable Development Unit – Low carbon travel, transport and access

The NHS Sustainable Development Unit produces best practice guides for all aspects of sustainable development management within the NHS. Their Sustainable Development Strategy for the NHS, Public Health and Social Care System (2014-2020) includes the following recommended actions for all NHS Trusts within the 'Carbon Hotspots' module:

- Increase active travel (cycling and walking) and use of public transport by staff, service users and use of public transport by staff, service users and the public.
- Reduce unnecessary travel, for example by better use of technology.
- Minimise pollution from necessary travel, for example by encouraging a shift to lower carbon alternatives.

## Appendix – Historic Modal Split

Mode	1999	2010	2013	2014*	2015*	Average
Car alone	65%	53%	55%	48%	48%	51%
Car sharing	10%	10%	8%	8%	9%	9%
Bus	14%	17%	17%	19%	21%	19%
Train	2%	6%	7%	7%	6%	7%
Metrolink	1%	1%	1%	2%	1%	1%
Walk	4%	3%	5%	5%	4%	4%
Cycle	3%	6%	7%	7%	9%	7%
Motorcycle	1%	1%	1%	2%	0%	1%
Taxi	0%	1%	0%	0%	0%	0%

\*Note that the significant reduction in solo car journeys in 2014-15 was affected by the temporary closure of one of our main car parks, causing many staff to use alternative modes such as the park and ride service from Belle Vue and/or Trafford. As such we have not used this as the baseline for this plan, and instead have taken a four sample average.

Rounding to the nearest whole percentage means the sum for each year may appear to be 100±2%, this is a simplified presentation rather than an error.