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Lancashire Teaching Hospitals
NHS Foundation Trust

ASSESSMENT & TREATMENT CENTRE



Lancashire Teaching Hospitals NHS Foundation Trust Travel Plan

November 2023

Issue and Revision Record

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Emergency Department

Children's
Entrance

Adult
Entrance

Stretcher
Entrance

A115

EMERGENCY

1 Introduction

Background

Mott MacDonald was appointed by the Lancashire Teaching Hospitals NHS Trust (“the Trust”) to produce a Travel Plan (TP) for the Trust’s estate:

- Royal Preston Hospital
- Chorley and South Ribble Hospital
- Preston Business Centre

The TP provides a strategy to encourage staff and visitors to travel in a sustainable and environmentally friendly manner where possible.

The Lancashire Teaching Hospitals NHS Foundation Trust provides a range of medical services to 390,000 people in Preston, Chorley, and South Ribble.

Additionally, Royal Preston Hospital and Chorley and South Ribble Hospital provide care to 1.5 million people across the region with specialist centres pertaining to cancer, major trauma, and vascular treatments.

Preston Business Centre specialises in mobility rehabilitation for those across the north-west.

There are 8,000 staff employed across the three sites.

Royal Preston Hospital

Royal Preston Hospital is an acute general hospital located north of Preston City Centre, in Fulwood, with the main entrance accessed off Sharoe Green Lane.

Chorley and South Ribble Hospital

Chorley and South Ribble Hospital is an acute general hospital approximately nine miles south of Preston centre, in the town of Chorley. The main entrance is accessed through Euxton Lane. The hospital is situated close to Junction 8 of the M61.

Preston Business Centre

Preston Business Centre is just over a mile south of Royal Preston Hospital, with the main entrance being accessed via Watling Street Road. Disabled parking and wheelchair access is found at the rear of the building site.

What is a Travel Plan?

A TP is a long-term management strategy that sets clear objectives, targets, and desired outcomes, whilst identifying ways to increase sustainable transport modes and reduce single occupancy car journeys.

As part of the TP, new data has been collected to provide a detailed understanding of the travel patterns of staff, visitors, volunteers, outpatients, and contractors. The TP will also help engagement with local stakeholders on local transport and travel matters and will support the Trust with any future development of their sites.

This TP sets out the scope and objectives which include:

- Reduce the Trust’s carbon footprint (by reducing the number of single occupancy car journeys);
- Increase the health and wellbeing of Trust staff;
- Increasing the use of sustainable modes of transport.



Benefits of the Travel Plan

The main benefits that can be expected from implementing a TP are as follows:

- A workplace that is easier to access by all forms of transport, reducing anxiety and frustration for all user groups;
- Reducing CO₂ emissions to deliver on NHS England sustainability commitments;
- Being an environmentally-responsible employer to help satisfy any planning requirements;
- Being a better neighbour to the surrounding community; and
- Health benefits to staff and visitors via an increase in exercise from active travel and reduced conflicts.

Why is the Travel Plan required?

- As a health-promoting organisation that recognises the direct and indirect health impacts of climate change, the Trust is seeking to reduce its overall carbon footprint, including that generated by transport.
- To assist in the management of car parking demand across its sites.
- The Trust is a major local employer / anchor institution within Lancashire.

TP Structure

This TP has been prepared in consideration of relevant planning, transport and NHS policies and guidance. Following this introductory chapter, this TP is set out as follows:

- **Chapter 2, 3 and 4** – set out the existing site conditions at each of the Trust sites and transport conditions in the vicinity, including travel by public transport, car, walking and cycling.
- **Chapter 5** – sets out the findings from the 2023 staff travel survey.
- **Chapter 6** – sets out the findings from the 2023 outpatient and visitor travel survey.
- **Chapter 7** – sets out the objectives and targets that have been developed for this TP.
- **Chapter 8** – sets out the initial measures that have been developed and will need to be implemented.
- **Chapter 9** – provides details on how the TP will be marketed and monitored going forward to ensure it is effective.
- **Appendix A - Policy Context**– national and local policies that this TP supports.



Main Entrance

Main Entrance

2. Site and Accessibility Audit – Royal Preston Hospital

2 Site and Accessibility Audit – Royal Preston Hospital

Introduction

The Royal Preston Hospital (RPH) is an acute general hospital located in Fulwood, Preston. The hospital is managed by Lancashire Teaching Hospitals NHS Foundation Trust.

The hospital is situated approximately three miles north of Preston City Centre. It is located on Sharoe Green Lane which is accessed via the A6 Garstang Road and several residential streets. There are two available access points for all users along Sharoe Green Lane which provide access to a small internal network of roads between individual hospital buildings inside the main perimeter. 2,679 staff are located at Royal Preston Hospital, the largest number across all the Trust's sites.

The hospital offers a multitude of in and outpatient services, some of which have been summarised below:

- Emergency services
- Children's clinic
- Urgent care centre and;
- Medical rehabilitation unit

Site Access

There are two access points to the site along Sharoe Green Lane and there is an additional pedestrian and cycle access on Sharoe Green Lane opposite St Clare's Roman Catholic Church. The site is not accessible via any official cycleway on the main road network.

There are three visitor car parks and several additional staff car parks which vary in capacity and are located around the outer perimeter of the site.

There are two bus stops on site with additional bus stops situated on the surrounding road network.

Figure 1 shows a detailed map of the site location.

Figure 1: Royal Preston Hospital Site Location



Car Access

Visitor Car Parking

A total of 707 parking spaces are provided for outpatients and visitors at RPH.

The RPH car parks operate a Pay and Display parking system. Table 1 shows standard visitor car parking charges and Table 2 shows concession car parking arrangements.

