

Travel Plan Contact Details



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2013/18

Southmead Hospital, Bristol

Travel Plan

Exceptional healthcare, personally delivered



01. Foreword

Healthcare in Bristol and the surrounding areas is changing. At the heart of these changes will be the brand new, state-of-the-art hospital at Southmead. It will be one of the most environmentally-friendly of its size in the country and in keeping with this, the Trust is committed to continuing the progress that it has made in reducing its carbon footprint through its green travel plans.

With the major changes taking place, the availability of travel information has been at the forefront of

the Trust's engagement with staff, to enable staff to access a wide range of information. In 2010 a 'one stop shop' Travel Bureau was created to give staff and visitors greater access to help and support.

This, along with the reduction seen in the number of single occupancy vehicles (SOVs) coming to the Trust's sites, demonstrates that North Bristol NHS Trust remains committed to supporting a first class sustainable transport system that can be accessed by staff, patients and visitors.



Andrea Young

Andrea Young
Chief Executive



P Rilett

Peter Rilett
Chairman



02. Introduction

The 2013 – 2018 Travel Plan outlines the progress to date and identifies the journey we are still yet to take to provide a hospital accessible by all users and encourage the use of sustainable transport.

The aims and objectives of the Travel Plan are:

- To reduce the number of single occupancy vehicle journeys made to the hospital by private car;
- To improve travel choices and make them safe and accessible to all; and
- To encourage healthy, environmentally sustainable travel choices.

With over 9,000 staff in addition to the patients and visitors who travel to Trust sites the traffic generated in relation to the Trust's business is significant. This Travel Plan does not demonise car users; cars are recognised as part of everyday life for many. However, even on sites as big as ours, parking for vehicles is finite and expensive to maintain.

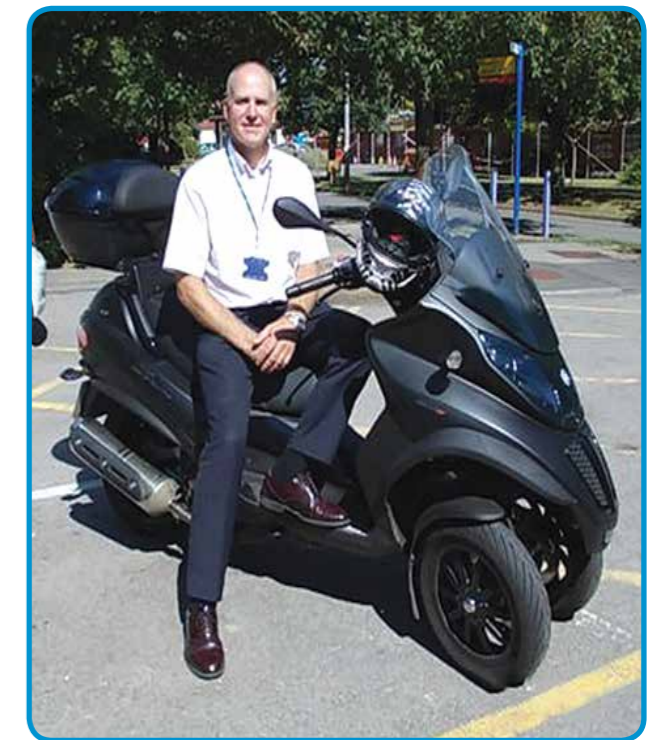
A number of measures have already been taken over the last eight years to try and change how people travel to Trust sites, with particular emphasis on reducing single occupancy vehicle travel and increasing the number of cyclists, walkers and public transport users.

The new hospital represents the very latest and forward thinking innovation and practice. I hope we can match this with our travel habits.

I would like to thank the dedicated Travel, Parking and Environment teams who have worked tirelessly to achieve the targets.

I commend this Travel Plan and what it aims to achieve to each of you and sincerely hope you will take your own individual step towards improving the environment for all.

Simon Wood
Director of Facilities



03. Achievements So Far



It is evident from the work that has been carried out since the first Travel Survey in 2001 that North Bristol NHS Trust has remained committed to trying to change the way people travel to and from its sites.

A reduction of single occupancy vehicles (SOVs) coming to the Trust sites can be seen from the surveys that were carried out in 2005-2009, as well as the general progress in increasing the alternative modes of transport. However the Trust was looking to achieve

more significant changes and took the decision that greater steps were needed. Consequently, the Travel Strategy and Action Plan 2009-2013 was drafted which identified a variety of travel issues and concerns and outlined a number of actions to address these matters.

