The Christie NHS Foundation Trust

THE CHRISTIE ADVANCED SCANNING AND IMAGING CENTRE DEVELOPMENT

Travel Plan Statement



SEPTEMBER 2023

PUBLIC

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1 INTRODUCTION

1.1.1. WSP have been appointed by The Christie NHS Foundation Trust (The Trust) to provide transport planning support in relation to a proposed principally three-storey health care facility on the site of an existing health care building within The Christie Hospital's main site in Withington in south Manchester.

1.1.2. The Christie Advanced Scanning and Imaging Centre Development (CASICD) will sit alongside the recently completed re-development of the Paterson Building located on Wilmslow Road. The ground floor will provide a new home for the CT and Radiology Department, and the upper floors will provide ward accommodation to facilitate the decant of existing facilities elsewhere at the Christie Hospital in Withington.

1.1.3. The redevelopment of the site is proposed in order to provide up-to-date, modern facilities for staff and patients, significantly improving upon the existing facilities. The development will re-provide the same services that already exist within the wider Christie Hospital in Withington, but within new state of the art facilities to meet the Applicant's required standards of care.

1.1.4. The Trust, as an organisation, is committed to sustainable development. A Green Travel Plan (GTP) has been produced for the wider Christie Hospital, and this has been a live document since 2014. The Christie has been recognised by Transport for Greater Manchester (TfGM)'s 'Travel Choices' accreditation scheme as a regional leader in reducing its impact on the environment.

1.1.5. The Trust was awarded TfGM's gold standard for two consecutive years (2017, 2018) and achieved TfGM's Platinum standard in November 2020. These awards acknowledge that the Trust is demonstrating commitment and effort to help improve the health and wellbeing of staff, reduce congestion and improve air quality for everyone in Greater Manchester. The awards also acknowledge that the Trust is actively participating in sustainable travel workshops and sharing best practice and success stories with the wider business community.

1.1.6. The Trust was also awarded the Travel Choices Active Travel Award for excellence in promoting cycling and walking 2018. The award recognised that The Trust was demonstrating the strongest commitment to increase the number of staff using active travel modes. It acknowledged The Trust's active travel initiatives which include free cycle training and maintenance, improved shower and changing facilities, Walking Wednesdays and increased secure cycle storage.

1.1.7. This Travel Plan Statement provides a summary of the aspects of the GTP that are relevant to the proposed development and outlines any additional measures specific to the development that could be adopted by future users of the Site. This document helps to demonstrate The Christie's ongoing commitment to sustainable travel and that the proposed development will benefit from the existing GTP that continues to be developed in response to new developments within the Christie Hospital.

2 THE GREEN TRAVEL PLAN

2.1.1. The Green Travel Plan was originally produced to support the Strategic Planning Framework (SPF) for The Christie's main Withington site. The SPF sets out the aim of the GTP which is to reduce the number of single occupancy vehicles travelling to the site. The GTP has an ambitious target of 60% of trips to/from The Christie by staff to be via sustainable transport modes by 2030.

2.1.2. The GPT is a live document that is regularly reviewed and updated to ensure that it reflects current conditions at the site and remains robust and ambitious. It is available to view on The Trust's website, as well as a list of key milestones achieved since its inception in 2014 and a summary of key actions plan to progress sustainable travel initiatives in the future.

2.1.3. A copy of the GTP has been provided in Appendix A of this document.

2.2 ROLES AND RESPONSIBILITIES

2.2.1. Travel planning should involve as many employees as possible. It is important that staff at all levels feel involved in the travel planning process as staff involvement helps to encourage employees to reflect on their own travel behaviour and consider any sustainable changes that they could make. The earlier staff are involved in the travel planning process, the more successful it is likely to be.

2.2.2. The GTP is the day-to-day responsibility of **Will Blair**, who is the Sustainability Manager for The Trust. His responsibilities as the Sustainability Manager officer include:

- Day-to-day management of the GTP;
- Undertaking monitoring against GTP targets;
- Identifying and implementing appropriate mitigation measures;
- Engaging with service providers to expand the range of green travel incentives;
- Engaging with staff to develop the travel plan;
- Communicating the GTP to new and existing staff;
- Liaison with key external stakeholders;
- Regularly updating neighbours on GTP progress; and
- Periodically reviewing and updating the GTP.

2.3 COMMITMENT AND ONGOING SUPPORT

2.3.1. The Sustainability Manager has the support of senior management, including the Head of Estates and Facilities and the Executive Director of Finance and Business Development to develop and promote the GTP amongst all staff.

2.3.2. This includes the budget allocation and staff resources necessary to implement the actions arising from the plan.

2.3.3. The GTP management arrangements are well-established and have been in place for a number of years. The Christie remains committed to the future management, development, funding and monitoring of the GTP.

3 EXISTING TRAVEL PATTERNS AND SUSTAINABLE TRAVEL

3.1.1. As part of the on-going monitoring of the GTP and staff travel patterns, annual travel surveys are undertaken by The Trust. Initial surveys were undertaken in 2013 to obtain a baseline travel survey and have been undertaken annually since, with the latest staff travel survey results available from The Trust from 2022.

3.1.2. The staff travel survey reports the primary method of commute to/from The Christie. The reported mode share of staff journeys to work in 2022 are summarised in Table 3-1. A summary of all annual survey results provided by The Trust is included in Appendix B.

Table 3-1 – Staff Travel Survey – Mode Share

Method of Commute	2022 Survey Results
Work from Home	10%
Walk	14%
Bicycle	8%
Bus	8%
Train	1%
Tram	3%
Car Share	2%
Lift Share	2%
Drive (Single Occupancy)	53%

3.1.3. The 2022 staff travel survey reported that 53% of staff commute to The Christie via single occupancy car, and 4% travel via car share and lift share.

3.1.4. The results therefore indicated that 47% of staff commute to The Christie via sustainable modes of transport, with 22% of staff travel using active travel modes and 12% using Public Transport. Additionally, work from home was introduced as an option on the surveys from 2020 onwards and the 2022 results shows that 10% primarily work from home, therefore having reduced the need to travel.

3.1.5. Table 3-2 summarises the proportion of staff travelling by sustainable travel from the annual surveys from the 2013 baseline to the most recent 2022 survey, with 2020 and 2021 omitted due to potential impact of Covid-19 on travel patterns.

Table 3-2 – Proportion of staff using sustainable modes of travel

Method of Commute	2013	2014	2015	2016	2017	2018	2019	2022
Sustainable Travel	35%	34%	44%	43%	40%	42%	46%	47%

3.1.6. The results from the 2013 and 2014 staff surveys showed that approximately 34% of staff were traveling to work via sustainable modes. This number increased to 43% by 2016, to 46% in 2019 and up to 47% in 2022.

3.1.7. The results show that the existing active and public transport options, and the measures and initiatives included within the Green Travel Plan are evidently working to encourage further uptake of these modes of transport, aiming for an overall reduction in the use of single occupancy vehicles.

3.2 LOCAL SUSTAINABLE TRANSPORT INFRASTRUCTURE

3.2.1. An analysis of the local sustainable transport infrastructure in the vicinity of the proposed development has been undertaken. This can be seen in greater detail in the accompanying Transport Statement for the development.

WALKING

3.2.2. In the immediate vicinity of the proposed development there are wide footways on Wilmslow Road, particularly on the western footway across the frontage of the existing Holt Entrance. These existing footways provide walking connections to the north and the south of the proposed development to locations such as Withington and Didsbury.