Table 1: Standard Visitor Car Parking Charges

Time	Cost
Up to 30 minutes	FREE
Up to 1 hour	£2.80
Up to 2 hours	£3.80
Up to 4 hours	£6.00
Up to 6 hours	£6.60
Up to 8 hours	£8.80
Up to 24 hours	£10.00
Weekly	£30.00

Source: Lancashire Teaching Hospitals NHS Trust (2/11/23)

Table 2: Concession Car Parking

Concession	Cost
Disabled parking	Free
Frequent outpatient attendees, defined as those who are required to attend hospital for an appointment at least three times within a month for at least three months.	Free
Parents or guardians of sick children staying overnight in the hospital	Free
Outpatients with a life-long condition requiring two or more hospital visits per week	Free
Family visitors to a gravely ill inpatient	£2.50 a day
Family visitors to a relative with an extended stay in hospital beyond 21 days	£2.50 a day

Source: <https://www.lancsteachinghospitals.nhs.uk/car-parking-concessions>

Staff Car Parking

There are several locations allocated for staff parking, with over 1,200 spaces available. Staff can apply for a car parking permit. Permits are awarded based on a set of criteria which considers a range of factors, such as early and late travel times, out of hours duties, regular business travel, public transport availability and disability.

Car parking permit charges can be paid on a weekly, monthly, or annual basis with charges banded based on salaries and hours worked per week. These charges are shown in Table 3. Student staff can access discounted parking charges; these are provided within Source: Lancashire Teaching Hospitals NHS Trust (2/11/23)

Table 4.

Table 3: Qualifying Staff Parking Charges

	Over 30 Hours	Over 25 - 30	Over 18 - 25	Over 10 - 18	Up to 10
Salary Band £0 - £22,815.99					
Weekly	£3.56	£2.86	£2.15	£1.41	£0.76
Monthly	£15.46	£12.43	£9.33	£6.13	£3.25
Annual	£185.59	£149.17	£112.05	£73.53	£39.21
Salary Band £22,816- £50,951.99					
Weekly	£4.04	£3.24	£2.42	£1.62	£0.82
Monthly	£17.51	£14.06	£10.50	£7.05	£3.55
Annual	£210.11	£168.78	£126.06	£84.74	£42.73
Salary Band £50,952 - £99,890.99					
Weekly	£4.58	£3.69	£2.76	£1.87	£0.94
Monthly	£19.83	£15.99	£11.96	£8.10	£4.07
Annual	£238.12	£191.90	£143.57	£97.35	£49.02
Salary Band £99,891+					
Weekly	£10.23	£8.18	£6.09	£4.04	£1.94
Monthly	£44.35	£35.49	£26.38	£17.51	£8.41
Annual	£532.27	£425.81	£316.55	£210.11	£100.85

Source: Lancashire Teaching Hospitals NHS Trust (2/11/23)

Table 4: Qualifying Student Staff Parking Charges

	Over 30 Hours	Over 25 - 30	Over 18 - 25	Over 10 - 18	Up to 10
Salary Band £0 - £22,815.99					
Weekly	£2.90	£2.33	£1.75	£1.15	£0.61
Monthly	£11.61	£9.33	£7.01	£4.60	£2.45
Annual	£139.28	£111.95	£84.10	£55.19	£29.43

Source: Lancashire Teaching Hospitals NHS Trust (2/11/23)

Offsite Parking

The Trust have negotiated 699 off-site parking spaces which are available to staff. Staff are also able to access a 50% discount when parking at one of these sites. A breakdown of the number of spaces available at these sites is presented within Table 5.

Regarding other options for off-site parking, double yellow lines are present on the surrounding roads, and nearby residential roads, therefore restricting on street parking. However, some spaces can be found along Heversham Avenue, allowing 2 hours of free parking. The nearest non-NHS car park is at ‘Booths’- located 0.2 miles north of RPH.

Electric Vehicle Parking

Electric vehicle spaces with charging capabilities are available in three locations across the RPH site. 10 spaces are provided. Usual parking charges are applicable to those who park in EV spaces.

For those who wish to charge their vehicle, a mixture of charging speeds is available. RPH has two spaces which charge at a speed of 7kW and eight spaces, offering rapid charging at 22 kW. A charging tariff of 28p/kWh is also applicable.

Accessible Parking

There are 79 accessible parking spaces available at RPH.

Car Parking Summary

Many parking spaces are available on site for the use of Trust Staff. Permits are allocated based on criteria for use of onsite spaces. A smaller number of visitor/outpatient parking spaces are also provided in convenient locations around the site.

Table 5 provides a summary of the car parks available to staff or visitors and outpatients at RPH.

Table 5: Car Park Summary

Car Park	Users	Number of Spaces	Of which are EV Charging Spaces	Of which are Accessible Spaces
On-site Parking				
All car parks	Staff	1343	8	79
All car parks	Outpatients and Visitors	707	2	
Off-site Parking				
Grasshoppers Rugby Club	Staff	200	0	79
Preston College	Staff	155	0	
Preston Business Centre	Staff	344	0	
Total		2749	10	

Source: Lancashire NHS Trust, provided August 2023 (Updated November 2023)

Local Highway Network

Sharoe Green Lane runs from the Sharoe Green Lane/ A6 Garstang Road/ Black Bull Lane junction, northwest of the site, down to the Sharoe Green Lane/ Watling Street Road/ East Road junction. It is a two-way single carriageway, subject to 30mph (miles per hour) speed limit with No Waiting At Any Time (NWAAT) restrictions on the whole length of the road.

A6 runs from Luton, Bedfordshire to Carlisle, Cumbria. The section of the A6 west of the hospital, is the A6 Garstang Road, which runs from the Aqueduct Street/ A6 North Road/ St George’s Road/ A6 Garstang Road junction to Broughton Roundabout where the A6 meets with the M55. It is a two-way carriageway, with sections comprising both two and three lanes. This section is subject to a 30mph speed limit with NWAAT restrictions on various sections of the road.

Public Transport

Bus Services

There are several bus routes that serve RPH. Two bus stands are located on North Drive at the hospital main entrance; there is also a turning circle located at the end of the cycle access at East Drive which serves three bus stops.

Figure 2 displays the location of bus stops within the vicinity of RPH.

Table 6 details the bus routes that serve these stops.