The objectives of the 2009 – 2013 strategy:

- To improve the travel options of staff travelling to work;
- To improve the travel options for patients and visitors to Trust sites;
- To prevent congestion on the local highway network, reduce parking problems and mitigate against overspill parking onto the surrounding roads;
- To promote the health benefits of active travel to staff, patients and visitors;
- To improve the environmental credentials of North Bristol NHS Trust;
- To highlight the financial benefits to the Trust;
- To encourage sustainable travel for business and fleet movements;
- To reduce the proportion of trips made by SOVs and increase the number of trips made by sustainable transport modes, in particular by foot and by bicycle; and
- To promote partnership working with relevant service providers to improve accessibility.

The following is an overview of the measures that have been taken and the work that has been carried out over the past four years, which clearly shows that many of the objectives have been achieved.

This 2013-2018 Travel Plan will build on this success and will set down the road to the future.

In order to reduce the use of SOVs further and increase the use of sustainable travel options both regulation and support measures were essential. A new car parking policy, a new staff permit scheme and enforcement formed the regulation aspect with support measures provided by a newly-formed Travel Team tasked with giving advice and assistance in relation to alternative ways of travelling to work.

A **'One Stop Shop' Travel Bureau** was created in 2010 which brought the Security, Travel and Parking teams together. This has given staff and visitors greater accessibility to help and support.

With major changes taking place it was important that staff were constantly updated on how the timetable of implementation was progressing and the options and support that were available so that informed decisions could be made relating to travelling to work.

Consequently, an effective communication strategy was established that utilised a number of different formats. Poster campaigns, leaflets and travel road shows were delivered as well as information in electronic formats such as the Travel and Parking Web pages, Message of the Day, e-mails, the Intranet Notice Board and the weekly Bulletin. This successful strategy has formed the basis of how our staff are communicated with regarding all our travel news and information.

Introduction of the Car Parking Policy 2010

A significant milestone was reached in 2010 when the Trust Board approved the new Car Parking Policy. This Policy gave the Trust a platform from which to instigate a number of measures that would address parking issues previously identified and help to achieve the aim of reducing the SOV count.

Car Parking Policy Principles

- Where possible, priority for parking will be given to patients and the Trust will make every effort to provide parking facilities closest to the clinical area that they are visiting or to the main hospital entrances.
- Parking will be provided for staff who are eligible for a permit and will be subject to availability. Where staff are unsuccessful with their permit application the Trust will endeavour to support alternative methods of transport.
- As a good corporate citizen the Trust will commit to reduce the impact on its neighbours and the surrounding environment. The Trust will liaise with the community and continue to build good relationships with the many organisations in the area and where possible reasonably practicable measures will be supported to minimise parking on adjacent streets and reduce congestion.

These objectives not only included the Trust's aim to control and manage parking but also to support alternative transport options where possible. The Trust's position on charging for parking was set out as well as its intention to communicate the policy to ensure that patients, visitors and staff were aware of the rules. However, by far the two most significant measures, contained within the policy in terms of addressing the Travel Strategy issues, were the introduction of a new permit scheme and a robust enforcement regime.

NBT Staff Permit Scheme 2011

The introduction of a new permit scheme in April 2011 brought about the cancellation of all existing permits and required every member of staff who wanted to be considered for a permit to apply. Different types of permits were offered, ranging from a Regular permit costing a percentage of the basic salary to a free On Call permit for those who had to come to site out of hours for emergency reasons.

An Occasional User Permit was introduced to be used in conjunction with scratch cards for each visit. This proved a popular option and enabled the Trust to encourage the use of other more sustainable methods of travelling to work because this permit limited staff to parking for a maximum of 90 days in any one calendar year.

Enforcement

With the Terms and Conditions of Parking for both staff and visitors to the Trust clearly stipulated within the Policy and displayed within the car parks, the new enforcement provision added a greater emphasis on compliance with the Terms and Conditions of parking. Although there was enforcement previously it had little or no effect on controlling any parking infringements which led to more robust enforcement being necessary.

The day to day management of the Trust's car parks including the administration of the permit scheme and enforcement is carried out by the Car Parking Contractor. As a result the Trust has greater control of its car parks and a great number of the issues in relation to parking infringements have been addressed.

BPA Hospital Parking Charter

In 2010 the Trust signed up to the British Parking Association Charter for Hospital Parking, which NHS Trusts and their car parking contractors state that they will do their best to provide a high standard of management and customer service in their car parks.

The introduction of the new parking permit scheme bolstered by the enforcement regime has brought a change in parking behaviours on both Southmead and Frenchay sites, with fewer cars coming to site and fewer instances of illegal parking.

