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# **Tees, Esk and Wear Valleys NHS Foundation Trust**

## **Travel Plan**

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## SECTION 1

### 1. INTRODUCTION

Tees, Esk and Wear Valleys NHS Foundation Trust provides a range of mental health, learning disability, eating disorders and substance misuse services for 1.6m people living in County Durham, the Tees Valley and the Scarborough, Whitby, Ryedale, Harrogate, Hambleton and Richmondshire areas of North Yorkshire.

The wide geographical area covered includes coastal, rural and industrial areas.

In order to provide these services, the Trust relies heavily on transport, be that of staff and supplies in order to provide its services, or of patients and carers who use the services.

One of the Trust's strategic goals is:

*"To be an excellent and well governed Foundation Trust that makes the best of its resources for the benefit of our communities".*

In order to demonstrate its commitment to this strategic goal and the sustainable development agenda, the Trust Board of Directors have approved and implemented the following:

- The appointment of the Director of Estates and Facilities Management (EFM) as Trust lead for the sustainable development agenda and a Non Executive Director to champion the agenda;
- The development and approval of an Environmental Strategy which covers a number of key areas including transport and contains an action and implementation plan;
- The establishment of an Environmental Strategy Steering Group chaired by the Non Executive Director who champions the agenda to manage the implementation of the strategy.

The aim of this travel plan is to support the implementation of the Trust's Environmental Strategy in relation to travel. It updates and builds upon the Trust's site specific travel plans developed in support of a number of new hospital developments, including:

Roseberry Park Hospital, Middlesbrough  
Lanchester Road Hospital, Durham  
West Park Hospital, Darlington

The plan's objectives are:

- To assist in the improvement of the level of corporate responsibility towards sustainable travel within the local community, demonstrated through the implementation of the action plan and annual re-assessment of the Trust against the Good Corporate Citizenship assessment tool;
- To encourage a cultural change to embed a level of commitment to engagement in sustainable travel choices for staff, patients and suppliers accessing Trust sites;
- To identify specific site related transport issues and associated action plans;
- In line with the National Planning Policy guidance contained in PPG13 to form part of the Trust's planning application for refurbishment or construction of new Trust premises to demonstrate the Trust's commitment to the delivery of sustainable transport objectives.

In order for this plan to achieve its objectives, it has been structured in three main sections:

**Section 1:**

- Gives a brief overview of the Trust, its strategic goals, aims and objectives relating to travel.
- Considers the need for change by making reference to national, regional and local policy guidance and the ethical requirement to act as a good corporate citizen.
- Sets out how the Trust intends to develop and manage the travel plan.

**Section 2:**

- Provides a detailed Trust travel action plan identifying leads and target implementation dates.

**Section 3:**

- Details the Trust's main hospital sites specific travel issues or action plans associated with specific site requirements.

## 2. THE NEED FOR CHANGE

### 2.1 Supporting National /Regional / Local Policy Guidance

Over the years, a range of national, regional and local policy guidance has been developed relating to travel which the Trust is committed to support and this has therefore been taken into account when developing this travel plan.

The main papers/guidance and a brief description of their content is noted below:

**Transport White Paper:** The thrust of the White Paper is one of sustainability and the integration of transport systems and modes. The main aim of the White Paper is to increase choice by improving sustainable transport alternatives and this recognises that building more roads and/or extensive widening of roads is not the only solution to accommodate growth. Indeed, the White Paper states that any future guidance on the use of planning conditions will “shift the emphasis when improving off-site transport facilities away from catering for car traffic to providing for public transport, cycling and walking”.

**National Planning Policy Guidance:** PPG13 sets out Government policy on planning issues and, in particular, sets out guidance on providing realistic alternatives to the private car and locating and designing the site to reduce the need to travel.

The objectives of PPG13 are to integrate planning and transport at the national, regional, strategic and local level to:

- Promote more sustainable transport choices and;
- Reduce the need to travel, especially by car.

This will help to ensure that the planning system plays its part in the Government’s strategy on sustainable development, including promoting social inclusion in both urban and rural areas and revitalising towns and cities as places to live and work.