3.2.3. Signalised pedestrian crossing facilities are provided at the junction of Wilmslow Road / Cotton Lane on all arms. Street lighting is provided on both the east and west carriageways.

3.2.4. The Walking Isochrones Plan included in Appendix C of this document show that the site is located within a largely residential area and is within walking distance to residential areas, local neighbourhoods and public transport services.

CYCLING

3.2.5. Existing cycling facilities in the immediate vicinity of the site are of a high standard. Cycle lanes are currently provided on both sides of Wilmslow Road at an approximate width of 1.6m in both directions, with much of the provision either off-road or segregated from the main carriageway. This forms a key part of the Didsbury to Manchester City Centre cycle route. This route is mostly segregated and is regarded as a key route to travelling into the centre by bicycle from south Manchester.

3.2.6. In addition, advanced stop lines for cyclists are provided at the signalised junction of Wilmslow Road / Cotton Lane.

3.2.7. The Cycling Isochrones Plan, included in Appendix C of this document, shows that the proposed development can be accessed from various locations across the south of Manchester within a 15-minute cycle ride including Withington, Didsbury, Levenshulme, Rusholme and Chorlton.

3.2.8. Cycle parking is provided across The Christie site with a mix of covered/uncovered stands, secure lockers and locked compounds. Cycle hubs with showers, lockers and changing facilities are also provided on-site.

PUBLIC TRANSPORT

3.2.9. Bus stops are located on Wilmslow Road adjacent to the development site. Northbound bus stops are located approximately 70m from the site. The southbound stop is located approximately 80m to the south of the development and signalised pedestrian crossing facilitates can be used to access the stop from the site. Additional bus stops are located on Palatine Road, a 350m walk from the site.

3.2.10. Local bus stops are served by a variety of high frequency bus services across weekdays and weekends, connecting to locations including Manchester City Centre, Stockport, East Didsbury, and Sale.

3.2.11. The proposed development is also within approximately 1km walk/cycle from tram stops on the East Didsbury to Rochdale Metrolink line which provide frequent connections to locations within the Greater Manchester region.

SUMMARY

3.2.12. The existing sustainable and active travel provision surrounding The Christie Hospital illustrates that the site is in a highly sustainable location with frequent public transport services and a high standard of walking and cycling infrastructure. The results from the 2022 staff survey show that approximately 47% of staff travel via sustainable modes. The existing active and public transport options, and the measures and initiatives included within the Travel Plan encourage further uptake of these modes of transport and aim for an overall reduction in the use of single occupancy vehicles.

3.2.13. The proposed development is therefore well situated to promote and encourage sustainable travel options to future users of the site.

4 DEVELOPMENT PROPOSALS

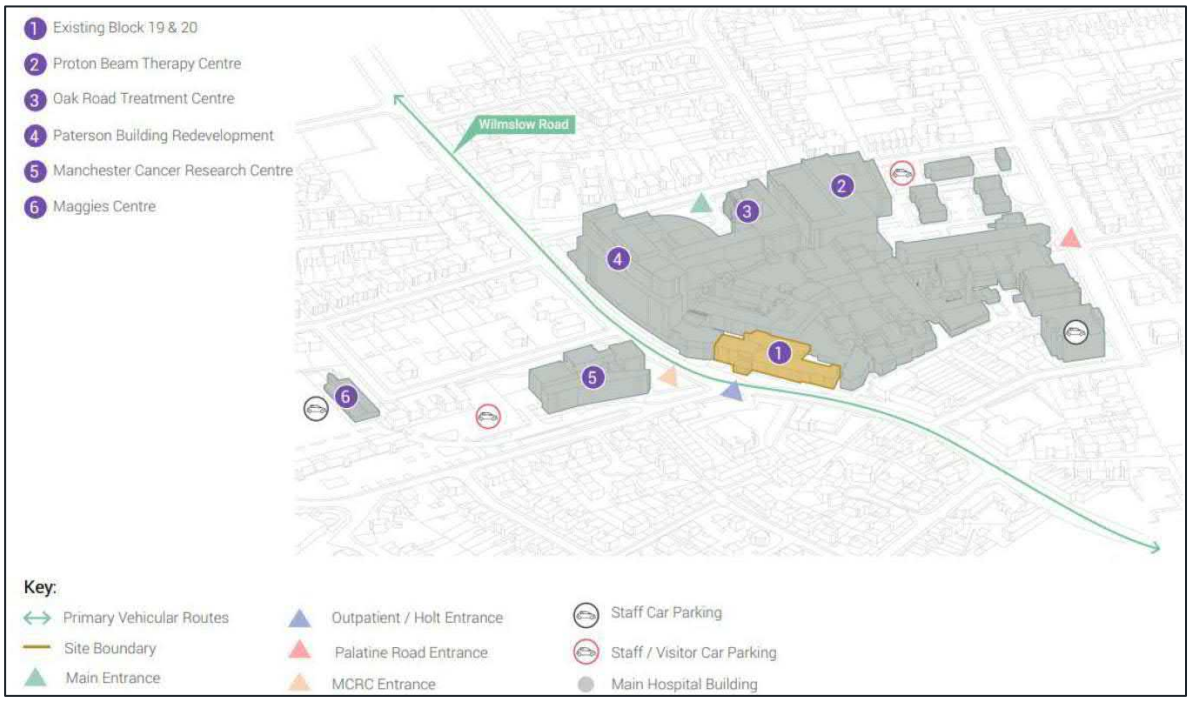
4.1 OVERVIEW

4.1.1. The development proposals comprise the demolition of the existing building and the development of a principally three-storey building rising to a maximum height of five storeys in part on the site of an existing building within The Christie Hospital in Withington, Manchester, and will be home to the Christie Advanced Scanning & Imaging Centre Development (CASICD). This includes the demolition of the existing part two-/three-storey building which is part of The Christie Hospitals main site and is accessed via the Holt Entrance off Wilmslow Road.

4.1.2. The Proposed Development will be part of the existing hospital and sit alongside the recently redeveloped Paterson Building and provides a significant improvement on existing facilities, and a modernised and up-to-date building that meets The Trust's required standards of care.

4.1.3. It is proposed that the development will be built on Blocks 19 and 20 of The Christie. This is shown in **Figure 4-1**.

Figure 4-1 – Proposed Site Development Location



4.1.4. It is proposed that the ground floor will be used for radiology and radiotherapy, while the upper floor uses will comprise ward accommodation to facilitate the decant of existing facilities from elsewhere at the Christie Hospital Withington site and to help bring facilities and services at the Christie Hospital up-to-date and in-line with the Applicant's standards of care. Critically therefore, the proposed development will not create any material net increase in the number of staff and visitors to the Christie Hospital.

4.1.5.

4.1.6. Table 4-1 summarises the proposed floorspaces.

Table 4-1 – Proposed Development: Floor Use and Area

Floor	Area (sqm)
Ground Floor	2,528
First Floor	2,540
Second Floor	2,520
Third Floor	2,034
Fourth Floor	502

4.2 ACCESS

WALKING AND CYCLING

4.2.1. The existing footway and cycle network in the immediate vicinity of the Site has been recently improved as a result of the junction improvements at Cotton Lane / Wilmslow Road and the improvements to the streetscape as part of the re-developed Patterson building.

4.2.2. The provision of high standard walking and cycling infrastructure lends itself to travelling to and from the area by sustainable modes of transport. The existing level and quality of active travel infrastructure will be retained as part of the Proposed Development, which Green Travel Planning measures will act to continue to encourage greater take-up of active modes of transport.