While it was anticipated that these measures would have this effect, the Trust was very keen to combine this approach with the offer of advice and support for those who were not successful at getting a permit or for those who made a conscious decision to change their mode of transport. Consequently, in conjunction with the introduction of the new permit scheme, the Travel and Parking web pages were updated with new information and a leaflet was produced to give staff guidance with the alternative travel options.



Cycling Facilities Improvements

Although facilities had been provided for cyclists at Frenchay and Southmead for some time it was acknowledged that these had to increase not only to persuade staff to start cycling but also to meet the demand as the number of cyclists increased. In addition to the showers and changing facilities at Southmead, more storage was needed.

More hoops were installed and improvements to the existing cycle storage provisions carried out. In partnership with local government, matched funding was acquired and a quantity of individual bike lockers were purchased and secured around both sites. Matched funding also supported a bike canopy and hoops at Frenchay which can be used by staff and visitors. A bicycle 'First Aid Kit' was created and has since helped many cyclists who have suffered a puncture or other fault. With the help of colleagues in another department, Frenchay finally has showers and hopefully more are to come.

Travel Road Shows have been an important way of engaging with staff to get the message across, not only about how the Trust can offer support to staff but also what is available through the Travel Team. These have been regular monthly events and have been supported by local government groups who provide trained advisors to give out advice on cycling, safety gear, cycle routes and training.

Monthly visits by Dr Bike to carry out routine checks on bicycles for free have proved very popular.

With a supply of high visibility waistcoats and rucksack covers, maps on cycle routes, information as well as offering other planned incentives such as 'Bikers Breakfasts' food vouchers during Bike to Work Week many staff have been very keen to give cycling a go and consequently cycling numbers have increased.

One scheme that has proved very popular is the Cycle Scheme for staff. Through this scheme staff can purchase a bike and cycling equipment or clothing up to a value of £1000 and save on tax.

Other incentives commissioned by the Travel team included electric bikes being made available for people to try out and a free period of hire is available for anyone considering this as an alternative form of transport. The Big Bike Show event in 2011 raised awareness of not only electric bikes but also of the cycle training that is available as well as safety issues through our local Police Liaison Officer who attended the event with many other suppliers.

Public Transport

The increased use of public transport is viewed as a key component of achieving further success in reducing SOVs. The Trust is working with local authorities and the bus companies to improve and increase the bus network that services the hospitals. We are hoping this will not only help staff in their journey to work but will also enable visitors and patients to have a viable option to bringing their car to site. The Trust has negotiated discounts with the bus companies and will continue to campaign for better, more reliable services.

Through negotiations between the local authorities, the bus companies and the Trust more buses now come onto site at Southmead with services starting earlier and running until late into the night. Bus stops have been installed and timetables displayed at each stop.

The Trust has become a corporate member with one of the bus groups which enables staff to purchase bus tickets at a discount through a monthly arrangement directly with the bus company.

Continued Support for Staff

The Trust understands that cycling and bus travel may not be a viable option for everyone but it is keen to offer as many alternatives as possible. Information is always available on the Travel and Parking intranet pages and all types of events are publicised on posters, on notice boards, through Message of the Day and in the Bulletin. E-mails go out to a variety of groups informing staff of offers, events and travel news. The Travel Team also engage with staff on a regular basis in the One Stop Shop and through the travel-to-work e-mail box answering queries, giving advice, bus timetables and planning journeys.

Car-sharing

Car-sharing is becoming more popular and the Travel Team have found that there are many ways that a sharer can be found. As members of Liftshare (a car-sharing search facility) since 2003 with a dedicated North Bristol NHS Trust group, staff joining as members can choose to isolate their search to colleagues who just work at the Trust, alternatively they can widen their search to include anyone who travels their route.

The Trust has carried out many promotions of car-sharing and found that staff share with friends and colleagues as well as family members. The cost savings that can be made are significant and with a guaranteed ride home service available to all car-sharers who genuinely have been let down with a lift, staff are assured that they will not be stranded at work.

Car Club Facility

For those who need a car while at work but would usually come to work by bus or bicycle, the Trust provides a Car Club facility. This has proved to be very popular and successful. Booking the car is simple and enables staff who work in the community for example, to make visits without bringing their car to work. Currently a trial with a Low Emission car club, a social enterprise scheme, is also being carried out to further reduce carbon emissions.

Motorcycles

In response to the implementation of the new permit scheme and congestion, a number of staff have begun using scooters or motorbikes. To encourage and support this change, dedicated motorcycle-only parking areas have been created which can be used by both staff and visitors.

Intersite Shuttle bus

The Intersite Shuttle bus continues to operate for staff between Frenchay and Southmead. Two newer buses were purchased in 2012 to enable this service to continue.