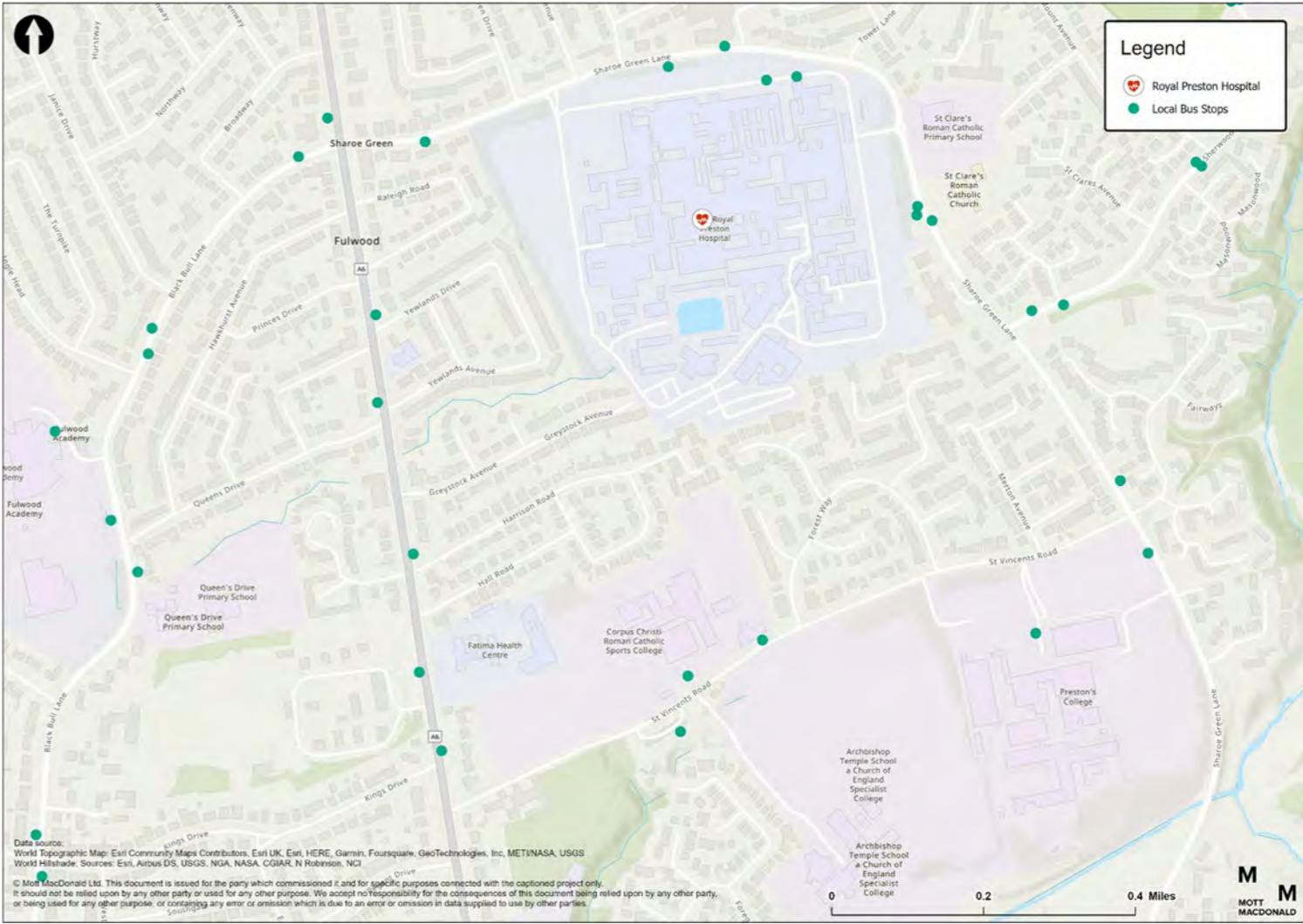
Table 6: Bus Services

Route	Weekday		Saturday		Sunday		
	Frequency	Hours of operation	Frequency	Hours of operation	Frequency	Hours of operation	
19	Preston Bus Station – Royal Preston Hospital	Every 10 - 20 minutes	06:00 to 23:00	Every hour	07:20 to 22:50	Every 30 minutes to an hour	07:50 to 22:50
23	Preston Bus Station - Preston Bus Station	Every 10 minutes to half an hour	05:00 to 23:55	Every 20 to 30 minutes	05:00 to 23:55	Every 20 to 30 minutes	06:35 to 23:55
40 /40A	Morecambe Bus Station – Preston Bus Station	Every 30 minutes	06:55 to 00:35	Every 30 minutes	06:30 to 00:35	Every hour to hour and a half	09:00 to 22:40
45	Preston Bus Station – Blackburn Bus Station	Every hour to hour and a half	06:00 to 20:40	Every hour	06:30 to 20:30	Every 2 hours	09:35 to 19:20
88	Larches to Royal Preston Hospital	Every hour to hour and a half	06:00 to 18:20	No Service	No Service	No Service	No Service
125	Preston - Bolton	Every 20 minutes	06:25 to 23:20	Every 30 minutes	06:05 – 23:20	Every 30 minutes	08:30 – 20:00
Shuttle bus service	RPH – C&SR	Hourly (Staff service only between 7-9AM and 4-6PM).	07:20 – 18:15	No Service	No Service	No Service	No Service

Bus shelters with seating and ample standing space which are segregated from the highway have been provided at all bus stops in the vicinity of RPH.

There is a public bus which stops at Preston Business Centre and Royal Preston Hospital which will accept Trust staff for free upon presentation of their staff ID. This service will be publicised in staff newsletters and on the staff intranet.

Figure 2: Royal Preston Hospital – Local Bus Stops



Rail Services

Preston Rail Station is four miles from RPH, to the southeast of Preston City Centre.

Figure 3 shows the location of the rail station in comparison to RPH. Travel from the station to the hospital is possible via cycle, bus, or taxi, as detailed in Table 7.