VEHICULAR ACCESS, PARKING AND DROP OFF

4.2.3. The existing car parking and drop off facilities for patients, visitors and employees will not be altered by the Proposed Development. As the Proposed Development is to provide modernisation of existing facilities rather than new services, there is no net increase in staff or visitors to The Christie Hospital forecast as a result of the development, therefore no net change in car or cycle parking demand for The Christie Hospital is anticipated.

4.2.4. As illustrated by the staff travel plan surveys, the percentage of staff using private vehicles is continuing to decrease as sustainable modes of travel are encouraged. Therefore, no change to parking provision is required as a result of the Proposed Development.

4.2.5. There is also no net change in forecast drop-off / pick up trips. The drop off for the site will remain at the formal drop off area on Oak Road, which is currently used at the primary drop off location at The Christie Hospital. As currently operating, The Christie staff are able to offer assistance with mobility or wheelchair access to help visitors and patients dropped off at Oak Road to access their destination within the wider Christie Hospital.

EMERGENCY VEHICLE, REFUSE AND SERVICING

4.2.6. Emergency vehicle, refuse and servicing access will occur via the following procedures:

- A barrier-controlled service road is also provided, with access off Palatine Road past Car Park C and along the north of the Christie site. A one-way access road and delivery area is in use, which exits onto Wilmslow Road just to the north of the development; and
- A vehicle route to the Site for servicing is via Oak Road, with a priority-controlled junction and a barrier-controlled access to a servicing area.

5 GREEN TRAVEL PLAN ENHANCEMENTS

5.1.1. The proposed development provides an opportunity to further enhance the existing GTP measures to promote sustainable travel to and from the proposed site as well as contributing to wider targets for sustainable travel across the Christie Hospital.

5.1.2. The GTP for The Christie separates out travel planning measures into different areas. The sections below set out additional measures that would be committed to as part of the project.

5.2 DEVELOPMENT AND ENGAGEMENT

5.2.1. The measures already in place within the GTP with regards to development and engagement include:

- Membership of the National Performance Advisory Group (NPAG) NHS Car Parking and Travel Planning Network;
- Membership of the NPAG NHS Sustainable Leads Network;
- Membership of the GM Walking Voice Steering Group;
- Appointing a travel plan co-ordinator;
- Promoting a sustainable travel policy;
- Partnership with Transport for Greater Manchester (TfGM);
- Meetings with Manchester City Council (MCC);
- Neighbourhood Engagement Forum;
- Sustainable Development Committee;
- Travel and car parking group; and
- Transport meetings with wider NHS.

5.2.2. The following additional measures would strengthen the GTP in this area:

- Appointing a ‘Workplace Travel Champion’ for the CASICD building to support the Christie Travel Plan Co-ordinator; and
- Promotion of an internal travel forum within the proposed development to encourage sustainable travel measures between building occupants.

5.3 MONITORING

5.3.1. The measures already in place within the GTP with regards to monitoring include:

- Annual staff travel surveys to collate modal shift figures;
- Postcode analysis of staff travel conducted annually;
- Modal shift reports are annually submitted to Manchester City Council; and
- The Christie travel page activity is monitored.

5.3.2. The following additional measures would strengthen the GTP in this area:

- Monitoring cycle parking utilisation and provide additional provision as necessary.

5.4 COMMUNICATION AND MARKETING

5.4.1. The measures already in place within the GTP with regards to communication and marketing include:

- The Christie travel page;

- Internal publications;
- Internal signage for bus stops and stop information points at all main entrances;
- Events (e.g. health and wellbeing day, national cycle to work day and ad-hoc promotions); and
- Patient 'getting to the Christie' leaflets focus on sustainable travel.

5.4.2. The following additional measure would strengthen the GTP in this area:

- Provide travel information at the new CASICD building reception.

5.5 WALKING INITIATIVES

The measures already in place within the GTP with regards to walking initiatives include:

- Online route planning.

5.5.1. The following additional measure would strengthen the GTP in this area:

- Providing an accessible entrance to the proposed development and highlight links to key public transport nodes.

5.6 CYCLING INITIATIVES

5.6.1. The measures already in place within the GTP with regards to cycling initiatives include:

- Bike to work scheme;
- A mix of cycle parking facilities across the site;
- Bike user group formed (BUG);
- Showers available to all staff;
- Free bike maintenance with three maintenance points across the site;
- Free cycle training (including maintenance training); and
- Online route planning available.

5.6.2. The following additional measures would strengthen the GTP in this area:

- Develop a 'Bike Buddy' programme where an experienced cyclist aids an inexperienced cyclist; and
- Additional showers and lockers.

5.7 PUBLIC TRANSPORT INITIATIVES

5.7.1. The measures already in place within the GTP with regards to 'public transport initiatives' include:

- Interest free public transport loans;
- Staff discounts through Stagecoach Manchester (weekly, monthly and annually) and Metrolink annual season tickets;
- Stagecoach added The Christie to scrolling destination information.

5.7.2. The following additional measure would strengthen the GTP in this area:

- Provide signage to key public transport nodes near the CASICD building.

5.8 CAR SHARE INITIATIVE

5.8.1. The measures already in place within the GTP with regards to 'car share initiatives' include:

- Reduced parking charges for car sharing; and

- Dedicated car sharing spaces.

5.9 ADDITIONAL TRAVEL PLANNING MEASURES

5.9.1. In addition to the measures outlined above, other measures have been identified which could be implemented in the future if further enhancement is required to achieve the GTP targets. These measures would not be implemented at Day 1 but would be kept under review as part of the ongoing GTP development.

5.9.2. These measures include:

- Appointing further building or team specific Workplace Travel Champions across the Christie site;
- Additional events such as the existing 'free breakfast if you cycle';
- More arranged off site lunchtime walks (in addition to those that already take
- place);
- Review and expand free pool bicycle schemes;
- Review and expand bicycle parking across the Christie site;
- Additional staff showers, lockers and changing facilities;
- Reviewing the opportunity for a potential shuttle bus between the Christie Withington Site and the University;
- Increasing the ratio of car sharing spaces;
- Increasing the number of electric vehicle spaces; and
- Reviewing and potentially increasing parking charges.

6 SUMMARY

6.1.1. WSP have been appointed by The Christie NHS Foundation Trust to provide transport planning support in relation to a proposed principally three-storey development on the site of an existing building within The Christie Hospital in Withington, Manchester.

6.1.2. As an organisation, The Trust is committed to sustainable development and has been recognised by the Transport for Greater Manchester 'Travel Choices' accreditation scheme as a regional leader in reducing its impact on the environment.

6.1.3. A Green Travel Plan has been produced for The Christie Hospital and has been a live document since 2014 and demonstrates The Trusts ongoing commitment to sustainable travel. It is a live document that is regularly reviewed and updated to ensure that it reflects current conditions at the site and remains robust and ambitious.

6.1.4. The GTP is the day-to-day responsibility of Will Blair, who is the Sustainability Manager for The Trust.

6.1.5. The existing sustainable and active travel provision surrounding the Christie Hospital illustrates that the site is in a highly sustainable location with frequent public transport services and a high standard of walking and cycling infrastructure. The results from the 2022 staff survey show that approximately 47% of staff travel via sustainable modes. The existing active and public transport options, and the measures and initiatives included within the Travel Plan encourage further uptake of these modes of transport and aim for an overall reduction in the use of single occupancy vehicles.

6.1.6. As outlined in the Transport Statement, the Proposed Development is not forecast to create any material net change in trips to the Site. The importance of the GTP measures is recognised through the annual staff travel survey results which show a continued reduction in the use of private vehicles over time since the baseline surveys in 2013. As such, it is anticipated through the continued and further implementation of GTP measures that the number of trips by private vehicle would reduce over time to meet the 60% target by 2030. Therefore, no additional car parking is required as part of the Proposed Development.