Working Together

As the Trust is situated in an area that has over 40,000 employees across a number of organisations, it is important that we all work together to improve travel in and around the North Fringe area of Bristol. **SusCom**, a partnership between many of the major businesses in the north of Bristol work together to improve access to our sites for employees, customers, suppliers and visitors through reducing traffic congestion. This has enabled more desirable and affordable choices of public and shared transport and encouraging healthy travel (walking and bicycling). Through SusCom, the Trust has access to trials of new environmental technologies and products related to sustainable travel; and to engage with the Intelligent Transport Knowledge Transfer Network (ITKTN) to



explore practical applications of intelligent transport methodologies. In addition, as a member of SusCom the Trust has greater representation in order to influence commitments to capital expenditure for improved transport, whether undertaken in the public or private sector.

Working Together

Membership of a number of other travel groups such as the **Bristol Workplace Travel Network** and the **Bristol Health and Transport Forum** enables the Trust to keep in touch with up to date local travel information and share best practice. The regional West of England Travel Plan Awards has provided a valuable platform on which to illustrate the Trust's Travel Plan. With a Silver Star having been awarded, the Trust is looking to maintain this accreditation.



The Trust has worked with many other groups, both internally and externally in relation to issues surrounding travelling to the Trust sites. To promote and encourage the health and environmental benefits the Travel Team have linked with the Environment Management Unit and their Treading Lightly campaign and Zest4Life to provide information about healthier lifestyles and more sustainable ways of travelling to work.

Regular meetings with patient groups and local community groups have also been attended by the Trust to answer questions and try to alleviate concerns over the redevelopment and the travel plans.

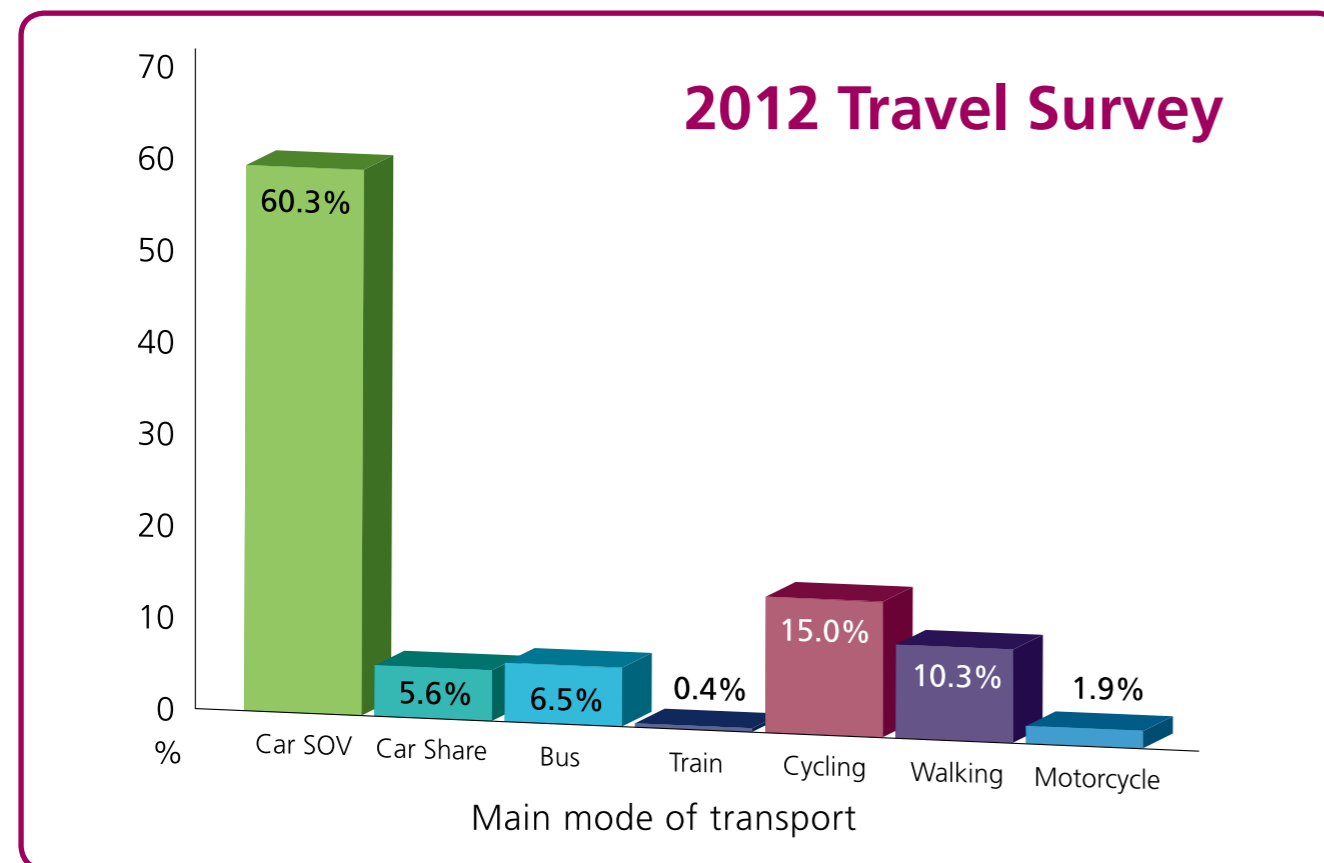
In 2013 we were also awarded Employer of the Year in recognition of all the support the Trust gives its staff to encourage and promote sustainable travel.