Table 7: Travel from Preston Rail Station to RPH

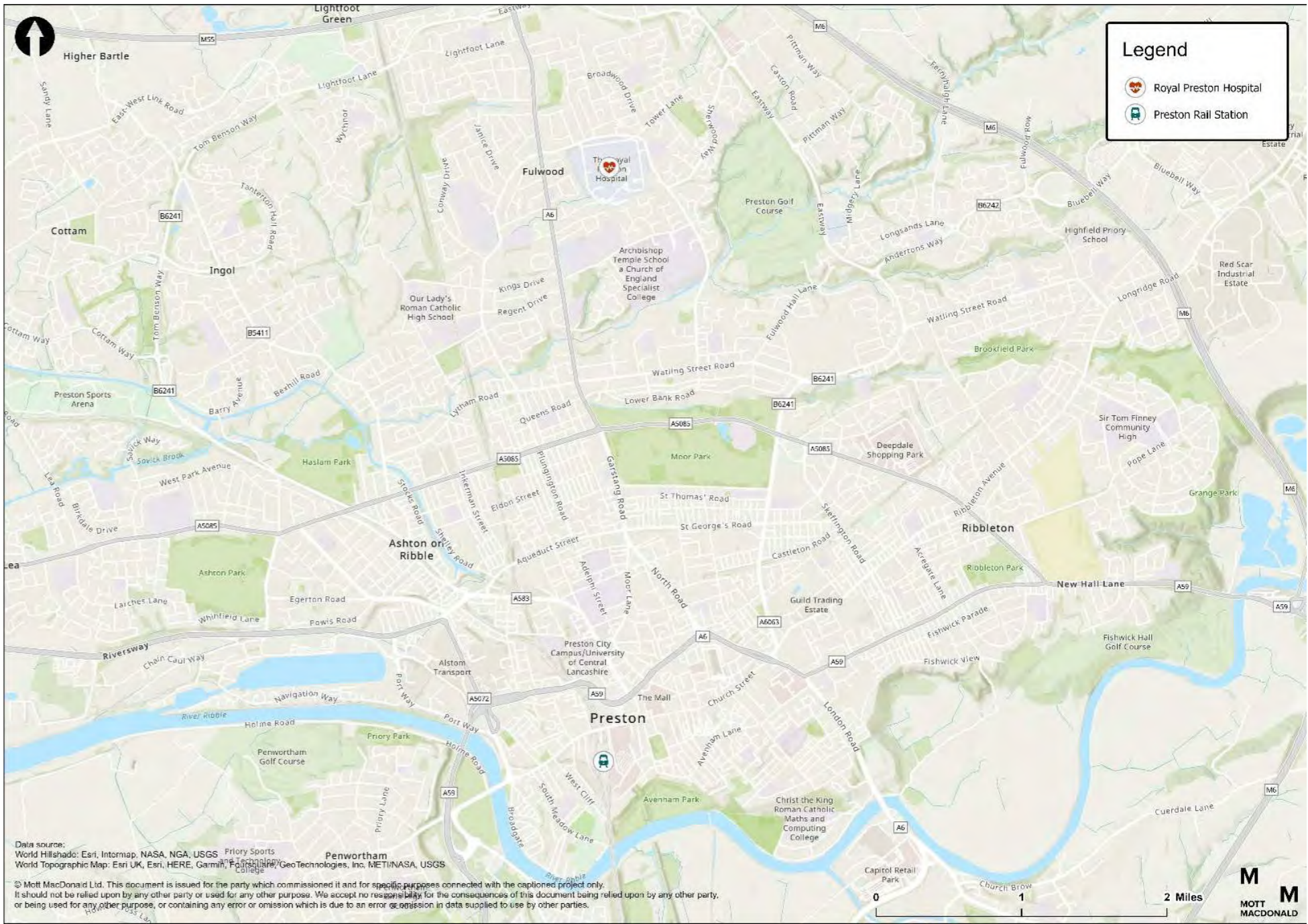
Mode	Time	Details
Cycle	Approximately 20 minutes	<div>There are three main cycle routes from Preston Rail Station to RPH each between 3.1 and 3.4 miles long.</div> <ul style="list-style-type: none">via A6, Moor Lane and A5071 which is 3.1 miles long and takes approximately 17 minutes.via Garstang Road/A6 which is 3.3 miles long and takes approximately 18 minutes.via A6 only which is 3.4 miles long and takes approximately 17 minutes. <div>The route is downhill for most of the journey.</div>
Bus	30 to 35 minutes, depending on route	Direct services on routes 23 or 43 or 19 takes 32 or 34 minutes from Preston Rail Station.
Taxi	20 minutes	
Walking	Approximately 1 hour 5 minutes	<div>There are three main walking routes from Preston Rail Station to Royal Preston Hospital. The journeys are 2.9 miles long, 3.0 miles long and 3.1 miles long respectively.</div> <ul style="list-style-type: none">Via Garstang Road/A6 – approximately 1 hour 5 minutes.Via Black Bull Lane – approximately 1 hour 8 minutes.Via Sharoe Green Lane – approximately 1 hour 8 minutes.

The station is a regional hub with trains departing to and arriving from a range of destinations across England. Table 8 below shows these services.

Table 8: Rail Services from Preston Rail Station

Destination	Weekday		Saturday		Sunday	
	Frequency	Hours of operation	Frequency	Hours of operation	Frequency	Hours of operation
Blackpool North	4 per hour	05:00-23:55	4 per hour	06:40-23:55	2 per hour	09:00-00:00
Blackpool South	1 per hour	06:40-22:25	1 per hour	06:50-23:25	1 per hour	08:30-20:30
Glasgow Central	2 per hour	05:40 – 21:40	2 per hour	05:40 – 21:40	2 per hour	11:00 – 21:40
Manchester Airport	4 per hour	05:25 – 23:50	4 per hour	05:25 – 23:30	2 per hour	08:40 – 22:20
London Euston	3 per hour	05:30 – 21:00	2 per hour	06:00 – 18:20	2 per hour	08:40 – 19:20
Liverpool Lime Street	2 per hour	06:30 – 22:40	1 per hour	06:00 – 22:40	1 per hour	08:20 – 22:30
York	1 per hour	05:40 – 20:40	1 per hour	05:40 – 21:40	1 per hour	09:45 – 21:45

Figure 3: Preston Rail Station



Public Transport Accessibility Summary

RPH is well served by bus services between Preston and surrounding areas. All the local bus routes run until at least 22:00 with only one route ceasing on a Sunday. The frequency of the available buses could be improved upon; only the 19, 23 and 125 routes run every 10-20 minutes. All other routes have frequencies of between 30 and 90 minutes.