6.1.7. The proposed development provides an opportunity to further enhance measures to promote sustainable travel to and from the development proposals and contributing to wider targets for sustainable travel across the Christie Campus and sets out measures for different areas.

6.1.8. This document has summarised the sustainable travel provision and initiatives within The Christie and demonstrates how the proposed development is therefore well situated to promote and encourage sustainable travel options to future users of the site.

Appendix A

GREEN TRAVEL PLAN

Public

The Christie NHS
NHS Foundation Trust

Green Travel Plan (2014-2030)

(Updated July 2017)

Report of	Bernard Flanagan - Head of Estates and Facilities
Paper Prepared By	W Blair – Strategic travel management officer in conjunction with Rosie Gill – Soft facilities manager C J Noble - Performance and quality development senior facilities manager
Subject/Title	Green Travel Plan (2014 – 2030)
Background Papers	Strategic Planning Framework – Revised May 2014
Purpose of Paper	Provide an agreed green travel plan.
Action/Decision Required	Acknowledgement of the travel plan and the actions required to achieve a modal shift.
Link to: ➢ NHS Strategies and Policy	Health technical memorandum 07-03 Transport management and car parking (Environment and sustainability) NHS Sustainability development management plans (SDMP)
Link to: ➢ Trust's Strategic Direction ➢ Corporate Objectives	2017/18 corporate objective No.8. To play our part in the local health care economy and community Annual objectives No. 8.2 Promoting The Christie as a good local neighbour • Implement Green Travel Plan • Regularly engage local residents regarding the Trust's plans
Resource Impact	Budget Staff resources
Risk Rating	
You are reminded not to use acronyms or abbreviations wherever possible. However, if they appear in the attached paper, please list them in the adjacent box.	Strategic Planning Framework – SPF Manchester City Council – MCC Transport for Greater Manchester – TfGM Green travel plan (GTP)

1. Executive summary

This Green Travel Plan (GTP) was been produced to support the Strategic Planning Framework (SPF) for The Christie main Withington site. It has been reviewed and updated to incorporate new robust and ambitious actions. The Trust as an organisation is committed to sustainable development and has developed this GTP with the aim to reduce the number of single occupancy vehicles travelling to the site.

Current data that indicates 43.23% of staff members commute via sustainable travel. This is from a baseline of 34.7% in 2013 and so constitutes an 8.53% swing towards sustainable travel.

Key support mechanisms in place include:

- **Development and staff engagement:** Travel plan co-ordinator, Sustainable Travel and Car Park Group.
- **Public engagement:** Neighbourhood forum and neighbourhood news
- **Internal Monitoring:** Staff survey and postcode analysis
- **External monitoring:** S106 annual modal shift report and quarterly progress reports to Manchester City Council,
- **Communication:** communication and marketing strategy and promotional events (e.g. annual health and wellbeing day).
- **Walking:** Route planning
- **Cycling:** Bike to work scheme and route planning, cycling infrastructures (i.e. compounds, showers, lockers, drying facilities)
- **Public transport:** Discounted tickets and interest free loans for season tickets.
- **Car share:** Discounted permits to car sharers and priority parking.

The modal shift target is to aim high and ultimately reach a desired 60% of staff using sustainable travel by 2030.

Mode	**Modal split 2013 (%) -** Baseline	**Modal split 2016 (%)** [Current figure]	**Modal split 2019 target (%)** [Short term]	**Modal split 2024 target (%)** [Medium term]	**Modal split 2030 target (%)** [Long term]
Sustainable travel	34.7	43.23	48	52	60

Key actions to maintain momentum and build upon the achievements of the GTP to achieve the target modal shift include:

- Additional finance
- Procedural improvements
- Improved monitoring procedures
- Robust communication and marketing strategy
- Walking programme
- Cycling strategy
- Public transport strategy
- Public transport concessions
- Sustainable car use
- Park and ride strategy
- Off Site Alternative

2. Introduction and purpose

This green travel plan (GTP) was prepared in partnership between The Christie NHS Foundation Trust (the Trust) and Manchester City Council (MCC).

The Christie is a dynamic facility that constantly needs to respond to the latest advances in research and treatment, often with new development. In June 2014 the Christie NHS Foundation Trust Strategic Planning Framework (SPF) was endorsed by Manchester City Council (MCC) Executive Committee. The SPF for The Christie was prepared in consultation with MCC. The SPF provides an agreed framework for the on-going development of the Withington site over 15 years and is to be used as a reference document for all future planning applications made by the Trust.

Within a surrounding residential context, future developments need to be appropriately planned in order to mitigate potential transport and parking impacts. The GTP was developed to aim to reduce the number of staff travelling to the Withington site by single occupancy vehicle. Sustainable travel resources throughout the previous GTP (2012) were considerably enhanced in the development of the GTP (2014-2030). The aim of this GTP is to achieve an ambitious modal shift target of 60% of staff using sustainable travel by 2030.

To support this aim, a comprehensive action plan with firm deadlines was developed to support the modal shift. The actions are subject to quarterly reviews by MCC to monitor that progress is being made and that the Trust is demonstrating commitment to the aim. Furthermore, an annual modal shift report submitted in April each year is required to detail progress made each year and outline the plan for the coming year to achieve the target modal shift. The progress reports are made publically available on the Christie Neighbourhood forum pages.

The trust recognised the importance of sustainable travel and began developing new infrastructure and services such as shower facilities and a park and ride service with the expectation that they would have a positive effect moving forward. These actions and their progress are supported by MCC through the monitor progress. Appendix 1 details the support mechanism in place that formed the baseline for the Trust when the GTP (2014-2030) was devised. A full summary of all achievements, including those of the GTP (2014-2030) can be found in appendix 2. The outcome of the sustainable travel initiatives, and resources developed, has resulted in a modal shift of 34.7% to 43.23% of staff using sustainable travel.

In April 2017 the Trust submitted the GTP (2014-2030) to Transport for Greater Manchester (TfGM) for consideration under their accreditation scheme which celebrates businesses which have championed sustainable travel. The Trust was awarded the top accreditation based upon the length of time it has been taking action and how comprehensive the travel plan continues to be.

The accreditation is an endorsement that the Trust is:

- Demonstrating energy and commitment in helping to reduce congestion
- Improving air quality
- Enhancing staff health
- Sharing best practice with the wider business community
- Participating in sustainable travel workshops and steering groups
- A regional leader in reducing its impact on the environment

The purpose of this document is to update the GTP (2014-2030) with a new 38 point action plan (see appendix A) with firm deadlines for implementation. Progress on these actions will continue to be subject to quarterly reviews with Manchester City Council (see appendix B) and public engagement through the Christie Neighbourhood Forum.

The actions within the GTP (2014-2030) cover the following areas:

- Finance
- Procedural
- Communication and marketing
- Walking initiatives
- Cycling initiatives
- Public transport initiatives
- Sustainable car use
- Offsite alternatives

3. Baseline

The baseline survey in 2013 indicated 34.7% of staff members commuted via sustainable travel. Current data indicates 43.23% of staff members commute via sustainable travel. From a baseline of 34.7% in 2013 this constitutes an 8.53% swing towards sustainable travel.

3.1 Baseline support mechanisms

The following table details the key milestones of the GTP (2014-2030) that will form a foundation for the GTP going forward. In order to maintain momentum to achieve the targets set out within this GTP, these milestones will be built upon. A more detailed summary can be found in appendix 2 which for context includes a summary of initiatives in place when this travel plan commenced.