04. Monitoring and Review

As part of the monitoring process a number of surveys have been carried out. Data captured from these has given the Trust a broad understanding of the people and vehicle movements to the Trust sites.

A Travel Survey was carried out in July 2012 aimed at involving as many members of staff as possible, with electronic access and paper forms made available to everyone. All participants were given the opportunity to enter a free draw whose prizes included vouchers for cycling, walking and bus travel. The response rate was much improved on the 2009 survey, with 22.6% of staff participating.

The 2012 survey revealed a number of interesting staff travel facts. Previous surveys were limited in certain aspects and did not show the numbers of staff who chose multiple modes of transport to travel to work. The size of this group is significant and it should be included to reflect the true nature of how the Trust's staff travel to work. Consequently, the results of the 2012 Travel Survey will form the benchmark for future surveys.



Moving Forward

Taking into consideration all the changes that have been implemented and measures adopted, great success has been achieved. However with the redevelopment of the Southmead site the current Travel Plan had to be updated to reflect the new hospital. This Travel Plan relates to the development of a new acute and integrated community hospital on the current Southmead Hospital site and how that success will be built on to further reduce the number of SOVs and increase and support sustainable travel options.

05. Southmead Redevelopment

In November 2005 an outline planning application was submitted to Bristol City Council relating to the development of the Southmead site. A draft Travel Plan (Southmead Hospital Redevelopment Proposal Travel Plan) was submitted alongside the application.

Bristol City Council gave outline planning permission in April 2006, which was subject to the completion of a Section 106 Agreement to secure a number of contributions and the submission of an updated Travel Plan. This document represents the updated Travel Plan and will be the blueprint for future initiatives to achieve the objectives set.

The overall goals of the programme are to:

- Concentrate acute and specialist services in North Bristol and South Gloucestershire on a single site and improve the safety and sustainability of the care.
- Improve the efficiency and effectiveness of services by harmonising primary care, social care and local hospital services to avoid gaps in provision, delays and duplication of effort.
- Improve accessibility of care to patients and reduce the amount of unnecessary journeys.
- Improve the very poor patient environment and working conditions in the old hospitals and provide buildings fit for purpose.
- Contribute to neighbourhood renewal and regeneration.

Outline Planning Obligations

The resolution to approve the planning permission in April 2006 included a number of requirements to be addressed in the Travel Plan.

Planning resolution obligation

- A full Travel Plan (TP) agreed in writing with the local planning authority.
- Arrangements for the effective co-ordination of the TP and contact details.
- Targets, monitoring and review arrangements including the introduction of a procedure for bringing forward additional measures if the targets are not being achieved.
- A schedule of initiatives to be implemented (including time scales) linked to TP targets.
- Arrangements for managing car parking, with the intention of allocating a higher proportion of parking for visitors during office hours allocating at least one hundred and fifty for staff car sharing.

This travel plan satisfies these requirements as shown.

06. Travel Plan 2013-2018



It is the intention that the 2013 – 2018 Travel Plan will continue the progress that has been made under the 2009 – 2013 plan. A significant amount of work has already achieved a distinct modal shift. Consequently, the same dedicated approach will be adopted to enable further achievements.

Charges for staff parking will continue although the deduction procedure may change. Eligibility will remain as a key part of the Permit allocation process. New modal change targets have been set, however the baseline for the future calculations will be set by the 2012 Travel Survey to reflect the change in how the data is presented. Monitoring will be carried out which will include staff surveys, vehicle, pedestrian and cycle counts and analysis of car parking databases.

Aims and Objectives

The plan has the general aim of providing a hospital accessible by all users and places an emphasis on the use of sustainable transport.