Rail service provision at Preston Rail Station is extensive and provides access in every direction across the UK on both weekdays and weekends. However, to access Preston Rail Station, it is too far to walk from the hospital and requires an additional bus journey; this may result in fewer people utilising this mode.

Active Travel

Walking

Pedestrian routes exist in the vicinity of the hospital, with a mixture of signalised and un-signalised crossing points, the majority of which give priority to pedestrians. A 15mph speed limit exists across the site which should support safe walking around the site.

Sharoe Green Lane has a footway on both sides that is approximately 1.5m wide. All sections of Sharoe Green Lane are lit by street lighting, including areas where bus stops are situated. This could make walking in darker hours feel safer and more attractive to staff, outpatients and visitors. Sharoe Green Lane has been observed as a relatively busy B-road which could impact on how attractive walking to the site could be for staff, outpatients and visitors.

Cycling

There are no cycle paths provided on site, however cycle parking in the form of Sheffield stands have been provided throughout the site which has enough spaces for 35 bikes across seven locations. Table 9 shows the number of cycle stands at each location.

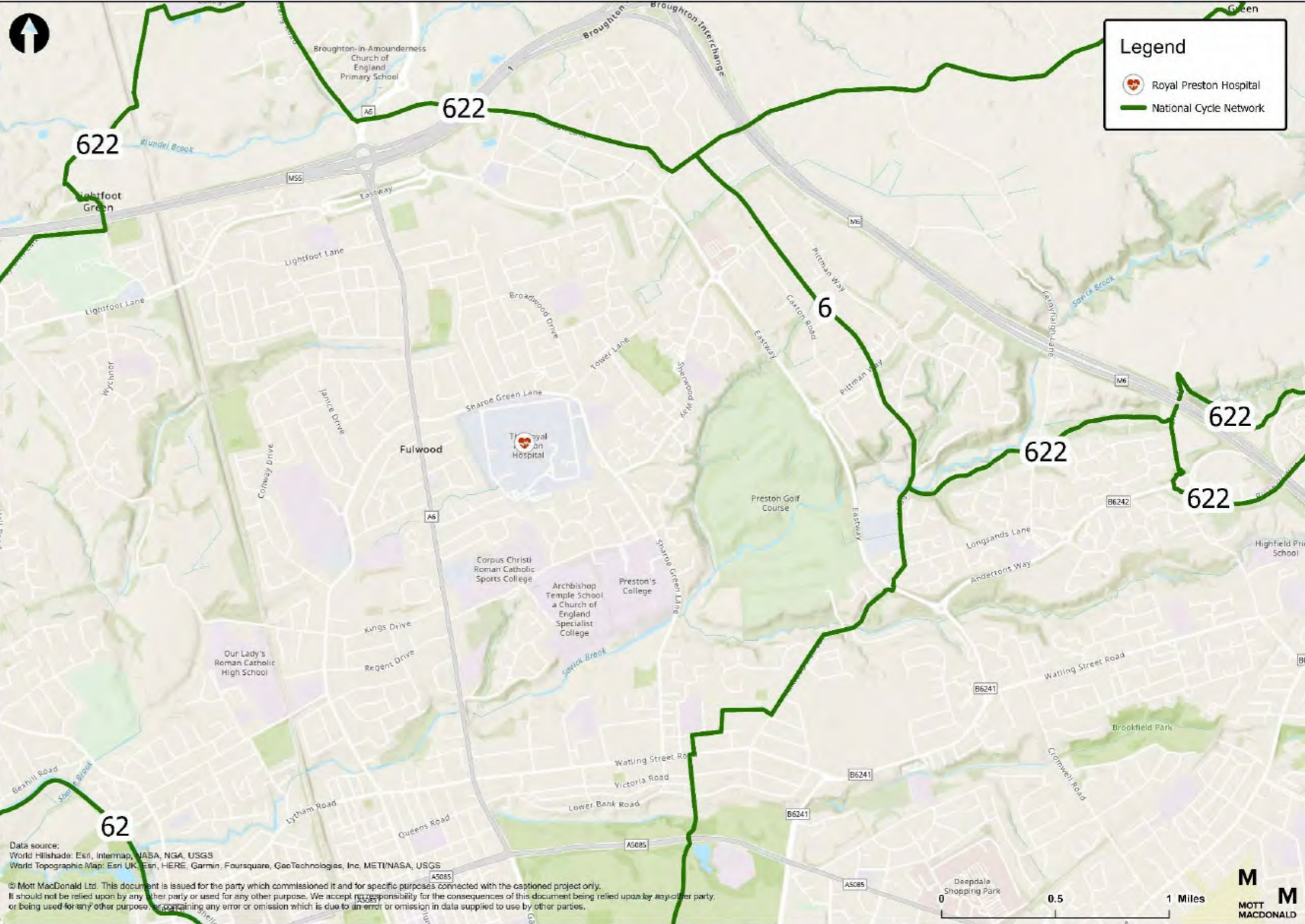
Table 9: Cycle Parking Locations

Location	Number of cycle areas
Car Park E / Linen Room	8
Maternity Unit	7
Staff Car Park E	5
Car Park B / Emergency Department	5
Sec Management Offices	3
Rosemere	2
Rehabilitation Unit	2
Avondale Unit	1
Ed Centre	1
Total	34

Shower and changing facilities are also available for staff travelling to RPH.

Figure 4 shows the cycling infrastructure in the vicinity of RPH. It shows National Cycle Network (NCN) Route 6 which runs from Preston City Centre to the north. The NCN 622 is a circular greenway known as the 'Preston Guild Wheel' which encircles the city of Preston and can be accessed from Pitman Way 1.5 miles east of RPH.

Figure 4: National Cycle Network around RPH





3. Site and accessibility Audit – Chorley and South Ribble Hospital

3 Site and Accessibility Audit – Chorley and South Ribble Hospital

Introduction

Chorley and South Ribble Hospital (CSRH) is in Chorley, Preston. It is approximately 8.8 miles from Preston City Centre and 1.6 miles from Chorley Town Centre. The hospital is bordered by the A6 Preston Road and Euxton Lane.

Site Access

There is one access point at the eastern side of the site along the A6 Preston Road, and two additional access points on Euxton Lane.