Year	Key milestones
2014	SPF approved with new GTP target of 60% by 2030
	£245k set aside for new shower / changing facilities
	GTP communication and marketing strategy developed and in place.
	Personal travel planning available to all staff for the foreseeable future through Transport for Greater Manchester.
	Business case baseline assessments reviewed and amended to include sustainable travel elements.
2015	Free Park and ride pilot commences operation from Broughton Park F.C., Hough End
	6 new showers and a drying room completed and opened
	MCRC new cycling facilities opened: 20 space compound, 6 showers, drying facilities and 180 lockers
	Local parking restrictions came into force (S106 agreement as part of the application 097417/FO/2011/S1 for the development of the MCRC).

2016	Sustainable travel target for 2015 (40%) exceeded at 43.74%.
	Business case approved to build cycle hub one directly linked to Wilmslow cycleway.
	Parking eligibility review process commences on waiting list.
	Park and ride service opens at Christie Fields, operating Monday – Friday between 06:00-22:00 (planning application 110657/FO/2015/S1).
	Electric car charge point installed in the staff car park. Free of charge for staff
	First phase of cycle hub one opens – 40 space compound.
	Cycle hub one shower and changing complex opens - includes 5 showers and 38 lockers.
	Additional shower and 22 lockers added to Cycle Hub 2 shower complex. Total at cycle hub 2 now stands at 7 showers and 28 lockers.
2017	The Trust awarded Transport for Greater Manchester Gold standard Travel choices accreditation to celebrate the success of organisations that are considered regional leaders in sustainable travel.
	Six members of staff receive Transport for Greater Manchester Travel Champion training.
	Monthly free bicycle maintenance sessions.
	Monthly cyclist breakfast – reward cyclist with a voucher for free drink and cereal bar.
	2017/2018 £100K sustainable travel fund has been approved for a major marketing exercise that is dynamic, positive and assertive. Funding will also be used for sustainable travel schemes and infrastructure.

4. Modal shift targets

The modal shift target is to aim high with the following targets for staff using sustainable travel:

- **Short term (2019) -** 48%
- **Medium term (2024) –** 52%
- **Long term (2030) –** 60%

Appendix 3 provides a step by step break down of the modal shift and details where the Trust aims to be each year with example initiative both internal and external that will support these targets.

5. Green travel plan action plan

Finance: Ensure additional funding is available to deliver on the aims of the Christie green travel plan.				
Action N^{0}	**Action**	**Action in detail**	**Desired outcome**	**Timescale**
01	Agree additional sustainable fund for 2017/2018	Ring fencing of £100K to provide additional support for funding green travel initiatives.	Provide the financial support for travel plan aim	Completed
02	Transport for Greater Manchester sustainable travel grant	Complete an application for a £10k to support the travel plan	Provide funding for a the extension of the MCRC cycle compound	Dec-17

Monitoring: Ensure the monitoring system is robust and rigorous enough to monitor progress in detailed and transparent way.				
Action N^0	**Action**	**Action in detail**	**Desired outcome**	**Timescale**
	Capital, workforce and planning group committee	Six monthly update to be provided to the committee comprised of Trust directors and division leads	Trust directors and division leads monitor progress and agree actions to support sustainable travel.	On-going
03	The Christie Sustainable Development committee re-launched	The sustainable development committee which monitors and manages the sustainability of the site across several areas including travel will be re-launched.	Sustainability leads able to monitor and review progress each quarter on the travel plan.	Sep-17
04	Monthly internal progress reports	Monthly reports to be submitted to senior divisional managers	Monitor the day to day progress of the travel plan initiatives.	Sep-17
05	Review annual staff survey process	Review potential changes to the annual staff survey to increase the response rate.	Increased proportion of staff responding to the survey	April-18
06	New starters survey	Survey new starters-investigate the number of staff members that have taken advantage of sustainable travel offers.	Understanding of take up trends to help shape the marketing at induction	April-18
07	Accessibility analysis to be conducted (Every two years)	Conduct an accessibility analysis of the entire workforce on	Transport plan to be adapted in line with	On-going

		Christie Wilmslow Road site.	accessibility.	

Procedural: Ensure that travel and car parking procedures support the objectives of the sustainable travel plan.				
Action N^0	**Action**	**Action in detail**	**Desired outcome**	**Timescale**
08	Eligibility testing to include emissions check	Management of staff car parking policy to be updated to include criteria covering vehicle emissions	Support the use of vehicles with lower emissions	Jan-18
09	Review parking fees	Review parking fees as a possible control to discourage single occupancy vehicles	Reduce the number of single occupancy vehicles	April-18
10	Provide support for occasional car users	Review potentially giving support to staff that could use sustainable modes if they were allowed to use their car on certain days.	Flexibility may allow use of sustainable travel on days when staff do not require their car.	Dec-17

Communication and marketing: Ensure that communication and marketing of the green travel plan is wide reaching and dynamic.				
Action N0	**Action**	**Action in detail**	**Desired outcome**	**Timescale**
11	Develop a new dynamic communication and marketing strategy in conjunction with Transport for Greater Manchester	In order to support the ambitious green travel plan it is necessary to have an equally striving communication and marketing campaign. This will require the development of an updated communication and marketing strategy that is both wide reaching and robust. This strategy is to be developed in conjunction with Transport for Greater Manchester marketing team to follow best practice and capitalise on their expertise in promoting sustainable travel.	Promote green travel options to staff in a dynamic, positive and assertive way.	Dec-17

Walking: Encourage staff to get involved in walking as a recreational activity with the aim of encouraging them to use it as part of their commute – e.g. walk and bus.

Action N0	Action	Action in detail	Desired outcome	Timescale
	Walking for health – 'every step counts' walking programme	Partnership between TfGM, the national charity Walking for heath and the Christie. The aim of the partnership will be to deliver a 12 week programme of short walks.	A walking toolkit to give guidance on how to carry out walks with employees	Oct-17
12	Walking leads	Walking leads will be trained up with full Ramblers accreditation	Walking leads to champion long term walking program	Oct-17
13	Develop a walking routes map	Map of recommended walking routes will be developed including directions to local amenities. An electronic version of the map will be available to the public.	Encourage staff to see the area as a community with history. Motivate staff into making walking part of their daily commute.	TBA upon completion of the walking programme
14	Public launch of the walking routes map	A public launch of the walking routes map. This will include representatives from the Christie, TfGM and local residents.	Raise awareness of the new resource	TBA upon completion of the walking map
15	Attend networking and shared learning events on walking	Collaboration with other organisations to help walking developments in the future	Improvements to walking toolkit through shared best practice	TBA upon completion of the walking programme

Action N0	**Action**	**Action in detail**	**Desired outcome**	**Timescale**
16	Pedestrian access assessments	Identify whether footpaths around the site are safe, secure, well lit, maintained and free from obstructions	Provide safe access for pedestrians	Annually

Cycling: Further incentives for cycling and improvements to infrastructure				
Action N^0	**Action**	**Action in detail**	**Desired outcome**	**Timescale**
17	Develop a robust and ambitious cycling strategy	Detailed analysis of staff postcode data to establish an ambitious cycling modal target. This will include a complete a review of cycling provisions (i.e. parking, showers, lockers, changing rooms and clothes drying facilities) and how these can be developed going forward.	Framework to encourage cycling to work through the provisions of an strategically developed infrastructure	Jan-17
18	Delivery of cycling strategy	See Action 17 and apply recommendations via business cases	Staff encouraged and supported to cycle to work through the provisions of an strategically developed infrastructure	TBA upon completion of Action
19	Launch pool bicycle scheme	Pool bicycles to be made available for staff.	Allow staff to trial cycling to commute to work and support the use of cycles as a part of business travel	March-18
20	Monthly free bicycle servicing	Contractor hired to conduct servicing of staff bicycles for free.	Support staff who cycle to work.	On-going