The Trust has identified the following general objectives for the plan:

- To reduce the number of single occupancy vehicle journeys made to the hospital by private car.
- To improve travel choices and make them safe and accessible for all.
- To encourage healthy, environmentally sustainable travel choices.

Scope of the Plan

This Travel Plan will apply to the staff, patients and visitors to the Trust and to any other organisations with a presence on the site, such as other Trusts or Universities. The themes and principles within the plan shall, where relevant, apply to all of the Trust's sites.

Implementation and Administration

The Travel Plan will be implemented in two phases. The first phase will apply following First Occupation of the Development for a period of 18 months. Phase 2 will apply for the following three years. The purpose of dividing the plan into two phases is to provide a natural break in which progress can be assessed and if shown not to be on track, allow for additional measures to be identified and brought forward.

The Travel Team will oversee the detailed design, implementation and strategic management of the Travel Plan and will act as the main point of contact for all access management issues.

Targets

The plan includes three sets of targets. The headline targets focus on staff 'drive alone' trip reduction. Linked to these headline targets are complementary targets that seek to increase the proportion of bus, bicycle, walk and car-share journeys. A separate target relates to levels of on-street parking on local roads surrounding the Southmead site.

Where relevant, modal share as at July 2012 provides the baseline from which trip reduction and further modal change targets are calculated.

Target 1: To achieve the target of and maintain single occupancy staff journeys to work below 55%.

This relates to the proportion of single occupancy trips to the new hospital and will be achieved by extending existing demand management measures (fees, permit allocation criteria) and increasing the proportion and number of journeys made by other modes of transport.

Analysis of the spatial distribution of staff suggests that this will best be achieved by focussing on modes which are appropriate to short distance travel such as cycling and walking which are well used currently, as well as influencing the improvement of the public transport infrastructure coming on to or close to our hospital site. The Trust will build on its past achievements and continue to encourage staff to consider alternatives and where possible support all forms of alternative travel, including car sharing initiatives.

Target 2: To reduce single occupancy patient and visitor journeys to the hospital.

Just over half of all patient journeys to the existing Southmead Hospital are made by car with an escort. The Trust considers that there is limited scope to influence this group as being escorted implies mobility issues that could prevent the use of other forms of transport. Of the remaining journeys, 70% of those are single occupancy journeys and it is reasonable to assume that a portion of these journeys could be made by other modes of transport. We hope to encourage change through improved advertising of public transport links from all areas where they exist and ensuring that information is sent out with appointment letters or appropriate electronic mediums as required.

The Trust will continue to participate with patient groups to assess the travel needs of patients and visitors to the hospital.

Target 3: To limit levels of 'on-street' parking by staff and visitors on roads within a 500m radius of the hospital to no more than 30% of the total on street.

As part of the Section 106 requirements, if at agreed monitoring points during the course of this plan levels of on-street parking are assessed to have exceeded the 30% threshold, the Trust shall pay to Bristol City Council the sum of £50,000 to support measures to rectify this situation.

Whilst the Trust has limited scope to control this, efforts will be made to ensure that all staff not eligible for a parking permit, or eligible but on a waiting list are well informed of the alternatives available with schemes such as bespoke travel plans to inform of all the options from door to door.



07. Monitoring and Review

The monitoring package will consist of five main elements:

- Staff and patient travel surveys.
- Automated Traffic Counts.
- Pedestrian and cycle counts.
- Patronage monitoring.
- On-street parking surveys.

To enable more accurate analysis of the surveys carried out in the future we will ask the same set of questions as the 2012 survey. By comparing figures in this way, the Trust will be able to track its progress against the set targets. Information gathered from the previous surveys will serve as historic data that gives a general indication of how staff previously travelled to work.

The Travel Team will produce an annual report summarising progress towards meeting its TP targets. This will be used to identify targets that are not on track and allow schemes to be advanced / introduced to remedy the situation. This will be shared with all partners and stakeholders and will allow for an annual review of the plan.



08. Schedule of Measures

General

The Trust wishes to create an environment in which car and non-car modes are seen as complementary and all users of the site make travel decisions based on their needs and circumstances at the time of travel. That said, the Trust recognises that individual circumstances vary and that for many users, particularly mobility-impaired patients, the car will remain the most appropriate mode of transport.

The measures described below are a continuation of the work that has already enabled significant achievements in changing the way people travel to the Trust. The Travel Team will play a key role in informing people of alternative methods of travel.

Travel Bureau

The Travel Team will continue to provide a one-stop travel advice service that was set up in 2010. This service will continue to provide:

- Car parking information.
- Personalised journey plans.
- Maps, timetables.
- Bus tickets.
- General travel information.