There is a variety of visitor car parks and staff car parks ranging in capacity.

There is one bus stop on site and additional bus stops situated on the surrounding road network.

Figure 5 shows a detailed map of the site location.

Figure 5: Chorley and South Ribble Hospital Site Location



Car Access

Visitor Car Parking

A total of 221 parking spaces are provided for outpatients and visitors across the CSRH site.

The CSRH car parks operate a pay and display parking system. Table 10 shows standard visitor car parking charges and Table 11 shows concession car parking arrangements.

Table 10: Standard Visitor Car Parking Charges

Time	Cost
Up to 30 minutes	FREE
Up to 1 hour	£2.80
Up to 2 hours	£3.80
Up to 4 hours	£6.00
Up to 6 hours	£6.60
Up to 8 hours	£8.80
Up to 24 hours	£10.00
Weekly	£30.00

Source: Lancashire Teaching Hospitals NHS Trust [\(2/11/23\)](#)

Table 11: Concession Car Parking

Concession	Cost
Disabled parking	Free
Frequent outpatient attendees, defined as those who are required to attend hospital for an appointment at least three times within a month for at least three months.	Free
Parents or guardians of sick children staying overnight in the hospital	Free
Outpatients with a life-long condition requiring two or more hospital visits per week	Free
Family visitors to a gravely ill inpatient	£2.50 a day
Family visitors to a relative with an extended stay in hospital beyond 21 days	£2.50 a day

Source: <https://www.lancsteachinghospitals.nhs.uk/car-parking-concessions>

Staff Car Parking

There are 671 car parking spaces. Staff can apply for a car parking permit. These are awarded based on a set of criteria which considers a range of factors, such as early and late travel times, out of hours duties, regular business travel, public transport availability and disability.

Car parking permit charges can be paid on a weekly, monthly, or annual basis with charges banded based on salaries and hours worked per week. These charges are shown in **Error! Reference source not found.**. Student staff are able to access discounted parking charges; these are provided within **Error! Reference source not found.**.

Table 12: Qualifying Staff Parking Charges

	Over 30 Hours	Over 25 - 30	Over 18 - 25	Over 10 - 18	Up to 10
Salary Band £0 - £22,815.99					
Weekly	£3.56	£2.86	£2.15	£1.41	£0.76
Monthly	£15.46	£12.43	£9.33	£6.13	£3.25
Annual	£185.59	£149.17	£112.05	£73.53	£39.21
Salary Band £22,816- £50,951.99					
Weekly	£4.04	£3.24	£2.42	£1.62	£0.82
Monthly	£17.51	£14.06	£10.50	£7.05	£3.55
Annual	£210.11	£168.78	£126.06	£84.74	£42.73
Salary Band £50,952 - £99,890.99					
Weekly	£4.58	£3.69	£2.76	£1.87	£0.94
Monthly	£19.83	£15.99	£11.96	£8.10	£4.07
Annual	£238.12	£191.90	£143.57	£97.35	£49.02
Salary Band £99,891+					
Weekly	£10.23	£8.18	£6.09	£4.04	£1.94
Monthly	£44.35	£35.49	£26.38	£17.51	£8.41
Annual	£532.27	£425.81	£316.55	£210.11	£100.85

Source: Lancashire Teaching Hospitals NHS Trust [\(2/11/23\)](#)

Table 13: Qualifying Student Staff Parking Charges

	Over 30 Hours	Over 25 - 30	Over 18 - 25	Over 10 - 18	Up to 10
Salary Band £0 - £22,815.99					
Weekly	£2.90	£2.33	£1.75	£1.15	£0.61
Monthly	£11.61	£9.33	£7.01	£4.60	£2.45
Annual	£139.28	£111.95	£84.10	£55.19	£29.43

Source: Lancashire Teaching Hospitals NHS Trust [\(2/11/23\)](#)

Off-site Parking

The Trust have negotiated 40 off-site parking spaces at Morrisons Chorley which are available to staff. Staff also able to access a 50% discount when parking at one of these sites.

Regarding other options for off-site parking, double yellow lines are present on surrounding roads. The nearest non-NHS car park is ‘B&Q Car Park’, located towards Chorley Town Centre, which is a 0.6 mile walk away.

Electric Vehicle Parking

Electric vehicle spaces with charging capabilities are available in two locations across the CSRH site. Six spaces are provided. Usual parking charges are applicable to those who park in EV spaces.

For those who wish to charge their vehicle, a mixture of charging speeds is available. CSRH has four spaces which charge at a speed of 7kW and two spaces offering rapid charging at 22kW. A charging tariff of 28p/kWh is also applicable.

Accessible Parking

There are 40 accessible parking spaces available at CSRH.

Car Parking Summary

Many parking spaces are available on site for the use of Trust staff with permits allocated based on criteria for use of onsite spaces. There is also a variety of NHS car parks provided for outpatients and visitors.

Table 14 provides a summary of the car parks available to staff or visitors and outpatients at CSRH.

Table 14: Car Park Summary

Car Park	Users	Number of Spaces	Of which are EV Charging Spaces	Of which are Accessible Spaces
On-site Parking				
All car parks	Staff	671	6	40
All car parks	Outpatients and Visitors	221	0	
On-site Parking				
Morrisons Chorley	Staff	40	0	
Total			10	

Source: Lancashire Teaching Hospitals Foundation NHS Trust

Local Highway Network

A6 Preston Road to the east of the site is a dual carriageway (with some sections characterised by one lane), which runs from the A6 Preston Road/ Church Road/ Walton Summit Road roundabout to Chorley Hall Road/ A6 Preston Road/ A6 Preston Street junction. It is a two-way dual carriageway with NWAAT restrictions, subject to a 30mph speed limit.

Euxton Lane, north of the site, runs from A6 Preston Road/Euxton Lane junction to Runshaw Lane/ Wigan Road/ Euxton Lane junction. It is a two-way carriageway, with a varying number of lanes at different places with sections of NWAAT restrictions. It is subject to speed limits ranging from 30 – 40 mph.

Public Transport

Bus Services

There are several bus routes that serve CSRH. Two bus stands are located on Euxton Lane, four on the A6 Preston Road and one located within the site.