One of the measures proposed in PPG13, to enable Local Authorities to take a more pro-active approach towards the implementation of planning policies on transport to achieve these objectives, is the requirement that a travel plan accompanies planning applications. PPG13 states that travel plans deliver sustainable transport objectives by:

- Reductions in car usage (particularly single occupancy journeys);
- Increased use of walking, cycling and public transport;

- Reduced traffic speeds and improved safety, particularly for pedestrians and cyclists;
- More environmentally friendly delivery and freight movements, including home delivery services.

**Regional Planning Guidance:** The North East of England Plan (The Plan) is the Regional Spatial Strategy (RSS) for the North East of England this replaced the RPG 1 in September 2004.

Its primary purpose is to provide a regional spatial strategy, within which Local Authority Development Plans and Local Transport Plans can be prepared.

**Local Transport Plans:** The current Local Transport Plans for the Local Authorities across the Trust's geographical area sets out the programmes and proposals for expenditure on transport. They include a detailed programme of measures for public transport, walking, cycling, road safety and the highway network. These have been recognised and have informed the development of this plan.

## 2.2 Good Corporate Citizen

*“How the NHS behaves - as an employer, a purchaser of goods and services, a manager of transport, energy, waste and water - can make a big difference to people's health and to the wellbeing of society, the economy and the environment. Behaving as a good corporate citizen can save money, can benefit the population's health and can reduce health inequalities.”*  
Saving Carbon, Improving Health - Sustainable Development Unit Strategy

The Trust's Environmental Strategy is based upon the six key elements that make up the NHS Good Corporate Citizenship Assessment audit tool. One of these key elements is travel.

The assessment model was produced by the Sustainable Development Commission in 2006 and revised in 2009. The Trust covers 2000 square miles of North East urban and rural communities, operates out of some 150 properties and employs over 5,000 staff. Transport is essential to the operation of our services, however, by applying the model, the Trust can identify areas where making changes to these day to day activities can embrace sustainable developments and reduce any negative impact on our local community.

## 3. MANAGEMENT OF THE TRAVEL PLAN

This travel plan has been developed by referring to the following information:

- National, regional and local policy guidance;

- The Trust's Environmental Strategy and implementation plan;
- Good Corporate Citizenship Assessment;
- Existing site specific travel action plans;
- Staff and patient travel surveys.

The implementation of the action plans contained in Section 2 and 3 will be monitored via quarterly reports to the Trust's Environmental Strategy Steering Group.

The plan will be reviewed annually and any amendments agreed by the above group.

## SECTION 2

### TRAVEL ACTION PLAN

ACTION	LEAD	TARGET DATE
<b>GENERAL</b>		
The Trust will establish a project group to promote methods of reducing staff travel.	Associate Director of Psychology	August 2013
The Trust will monitor the use of car parking at Trust main hospital sites and take action if necessary to maintain safe parking.	Local Security Management Specialist	Ongoing
The Trust will encourage all staff to consider the methods of travel to and from work as part of their induction programme.	Director of Estates and Facilities Management	March 2014
Each main hospital will have a central location / notice board to display travel information.	Associate Director of Operational Services	Ongoing
<b>WALKING</b>		
The Trust will undertake an inspection of the site walkways, paths and lighting at all main sites and will also examine key external pedestrian links with the sites.	Associate Director of Operational Services	Annual assessment
The Trust will continue to encourage low vehicular speeds within sites to ensure pedestrian safety is maximised by using traffic calming, etc.	Associate Director of Estates	Ongoing
The Trust will continue to ensure on-site facilities are designed to facilitate easy movement for pedestrians, particularly for those with mobility impairments.	Associate Director of Estates	Ongoing
The Trust will ensure all signage on-site is clear, logical and to the latest guidance.	Associate Director of Estates	Ongoing



ACTION	LEAD	TARGET DATE
<b>CYCLING</b>		
The Trust will consider incorporating shower and changing facilities and secure parking for cyclists in new developments.	Associate Director of Estates	Ongoing
The Trust will promote incentives and Bike Schemes and NHS Discounts which gives discount for cycles and equipment on the Trust intranet site.	Head of Workforce Information And Assurance	Ongoing
<b>CAR USE</b>		
The Trust will, via the Trust Intranet, brief all staff on the car tax benefits of vehicles with lower CO <sup>2</sup> emissions.	Head of Financial Services	Ongoing
The Trust will investigate the feasibility of setting up a car share database or using the resources available from external schemes.	Associate Director of Operational Services	March 2014
The Trust will pilot the introduction of electric charging points for cars.	Associate Director of Estates	March 2014

## SECTION 3

### SITE SPECIFIC TRAVEL ISSUES

#### 3.1 ROSEBERRY PARK HOSPITAL

##### 1. Site Details

Roseberry Park Hospital is a 365 bed hospital.