21	Monthly cyclist breakfast offer	One day a month staff that cycle to work will be given a voucher for a free drink and cereal bar	Reward staff that cycle to work	On-going

Action N^{0}	Action	Action in detail	Desired outcome	Timescale
22	Free basic bicycle maintenance training	Through TfGM offer staff free bicycle maintenance training	Help maintain and grow cyclist numbers	On-going
23	Expansion of MCRC cycle compound	Provide additional secure cycle storage onsite	Increase number of staff cycling to site	Dec-17

Public transport: Continue to work with external partners to increase the number of staff using public transport				
Action N^0	**Action**	**Action in detail**	**Desired outcome**	**Timescale**
24	Develop a robust and ambitious public transport strategy	Detailed analysis of staff postcode data to establish an ambitious public transport modal target. This will include a complete review of corporate offers and the associated processes. In addition detailing how the Trust will work with service providers and TfGM to deliver the strategy.	Framework to understand how staff can be encouraged and supported in the use of public transport	April-18
25	Delivery of public transport strategy	See Action 24 and apply recommendations via business cases and engagement with staff and external partners.	Staff encouraged and supported to use public transport	TBA upon completion of Action
26	Monthly stall to promote public transport	Promotion of corporate offers and public transport networks	Raise awareness of public transport corporate offers	Ongoing
27	Investigate potential online renewals of public transport tickets	Due to the advent of SMART ticketing investigate if offers can be made more accessible through an online application process.	Increase the number of staff using the public transport offers	April-18

Action N0	Action	Action in detail	Desired outcome	Timescale
28	Signage (Public transport Wayfinder)	A further internal and external review of all signage and information points to direct staff and visitors to public transport	Staff and visitors are geographically made aware of public transport links.	April-19

Sustainable car use: Manage essential car users in a sustainable way				
Action N^0	**Action**	**Action in detail**	**Desired outcome**	**Timescale**
29	Increase motorcycle parking	Review motorbike parking facilities on the site to support potential motor cyclists	Less cars and lower carbon footprint	April-19
30	Review internal car share database	Conduct annual review and maintenance of the car share internal database	Ease of use for finding a car share partner	On-going
31	Increase designated car share spaces	Currently there are 49 front of house car sharer spaces. Review increasing numbers as and when only 2 spaces remain.	Car share spaces filled with a minimum of 2 available to encourage more sharers.	On-going
32	Electrical cars	Provide additional onsite recharge points for electrical vehicles	Improved local air quality	TBA
33	Electric vehicles incentive	Reduced parking fees for use of electric vehicles	Improved local air quality	April-18
34	Review potential for car club membership	Analysis of business travel data to assess potential benefits of car club membership	Pilot car club scheme developed	April-18

35	Pilot car club scheme	Undertake a pilot car club scheme	Trial with the potential of full membership	TBA
Action N^0	**Action**	**Action in detail**	**Desired outcome**	**Timescale**
36	Car club membership	Sign up to a car club membership to replace staff using their own cars	Reduce number of essential motorists	TBA upon completion of Action
37	Reduce car use for business travel	• Increased marketing of video conferencing to reduce the need to travel for meetings • Pool bikes. • Public transport • Car club membership.	Reduce the need for cars to be brought to site and lower the CO2 emissions for business travel miles.	On-going
38	Park and Ride (including Walk and ride)	Develop a park and ride strategy	Reduce number of vehicles travelling to main site	April-18

Action N^0	Action	Sub-action	Action in detail	Desired outcome	Timescale
39	**Off Site Alternatives**	Satellite offices	Review possible use of satellite offices for some non-clinical services	Situate satellite offices in a location that involves a lower carbon footprint produced through commuting	To be agreed with capital team as and when developments occur

Appendix 1

Baseline support mechanisms

The following table details the support mechanism in place that formed the baseline for the Trust when the GTP (2014-2030) was devised.

Area	Mechanism currently in place
Development and engagement	Travel plan co-ordinator in place
	Sustainable travel policy
	Travel choices employers forum membership
	Partnership with Transport for Greater Manchester (TfGM)
	Meetings with Manchester city council
	Neighbourhood Forum
	Sustainable Development Committee
	Travel and car parking group
Monitoring	Annual staff survey takes place to collate modal shift figures.
	Post code analysis conducted annually
	Modal shift report annually submitted to MCC under L/BH/EVD3001/2984 106 agreement.
	The Christie travel page activity monitored
Communication and marketing	The Christie travel page (Focusing on sustainable travel)
	Internal publications (staff magazine, team brief and posters)
	Internal signage for bus stops and stop information points at all main entrances
	Events (e.g. health and wellbeing day, national cycle to work day and ad-hoc promotions)
	Patient 'getting to the Christie' leaflets focus on sustainable travel
	Bus timetables now centrally located on the glass corridor
Walking initiative	Online route planning available
Cycling initiative	Bike to work scheme available (Contract with Cyclescheme until June 2016)
	146 cycle spaces available
	Bike user group formed (BUG) - Online
	3 Showers available to all staff
	Online route planning available
Public transport initiative	Interest free public transport loans
	Staff discounts through Stagecoach Manchester (weekly, monthly and annually) and Metrolink annual season tickets.
	Stagecoach agreed to add The Christie to scrolling destination information.
	Stagecoach added The Christie to scrolling destination information.
Car share initiative	Car share scheme – reduced fee, accelerated application and dedicated spaces (29)

Appendix 2

Implemented initiatives and infrastructure improvement summary

Developing the GTP - 2012

- SWOT analysis (Strengths, weaknesses, opportunities and threats)
- PEST analysis (Political, economic, social, and technological)
- Actions
- Staff skill mix
- Postcode analysis.
- Partnership with Transport for Greater Manchester (TfGM) formed.
- Travel strategy – Review of short, medium and long term travel management solutions.

Green travel support mechanisms - 2012

- Bicycle training offered through TfGM – including maintenance training.
- Bike user group formed (BUG).
- Installation of bus stop information point at Palatine Road entrance.
- Patient leaflets currently being reformatted to focus on sustainable travel, rather than car parking.
- Strategic travel management officer joins the Manchester Green Travel Employers Forum (MaGTEF)
- Annual on street parking survey takes place – long and short term parking.
- Annual staff survey takes place to collate modal shift figures.

Green travel support mechanisms - 2013

- Spring Chinwag (Internal staff magazine) promotes stagecoach discounts, car sharing, BUG and summer arrival of Metrolink.
- Health and wellbeing day 16th April 2013 – Promotes walking, cycling, and public transport.
- Re-launched travel page – sustainable travel focus including route finding and discount promotions.
- Cycle to work scheme re-launch – contract with Cyclescheme up to June 2016.
- Metrolink West Didsbury station opens – Internal promotion.
- Options for potential cycle hubs received from architect.
- Bus timetables now centrally located on the glass corridor
- 'Sustainable travel day' set 12th September 2013 in line with National Cycle to Work Day

- Walkit.com flyers
- Cycling promotion via Cyclescheme.
- Cycles on display including folding bike
- Additional capacity for the day with security
- Metrolink promotional stand - TfGM
- Buses promotional stand - Stagecoach and Finglands.