Table 15 details the public bus services that serve these stops.

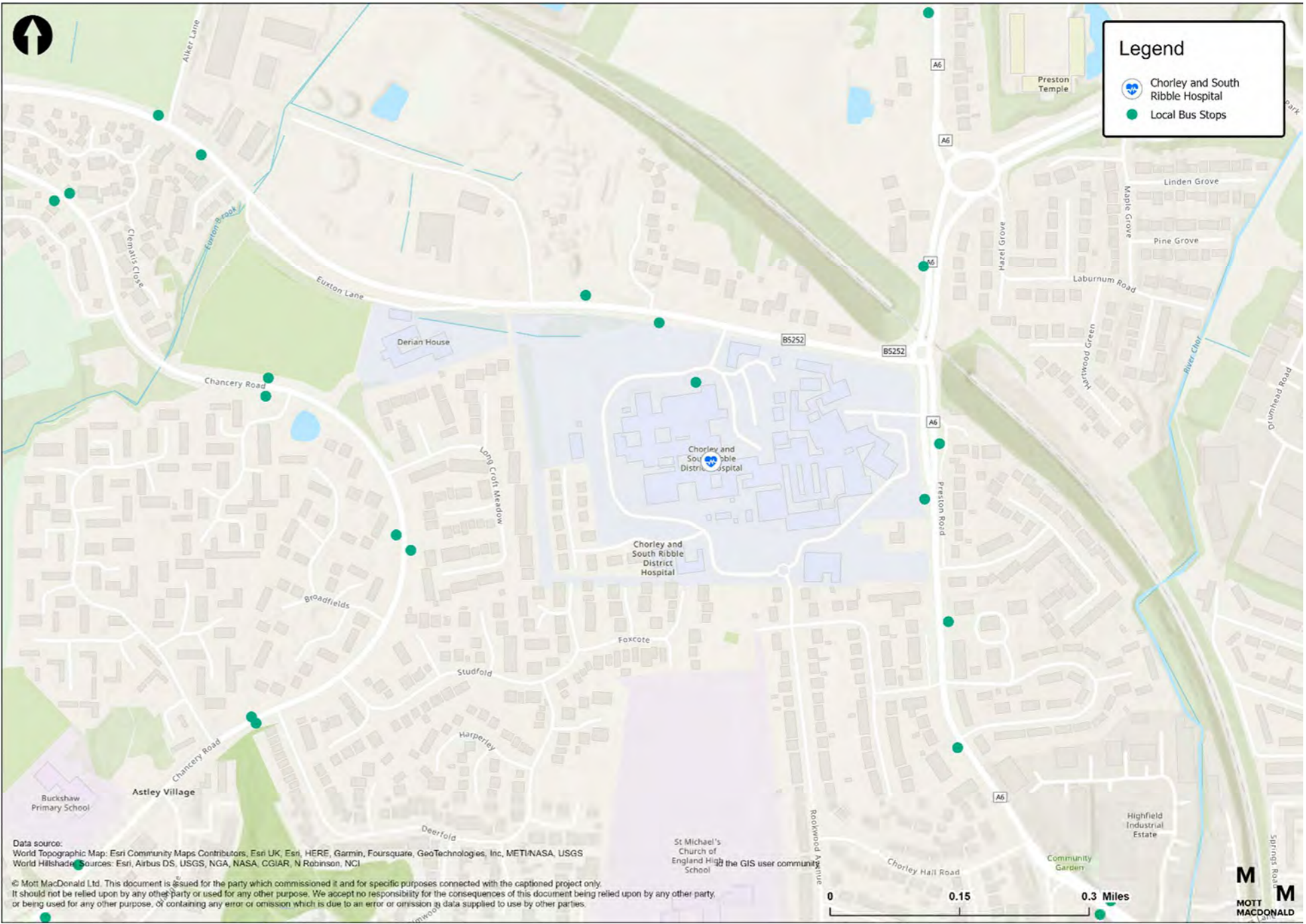
Table 15: Bus Services

Route		Weekday		Saturday		Sunday	
		Frequency	Hours of operation	Frequency	Hours of operation	Frequency	Hours of operation
114	Clayton Brook Village – Leyland Tesco	1 per hour	07:12 - 18:43	1 per hour	07:28 – 18:38	No service	No service
125	Royal Preston Hospital - Bolton	7 per hour	05:48 – 23:53	4 per hour	05:53 – 23:50	2 per hour	09:20 – 23:47

Source: [Preston Bus Services](#) | [Preston Bus/Live Bus Times & Timetables](#) | [Stagecoach \(stagecoachbus.com\)](#)

Bus shelters with seating and ample standing space which is segregated from the highway have been provided at all bus stops in the vicinity of CSRH.

Figure 6: Chorley and South Ribble Hospital - Local Bus Stops



Rail Services

Chorley Rail Station is 1 mile from CSRH, located within Chorley Town Centre.

Figure 7 shows the location of Chorley Rail Station in comparison to the location of the hospital.

Travel from the station to the hospital is possible via cycle, bus or taxi as detailed in Table 16.

Table 16: Travel from Chorley Rail Station to CSRH

Mode	Time	Details
Cycle	Approximately 10 minutes	There are three main cycle routes from Chorley Rail Station to CSRH each between 1.4 and 1.5 miles long which are: <ul style="list-style-type: none">• Via the A581, 10 minutes/1.4 miles long.• Via Rookwood Avenue, 9 minutes/ 1.5 miles long.• Via Friday Street and Rookwood Avenue, 9 minutes/1.5 miles long.
Bus	15 – 30 minutes, depending on route	There are two main bus service to get to the hospital from the train station, which are: <ul style="list-style-type: none">• Route 125 gold for 4 minutes/6 stops. Total journey time of 15 minutes.• Route 119 for 8 minutes/8 stops. Total journey time of 30 minutes.
Taxi	5 – 10 minutes.	There is no active taxi rank at the train station, however Uber operates here. There is also a free phone available in the hospital lobby
Walking	Approx 25 minutes	There are two main routes from Chorley Rail Station to Chorley and South Ribble Hospital. The journeys are 1.1 miles long and 1.2 miles long respectively. <ul style="list-style-type: none">• Via Rockford Avenue – approximately 25 minutes.• Via Preston Road/A6 – Approximately 27 minutes.

