15.02.2012

Travel Plan Addendum Statement

The Christie NHS Trust is committed to supporting a robust sustainable travel policy which promotes the widest possible travel choice to the hospital for patients, staff and carers. We aim to encourage modal shift and minimise the number and impact of car borne trips to the site by our staff in future by working with partners to promote public transport use for longer trips and cycling and walking for shorter journeys, and to reduce the travel by single occupancy vehicle. We recognise the need, over time, to change the current travel culture amongst our staff and will develop initiatives that support existing, and in particular new staff, to adopt non-car modes when accessing their workplace. We also recognise the need to encourage drivers to consider using other modes when they can rather than commuting by car every day, and to devise parking and public transport ticket solutions to make this an attractive option The measures we propose will build on the achievements of our 2005-2010 Travel Plan during the lifetime of which we have witnessed a reduction of 27% in the number of single occupancy vehicle trips by staff to the site. We are mindful of the opportunities that are presented by the significant current levels of investment by Transport for Greater Manchester and transport operators. The planned opening of the new Metrolink line to East Didsbury and the development of the “Cross City” bus network will lead to a step change in the quality of public transport options in the area surrounding the hospital. The proposed introduction of an “Oyster” style Smartcard ticketing system will be another key initiative that will increase the attractiveness of local public transport for many more people. We are anxious to capitalise on these investments by working with TfGM and others to ensure that staff are aware of the opportunities they represent and thereby seek to minimise staff related car-borne access. We also note that the site is ideal for access by bike, being located in a flat surburban location with a growing culture of cycling and located close to several National and Regional Cycle Network routes. We intend to use the period prior to the full commissioning of the facilities that are subject to this application to put in place measures that collectively will provide a robust travel management framework which ensures operational effectiveness while also working to minimise the transport related impact of our operations on the surrounding residential area. This statement is submitted in recognition of the fact that the revision to our planning application defers assessment of the car parking provision required as a consequence of planned future site development. It sets out the further analysis and benchmarking of our green travel plan to be undertaken to support such future applications.

Our Detailed Offer

The Trust proposes to undertake the following in support of anticipated planning applications for future developments:

1. By an agreed date we will produce a base-line assessment of existing parking (including staff and visitor spaces for cars and cycles), utilisation, pass numbers and fee structures including a detailed assessment of home addresses of staff; this will be date specific, and utilise information from existing staff surveys.
2. By a date to be agreed we will undertake a thorough independent review of the 2005-2010 Travel Plan; its measures, targets and achievements, using the lessons learnt to seek to deliver year-on-year improvements in the modal share;
3. Undertake benchmarking and best practice reviews of comparable sites and plans and seek to implement any additional measures, appropriate to our context that have been successful elsewhere, as deemed appropriate by the Local Planning Authority
4. By the end of 2012 commission an independent assessment of the 2011 Green Travel Plan to identify any gaps against best practice and produce an updated document with independently assessed modal shift targets.
5. Build on our existing package of incentives to encourage travel by sustainable modes by introducing new measures to further increase modal share by sustainable modes,
6. We will define timescales, ownership and any resources including financial, that would be required to implement the following measures:
    - offer interest free season ticket loans to all staff;
    - work with the MCC Travel Change Team and TfGM to provide new staff with a comprehensive information pack of the sustainable travel options and engage travel advisors to work with staff to ensure that they are fully aware of the travel options available to them that are available to them;
    - inform all visitors of the best ways to access the site, prioritising sustainable travel and discouraging access by car
    - offer cycle training to staff;

- ensure all staff have access to cycle facilities including secure cycle storage, lockers, washing and changing facilities, and twice-yearly free ‘bike doctors’
- ensure all visitors have access to covered short-term cycle racks (Sheffield stands or similar), and visitors staying for longer than four hours have access to secure cycle storage
- review the car parking permit system including the levels of oversubscription, permit eligibility and charges, and change the system to prevent the encouragement of permit holders driving every day;
- locate allocated staff parking spaces away from the main building entrances
- locate cycle parking in a prominent location close to the main building entrances.
- Work closely with Metrolink and bus and rail operators, including Stagecoach, to discuss opportunities for bespoke ticketing and marketing materials for staff to use local bus services, the East Didsbury Metrolink extension, and rail services from East Didsbury/Mauldeth Road.

7. To collect and regularly report the following information

- Staff modal share
- Staff aggregate postcode data
- Take up of policy incentives e.g. tax free bikes scheme, and interest free loans
- Use of infrastructure e.g. cycle parking, and car share car park
- Car Park utilisation
- Level of on street car parking

8. To produce annual progress reports and action plans for the Travel Plan for submission to Manchester City Council and to commit to using best endeavours to deliver the targets set out in the Plan. To ensure that specific dates are set against this; the first report to be produced 12 months from the date of the first use of the site and produced annually from this point The Trust proposes to encourage sustainable transport use by prioritising, in this order, cycling and walking, tram/ bus/train, motorcycle, car sharing; and will discourage single occupancy car (or other motorised vehicle) access for staff. A named dedicated member of staff will oversee this work and specific targets will be owned by identified members of staff.