- Bike shelter installed at Candleford House – 12 spaces.
- Stagecoach agreed to add The Christie to scrolling destination information.
- Meetings held with TfGM with customer liaison team to look at promotion.
- "Bike to work" scheme posters distributed across site.

- Winter Chinwag promotes:
  - Stagecoach annual pass £535 discount £25
  - Sustainable travel loan – Interest free over 10 months
- Strategic travel management officer attends the Cycling Knowledge Event 7th November 2013.
- Metro link discount – major coup
  - Contract drawn up - trust approved
  - 10% discount for annual tickets
- Strategic travel management officer attends Mainstreaming Smarter Travel Conference 3rd and 4th December 2013.
- Car share spaces – quotes received spaces to be allocated
- Discussion held with Northern rail – potential for Trust joining corporate season ticket scheme.
- Annual on street parking survey takes place – long and short term parking.
- Postcode analysis takes place.
- Annual staff survey takes place to collate modal shift figures.

<u>Green travel support mechanisms – 2014/2015</u>

- Strategic travel management officer appointed to develop and support the delivery of the green travel plan.
  - Business case baseline pro-forma now includes consideration for travel management

- Sustainable Development Management Plan (SDMP) approved at August 2013 capital and workforce planning group. The SDMP incorporates 10 elements of development including travel.
- Sustainable development Committee to report process on the SDMP and is chaired by a board level manager.
- Staff survey is conducted annual to obtain the modal shift figures.
- Street parking surveys have been taking place annually to monitor staff and patients on street parking across proposed S106 parking zone.
- Travel page activity monitoring to review patterns of information gathering.
- Neighbourhood forum takes place on a quarterly basis with travel plan updates. The forum allows local residents and Councillors to engage with the Trust on the GTP expressing their views on progress and make suggestions on the plan .
- Events have taken place to promote sustainable travel options - Health and Wellbeing day 16th April 2013 and 20th March 2014 and sustainable travel day 12th September 2014.
- Christie travel page created with links to sustainable travel schemes, route planning resources and timetables.

- Patient leaflet altered to focus on public transport.
- Bus timetables centrally located in the patient information department.
- Posters regularly distributed across site promoting cycle to work scheme and public transport special offers.

- Walking

  - Focusing and publicising health benefits for staff living within the vicinity of the trust or who can combine public transport. Health and Wellbeing day 16th April 2013 and 20th March 2014.
  - Route planning website linked to Trust intranet – WALKIT.COM.
  - Link with public transport – footpath direction signage installed on the northbound and southbound West Didsbury metrolink station exits.

- Cycling

  - Bike to work scheme re-launched – 3 year contract signed with Cyclescheme (21 bikes purchased since July-13).
  - Focus and publicise cycling as a mode of active travel for staff living within the vicinity of the trust. Health and Wellbeing day 16th April 2013 and 20th March 2014.

- Route planning website linked to Trust intranet – www.transportdirect.info/Web2/JourneyPlanning/FindCycleInput.aspx
- Cycle storage – Shelter installed at Candleford House – 12 spaces.
- Bicycle user group (BUG) – Online discussion board created.
- Maintenance courses – Promoted online and at events for free training offered by TfGM.
- Training - Promoted online and at events for free training offered by TfGM.

- Public Transport
  - Metrolink –
    - Promoted via Chinwag (Bi-monthly staff magazine), intranet, posters and patient leaflet.
    - Signage - footpath direction signage installed on the northbound and southbound West Didsbury metrolink station exits.
    - Discounted annual season tickets available (10%) for staff.
  - Bus –
    - Promoted via Chinwag (Bi-monthly staff magazine), intranet, posters and patient leaflet.
    - Public transport loan – Promotion of interest free loan.
    - Discounted annual season tickets now available for Stagecoach.
    - Talks held with First Group Greater Manchester as new provider in South Manchester.
- Car share
  - Promoted via Chinwag (Bi-monthly staff magazine) and intranet.
  - External database - Christie signed up to Car Share GM.
  - Definition of 'car sharing' reviewed and amended with support from Manchester City Council.
  - Designated spaces expanded – the number of car sharer spaces has been increased from 21 to 29.

Green travel support mechanisms – 2015/2016

- Strategic travel management officer attended Smarter Travel LIVE! (2016)17th and 18th March 2016.

- Monitoring (Internal)
  - Staff survey is conducted annual to obtain the modal shift figures – all site users.
  - Monthly commentary re sustainability reported via the monthly performance reports.
  - Progress monitored through sustainable travel and car parking group
  - Monthly indicators developed for:-
    - Public transport tickets sold,
    - Car sharer spaces occupied
    - Cycle to work certificates redeemed.

- Monitoring (External)
  - Annual S106 modal shift report submitted to MCC for the 12th April 2015
  - Quarterly progress report dashboard summited to the MCC.
  - Quarterly meetings with MCC to review and discuss dashboard.
  - Sustainable development Committee to report process on the SDMP and is chaired by a board level manager.

- Communication and marketing
  - E-flyer on NHS jobs promoting sustainable travel.
  - Strategic travel management officer holds a stall at Trust corporate induction to promote sustainable travel.
  - Chinwag articles including commuter stories in summer edition.
  - Neighbourhood forum taking place on a quarterly basis with travel plan updates. The forum allows local resident and Councilors to engage with the Trust on the GTP expressing their views on progress and make suggestions on the plan.
  - Events have taken place to promote sustainable travel options:
    - Formal launch of discount First bus Manchester tickets – 19th May 2015.
    - National cycle to work day 3rd September 2015
    - Health and Wellbeing day 17th March 2016
    - In partnership with TfGM/Aecom a lunchtime walk was held on 27th June 2015
    - Promotion stall for Metrolink - 27th June 2015
    - Living streets walk challenge - 28th September – 2nd October 2015
    - Put your feet to work week - 14th – 18th March 2016
- Walking

- Living street conducted a street survey of pavement to West Didisbury metrolink station and Oak Road, sections of Wilmslow Road
- Travel plan coordinator attended travel choses walking work places workshop

- Cycling

  - Two month pool bicycle pilot took place in partnership with Brompton bikes Ltd. These were folding bikes that could be used with public transport or folded up in a car.
  - Proposals for additional cycling facilities drawn up and made available to staff
  - June 2015 – 6 new showers and a dry room open completed and opened
  - As part of the MCRC new cycling facilities opened: 20 space compound, 6 showers, drying facilities and 180 lockers
  - A 20 bike compound next to car park C and 5 bicycle lockers distributed around the site.
  - TfGM have installed a public bicycle pump at the Christie

- Public Transport

  - Metrolink –
    - Promoted via Chinwag (Bi-monthly staff magazine), intranet, posters and patient leaflet.
  - Bus –
    - Promoted via Chinwag (Bi-monthly staff magazine), intranet, posters and patient leaflet.
    - Discounted weekly, monthly and annual First bus Manchester tickets now on sale. (All major provider serving the Christie now covered – i.e. Stagecoach Manchester, First bus Manchester and Metrolink)

- Car share

  - Promoted via Chinwag (Bi-monthly staff magazine) and intranet.

- Park and ride

  - In 2015 The Christie commenced a pilot Park and Ride scheme led by a newly recruited project lead, with plans to extend the scheme in the future.

- A bus service runs every 30 minutes from 7.00am-9.30am and 3.30pm-7pm, Monday to Friday,
- a regular bus service in-between those hours
- It is free service
- Service is made available to education centre delegates and contractors working on site.