As previously stated many of the measures described below are already in place and merely require amending to be relevant to the new hospital. Many of the facilities will be provided during construction works so will be in place from First Occupation; however some will only become available following the completion of the second phase of building in 2015. Where this is the case, wherever possible, temporary measures will be employed to maintain provision of facilities essential to the achievement of the targets set out in this Travel Plan.

Staff Car Parking

The Trust has planning permission for approximately 2,000 spaces in total for staff.

The Trust's existing Car Parking Policy will be updated and serve as the mandate for the management of staff parking at the new hospital. The existing permit scheme will be reviewed and amended to reflect the single hospital base at Southmead. All staff will have to apply under the revised permit scheme and if eligible for a permit will still be expected to pay for parking.

STAFF
PARKING
FOR PERMIT
HOLDERS
ONLY
BEYOND THIS
POINT

Public Car Parking

Members of the public will be expected to pay for car parking. The intention is to discourage non-essential car trips and make a contribution to the costs of providing and maintaining the car parks.

The Trust has planning permission for around 700 spaces for public parking, of which a significant number will be disabled spaces. The use of disabled spaces will be monitored and reviewed to ensure the correct balance between disabled spaces and general spaces is achieved. Drop-off, short-stay, taxi and bus stops close to the front door will also be considered.



Motorcycles

The use of motorcycles as a form of transport will be encouraged and stronger links with trainers, suppliers and maintenance providers will be developed. Motorcycle only bays will remain on site with covered areas provided within the multi-storey car parks.



Car Sharing

The Trust will continue to provide free access to a car share matching system and operate an 'emergency ride home' facility.

The Travel Team will endeavour to increase the number of car sharers by promoting the benefits of car-sharing. Dedicated spaces for car sharers within staff car parks will be provided which will give a greater incentive to share. The initial number of dedicated spaces will be 50 but can increase with demand to 200. More may be allocated if the demand increases. A mechanism to prevent abuse of the car sharer bays will be devised and staff will be able to add 'sharers' car details on to their permit as is done now.

Car Club

Following on from the successful use of car clubs, the Trust will continue to provide this facility for staff. For business needs, staff will be encouraged through their departments to use these cars with lower emission for community work rather than using their own vehicles. This provision will enable staff to have a greater choice when deciding how to travel to work by removing the pressure of having to have their own car on site. A number of cars will be based permanently on site in spaces allocated for that purpose.

Public Transport

The Trust will continue to work in partnership with Bristol City Council, South Gloucestershire Council and bus companies to identify and evaluate options for improving bus services to the redeveloped site.

The Trusts ambition is that the redeveloped Hospital site will become a significant hub in the City's passenger transport network and will promote the role of the hospital in facilitating improved access to education and employment for local residents. This aspiration is consistent with the overall aims of the project to link with and form part of the local area rather than being separated from it.

The Trust undertakes to provide an interchange facility close to the main hospital concourse. The interchange facility shall provide a high quality waiting environment and feature real time passenger information.