The hospital is located on the A172 (Marton Road) in Middlesbrough and is adjacent to the James Cook University Hospital.

The site is accessible via:

- Combined pedestrian and cycle routes along the Marton Road corridor;
- 24 buses per hour run past the site providing coverage to Middlesbrough and beyond;
- The number 37 Stagecoach bus comes on site every 30 minutes;
- The train halt is Nunthorpe or Middlesbrough town centre with a new halt due to open to the rear of the hospital in March 2014;
- Road via the A172.

The site has a 408 space main car park and a 45 space permit controlled staff car park.

In addition to this, disabled parking spaces are available on the plaza area outside the hospital main entrance.

##### 2. Action implemented as part of the development to improve vehicle management on site

In preparation for the hospital development traffic surveys and staff and patient travel surveys were completed.

These surveys informed the site travel plan and construction of the transport route for the hospital.

Actions implemented to manage traffic on site within the development included:

- Good walkways and paths and lighting;

- Low vehicle speed limits were applied;
- Clear signage and way finding guidance;
- Safe and secure cycle parking facilities;
- Information on public transport and cycle routes being available at main reception areas;
- Implementation of barrier exit systems on the permanent car park;
- Employment of car park management company to assist with management of car park;
- Availability of telephone conferencing facilities linked to other Trust sites;
- Movement off site of departments which were heavy traffic users for example central stores and estates;
- Information on the benefits of lower emission cars is given by the Trust lease management service provided to all staff requesting a lease vehicle.

### **3. Future Travel Plans for the Site**

The implementation of the Trust Action Plan contained in Section 2 of this document will further improve the management of traffic on Roseberry Park site.

In addition the following site specific actions are planned:

- Introduction of video conferencing facilities;

## **3.2 LANCHESTER ROAD HOSPITAL**

### **1. Site Details**

Lanchester Road Hospital is a 72 bed facility situated on the A691 Lanchester Road on the Western outskirts of Durham at the junction with Trout's Lane.

The site has been a hospital since 1970. It's patient facilities have been upgraded with the construction of the Bowes Lyon unit in 2002 and the Lanchester Road Hospital which opened in 2009.

The site is surrounded by a shared cycleway/footway on Lanchester Road and a footway on Trout's Lane. The cycleway element on Lanchester road provided a link to the Durham Citywide cycle network.

Staff, patients and visitors travel surveys indicate that few live within walking distance of the hospital and walking is unlikely to be a significant mode of access. Currently there are two bus stops on Lanchester Road adjacent to the present entrance to Lanchester Road Hospital.

The Durham bound stop is accessed via the shared footway/cycleway whilst the Consett bound stop is immediately opposite the hospital entrance.

Within the hospital site car parking has been reviewed in line with Condition 6 of Planning Approval and there are 70 parking spaces with disabled parking provided immediately opposite to the main entrance of the hospital and 324 spaces available throughout the site.

### **2. Actions implemented as part of the new development to improve vehicle management on site**

In preparation for the developments traffic surveys and staff and patient travel surveys were completed.

These surveys informed the site travel plan and construction of the transport route for the new hospital.

Actions implemented to manage traffic on site within the development included:

- Relocation of main hospital entrance to Trout's Lane and new transport routes;
- Good walkways and paths and lighting;
- Low vehicle speed limited were applied;

- Clear signage and way finding guidance;
- Safe and secure cycle parking facilities;
- Information on public transport and cycle routes being available at main reception areas;
- Availability of telephone conferencing facilities linked to other Trust sites;
- Information on the benefits of lower emission cars are given by the Trusts lease Management service providers Knowles Associates to all staff requesting a lease vehicle.
- Parking controlled by car park management company.