➢ MCC Planning and highways committee approved planning application 110657/FO/2015/S1 for the formation of an 85 space park and ride car parking facility at Christie Way, Chorlton, Manchester, M21 7QY that will operate Monday – Friday between 06:00-22:00.

➢ Chinwag Summer 2015 edition – commuter stories included Metrolink park and ride promotion.

- Car parking

➢ Eligibility consultation group (chaired by Director of Workforce) agreed criteria and Management staff parking permits policy (Parking eligibility process) finalised and going through internal approval process.

<u>Green travel support mechanisms – 2016/2017</u>

- Strategic travel management officer attended TfGM business travel workshops.
- Monitoring (Internal)
  - ➢ Staff survey is conducted annual to obtain the modal shift figures – all site users.
  - ➢ Monthly commentary re sustainability reported via the monthly performance reports.
  - ➢ Progress monitored through sustainable travel and car parking group
- Monitoring (External)
  - ➢ Annual S106 modal shift report submitted to MCC for the 12th April 2016
  - ➢ Quarterly progress report dashboard submited to the MCC.
  - ➢ Quarterly meetings with MCC to review and discuss dashboard.
- Cycling
  - ➢ Three month pool electric bicycle pilot took place in partnership with TfGM.
  - ➢ First phase of cycle hub one opens – 40 space compound.
  - ➢ Cycle hub one shower and changing complex opens - includes 5 showers and 38 lockers.
  - ➢ Additional shower and 22 lockers added to Cycle Hub 2 shower complex. Total at cycle hub 2 now stands at 7 showers and 28 lockers.

- Public Transport
  - ➢ Metrolink –
    - oPromoted via Chinwag (Bi-monthly staff magazine), intranet, posters and patient leaflet.
  - ➢ Bus –
    - oPromoted via Chinwag (Bi-monthly staff magazine), intranet, posters and patient leaflet.
    - oDiscounted monthly and annual System One ‘any’ bus tickets now on sale. (All special offers from providers serving the Christie now covered – i.e. Stagecoach Manchester, First bus Manchester, Metrolink and System One)
- Car share
  - ➢ Promoted via Chinwag (Bi-monthly staff magazine) and intranet.

- Park and ride
    - Park and ride opens at Christie Fields, operating Monday – Friday between 06:00-22:00 (planning application 110657/FO/2015/S1).
    - From the 7th November the free park and ride bus operating from the Christie Fields started to run every 15 minutes during peak periods and hourly throughout the rest of the day- Christie Way, Chorlton, Manchester, M21 7QY (planning application 110657/FO/2015/S1)
- Car parking
    - Eligibility consultation group (chaired by Director of Workforce) agreed criteria and Management staff parking permits policy (Parking eligibility process) finalised and approved. All parking permits issued via criteria to issue permits to essential car users only.

Appendix 3

Modal shift break down and example initiatives

Internal/external initiatives	YEAR	TARGET MODAL SHIFT	SURVEY
	Year 2013	35	35
	Year 2014	36	33.69
	Year 2015	40	43.74
	Year 2016	44	43.23
Internal • Agree additional sustainability fund • Transport for Greater Manchester sustainable travel grant • Monthly free bicycle maintenance • Monthly Cyclist breaks offer – free drink and cereal bar • Providing support for occasional car users • Develop a new dynamic communication and marketing strategy • Walking toolkit and map • Additional secure cycle compound • Free basic bicycle maintenance training • Monthly stall to promote public transport • New public transport discount tickets (e.g. system one and monthly Metrolink) External • Second city crossing • Oxford road bus priority package • Wilmslow cycle way • Mobike – pilot bike share scheme	Year 2017	45	
Internal • Delivery of walking toolkit • Delivery of cycling strategy – e.g. increased cycle parking, showers and lockers. • Pool bike scheme • Delivery of public transport strategy - e.g. Information points, public transport discount schemes and engagement with service providers and TfGM. • Park and ride • Potential car club membership (reduce the need for staff to bring their own car to site) • Teleconferencing • Pool bikes • Review possible use of satellite offices for some non-clinical services	Year 2018	45	
	Year 2019	48	
	Year 2020	48	
	Year 2021	48	
	Year 2022	48	
	Year 2023	48	
	Year 2024	52	
	Year 2025	53	
	Year 2026	54	
	Year 2027	55	
	Year 2028	56	
	Year 2029	58	
External • Get me there • Vélocity 2025 • Mobike – bike share scheme • Greater Manchester 2040 Transport Strategy • Regulation of Greater Manchester bus services (To be agreed)	Year 2030	60	

Appendix B

STAFF TRAVEL SURVEY RESULTS

Public

The Christie Annual Staff Travel Survey Results Summary

Method of commute	Baseline 2013 (%)	2014 (%)	2015 (%)	2016 (%)	2017 (%)	2018 (%)	2019 (%)	2020 (%)	2021 (%)	2022 (%)
N/A- Working from home								13.07	13.07	9.50
Walk	14.00	12.62	14.02	14.51	13.94	14.25	15.00	11.57	13.24	13.66
Bicycle or motorcycle	6.30									
Bicycle		6.15	6.68	8.72	7.28	6.85	6.79	6.91	7.07	7.98
Motorcycle		0.15	0.67	0.08	0.91	0.54	0.38	0.31	0.32	0.21
Bus	6.90	7.23	11.52	9.32	7.42	8.48	9.62	7.42	6.68	7.63
Train	1.00	1.23	1.00	0.75	1.96	1.02	1.03	0.82	0.58	0.83
Metrolink	1.80	0.62	0.83	1.88	2.52	3.60	3.48	1.57	2.06	3.12
Car share/passenger	4.80									
Car share		2.92	5.34	4.36	2.80	3.60	2.12	1.45	1.35	1.66
Lift share *		2.77	3.01	2.18	2.10	2.10	5.83	2.14	2.76	1.94
Park & ride transport		0.00	0.67	1.42	1.12	1.22	1.28	0.31	1.16	
Drive (SOV)	61.90	66.31	56.26	56.77	59.94	58.34	54.49	54.43	51.48	53.47
Unknown	3.40									
Total Sustainable Travel	34.80	33.69	43.74	43.22	40.05	41.66	45.51	45.57	48.29	46.53

Appendix C

WALKING AND CYCLING ISOCHRONES

Public

Date Modified:

Drawn By:

File:

Key

Walking Isochrones

Walk Speed: 4.8kph

- 0 to 5 Minutes (0 - 400 Metres)
- 5 to 10 Minutes (400 - 800 Metres)
- 10 to 15 Minutes (800 - 1200 Metres)
- 15 to 20 Minutes (1200 - 1600 Metres)
- 20 to 25 Minutes (1600 - 2000 Metres)
- 25 to 30 Minutes (2000 - 2400 Metres)

Contains Ordnance Survey data © Crown copyright and database right 2023.

0 0.125 0.25 0.5 0.75 1 Kilometres

wsp

TITLE:

The Christie ASICD
Walking Isochrones

FIGURE No:

FIGURE 1

Date Modified:

Drawn By:

File:

Key

Cycling Isochrones

Cycle Speed: 16kph

- 0 to 5 Minutes (0 - 1333 Metres)
- 5 to 10 Minutes (1333 - 2667 Metres)
- 10 to 15 Minutes (2667 - 4000 Metres)

Contains Ordnance Survey data © Crown copyright and database right 2023.

0 0.175 0.35 0.7 1.05 1.4 Kilometres

wsp

TITLE:

The Christie ASICD
Cycling Isochrones

FIGURE No:

FIGURE 2



8 First Street
Manchester
M15 4RP

wsp.com

PUBLIC