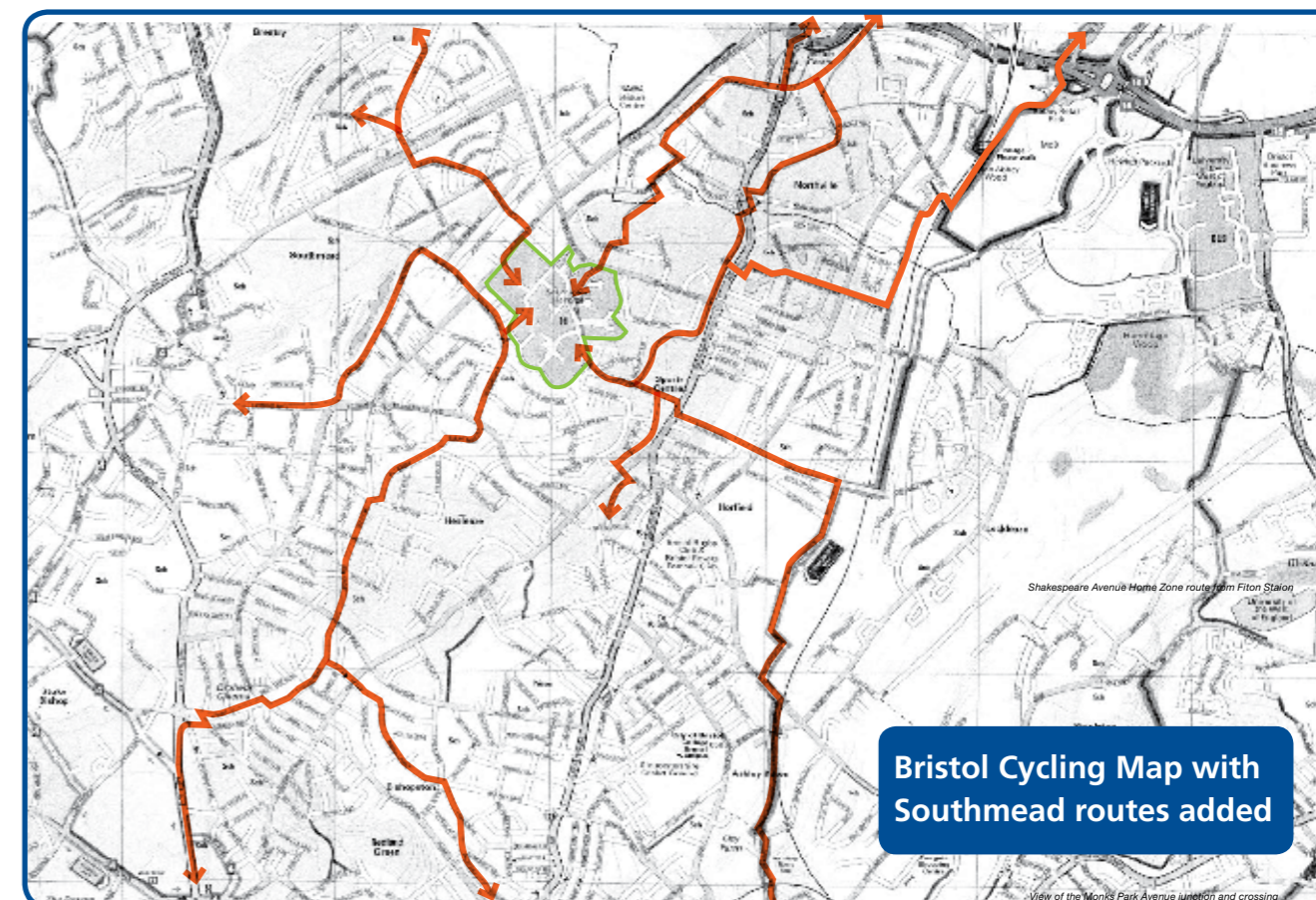
Shuttle Services/Park & Ride/Community Transport

The Shuttle Bus that currently transports staff between Frenchay and Southmead will remain in service until the new hospital opens in 2014. This will depend on when and where services transfer.

The Trust will explore the provision of shuttle bus and park-and-ride services to locations identified as having the potential to reduce demand for parking at the hospital or link with public bus networks. These may include existing or planned park-and-ride sites.

Consideration will be given to the provision of a site bus to link the main hospital with other buildings and public car parks during the interim to support patients and visitors traverse the site safely and in relative comfort.

Complementary Transport Services such as voluntary car schemes and community transport services already play an important role in supplementing Patient Transport Services. Support for these groups will be maintained by the provision of drop-off and pick-up areas linked to the interchange facility in the new hospital. The Trust will sustain its existing links and continue to assist voluntary drivers where possible.



The Trust has also been working with John Grimshaw CBE, Bristol City Council and South Gloucestershire Council to improve the cycling network to the Southmead site. The map shows some of the proposed routes that are being considered which form part of John's document Walking and Cycling to Southmead Hospital.

Cycling

The encouragement and support of cycling as a sustainable way of travelling to work will be continued with a view to increasing the number of cyclists. The cost savings and health benefits will be widely promoted as they are now with measures such as cycling mileage allowance, salary sacrifice, discounts and travel road shows with 'Dr Bike' initiatives continuing to be offered free as much as possible.

The cycling facilities within the new hospital will include a range of cycle parking facilities for staff and the public. This will include all-in-one facilities for staff, secure parking compounds and covered and uncovered cycle stands with cycling routes sign posted to give direct access to cycle parking facilities.

The Trust is also looking at Cycle hire schemes, including power assisted cycles, 'try before you buy' schemes and will consider new options to promote cycling awareness amongst its staff and visitors.

In total the Trust expects to provide parking for 600 bicycles at any one time.



Walking

Showers and changing facilities for staff use will be provided throughout the building so that staff can easily access them between entry to the hospital and their place of work within the main hospital complex.

I hope you have found that the information contained in this Travel Plan has inspired you to think about alternative ways of travel, unless you are one of the growing number who already have, and that it encourages you to make some kind of change in your travel habits to be more sustainable.

Simon Wood
Director of Facilities