### **3. Future Travel Plans for the Site**

The implementation of the Trust Action Plan contained in Section 2 of this document will further improve the management of traffic on Lanchester Road site.

In addition the following site specific actions are planned.

- Working with Durham County Council to investigate the feasibility of an allocated on site bus stop
- Implementing a scheme to further improve bus stop location, road crossing and footpaths around the site.

### **3.3 WEST PARK HOSPITAL**

#### **1. Site Details**

West Park Hospital is a 108 bedded hospital built in 2004. It is situated on the outskirts of Darlington close to junction 58 of the A1M. The hospital was part of a new development which included 700 new homes, parkland and sport and recreation facilities.

The developers ensured that there are cycle paths and walking routes through the site and to the hospital. Within the hospital site are designated car parks for staff, patients and visitors amounting to 237 spaces with 7 dedicated to disabled drivers. A bus stop is located close to the main entrance and is served by a bus service from Darlington town centre every hour. The access for delivery vehicles is to the side of the hospital and away from cycle and pedestrian route.

#### **2. Actions implemented as part of the development to improve vehicle management on the site.**

In preparation for the new development staff and patient questionnaires were completed.

These surveys informed the site travel plan and construction of the transport route to the new hospital.

Actions implemented to manage traffic on site include:

- Dedicated bus service from the town centre each hour
- Good walkways, paths and lighting
- Low vehicle speed limits were applied
- Clear signage and way-finding guidance
- Safe and secure cycle parking facilities
- Information on public transport and cycle routes available at main reception
- Availability of telephone conferencing facilities linked to other Trust sites
- Availability of video conferencing
- Information on the benefits of lower emission cars given by the Trusts lease management service provided to all staff requesting a lease vehicle.
- Introduction of electric charging point for cars

### **3. Future Travel Plans for the site**

The implementation of the Trusts action plan contained in Section 2 of this document will further improve the management of traffic on the West Park Hospital site.

### **3.4 CROSS LANE HOSPITAL**

#### **1. Site Details**

Cross Lane Hospital site has 44 beds in newly constructed or refurbished wards plus an out patient unit and the reprovision of support services such as management and training facilities.

The site (approximately 3.17 ha) is located on Cross Lane, Scarborough and is bounded by North Cliff Golf Club to the north and west and Westfield Avenue to the east.

The site has 77 car parking bays which includes 4 disabled car parking bays and 5 bays for carers.

The location is currently served by the number 3 bus from Scarborough Town Centre. The bus stop is directly in front of the hospital. Frequent Buses run from the Town Centre via the hospital, the bus journey take 12 minutes.

The nearest Main line train station is Scarborough Station. Further details of Train services will be available at reception.

Cross Lane Hospital is fully accessible to pedestrians from all directions. There are pedestrian crossing points on Cross Lane road itself directly in front of the hospital, at the traffic light controlled junction with Burniston Road. There are also further Pedestrian Crossing points further West on Cross Lane.

Cross Lane Hospital has good access for cyclists. Secure cycle parking will be available on completion of the development.

Due to the age of the patients and visitors it is expected that most visitors will either drive or be driven to the hospital.

#### **2. Actions implemented as part of the development to improve vehicle management on the site.**

In preparation for the work on the Cross Lane Site, staff and patient questionnaires were completed; these surveys informed the Site Travel Plan and the transport route around the site.

Actions implemented to manage Traffic to and on the site include:

- Frequent bus service from the town centre to the hospital site.
- Good walkways, paths and lighting.
- Low vehicle speeds on site using traffic calming measures.



- Clear signage and wayfinding guidance.
- Safe and secure cycle parking facilities.
- Information on public transport and cycle routes available at reception.
- Availability of telephone conferencing facilities linked to other Trust Sites.
- Availability of video conferencing.
- Information on the benefits of lower emission cars given by the Trusts Lease management Services provided to all staff requesting a lease vehicle.

### **3. Future travel Plans for the Site**

The implementation of the trusts action plan contained in Section 2 of this document will further improve the management of traffic on the Cross Lane Hospital Site.