Source: Google

The station is a local hub and provides frequent services to and from strategic destinations such as Manchester Airport for connections into Manchester City Centre and beyond, and Blackpool North. Table 17 shows all rail services from Chorley Rail Station.

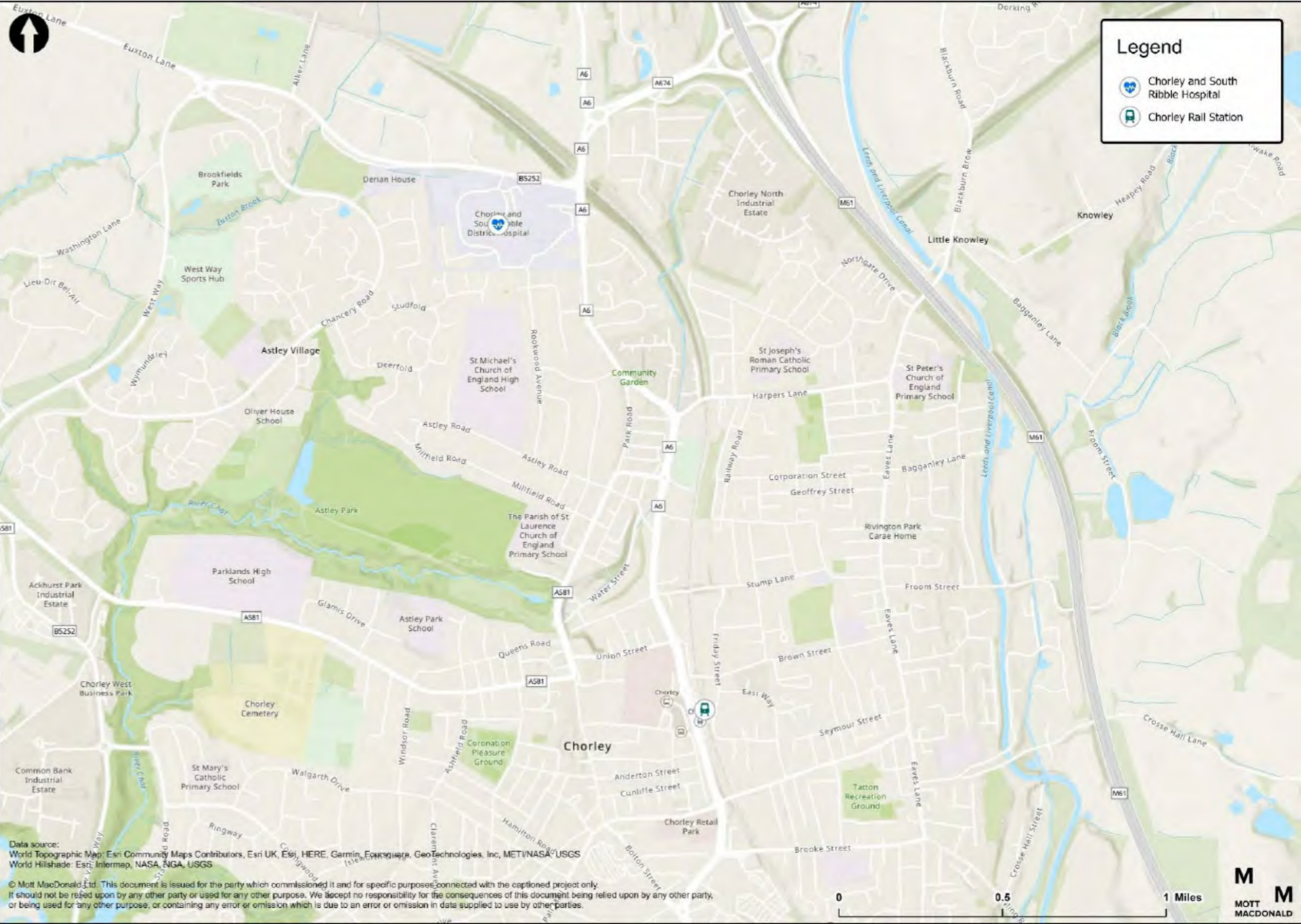
Table 17: Rail Services from Chorley Rail Station

Destination	Weekday		Saturday		Sunday	
	Frequency	Hours of operation	Frequency	Hours of operation	Frequency	Hours of operation
Manchester Airport	3 per hour (none between 00:39 – 05:38)	00:03 – 23:03	3 per hour (none between 00:03 – 05:38)	00:03 – 23:48	1 - 2 per hour	08:31 - 23:04
Blackpool North	3 per hour (non between 00:39 0 05:36)	00:09 – 23:37	3 per hour (none between 00:39 – 05:36)	00:09 - 23:37	1 per hour (none from 00:09 – 08:39)	00:09 23:40
Windermere*	3 per day	09:21 – 18:23	4 per day	09:21 – 18:23	4 per day	09:21 – 18:21
Barrow-in-Furness*	Every 1 – 3 hours	06:20 – 22:52	Every 1 – 2 hours	06:20 – 22:51	Every 1 to 2 hours	10:23 – 20:22

Source: National Rail Enquires

*Direct trains only.

Figure 7: Chorley Rail Station.



Public Transport Accessibility Summary

CSRH is well-served by buses from Chorley and surrounding areas however, only the 125 route runs until 23:00, with the rest ending between 18:30 and 19:30 and no services on Sundays, excluding the 125.

Rail service provision to Chorley Rail Station is extensive and provides access to the local stations nearby.

Active Travel

Walking

Pedestrian routes exist in the vicinity of the hospital, with a mixture of signalised and un-signalised crossing points, and the majority give priority to pedestrians; a 10mph speed limit exists across the site which should support safe walking around the site.

The A6 Preston Road has a footway both sides of the carriageway, which are approximately 1.5 metres wide. All sections of the A6 Preston Road are lit by street lighting, including areas where bus stops are situated.

Cycling

There are no cycle paths provided on site however cycle parking in the form of Sheffield stands is provided throughout the site which has enough spaces for 11 bikes across five locations.

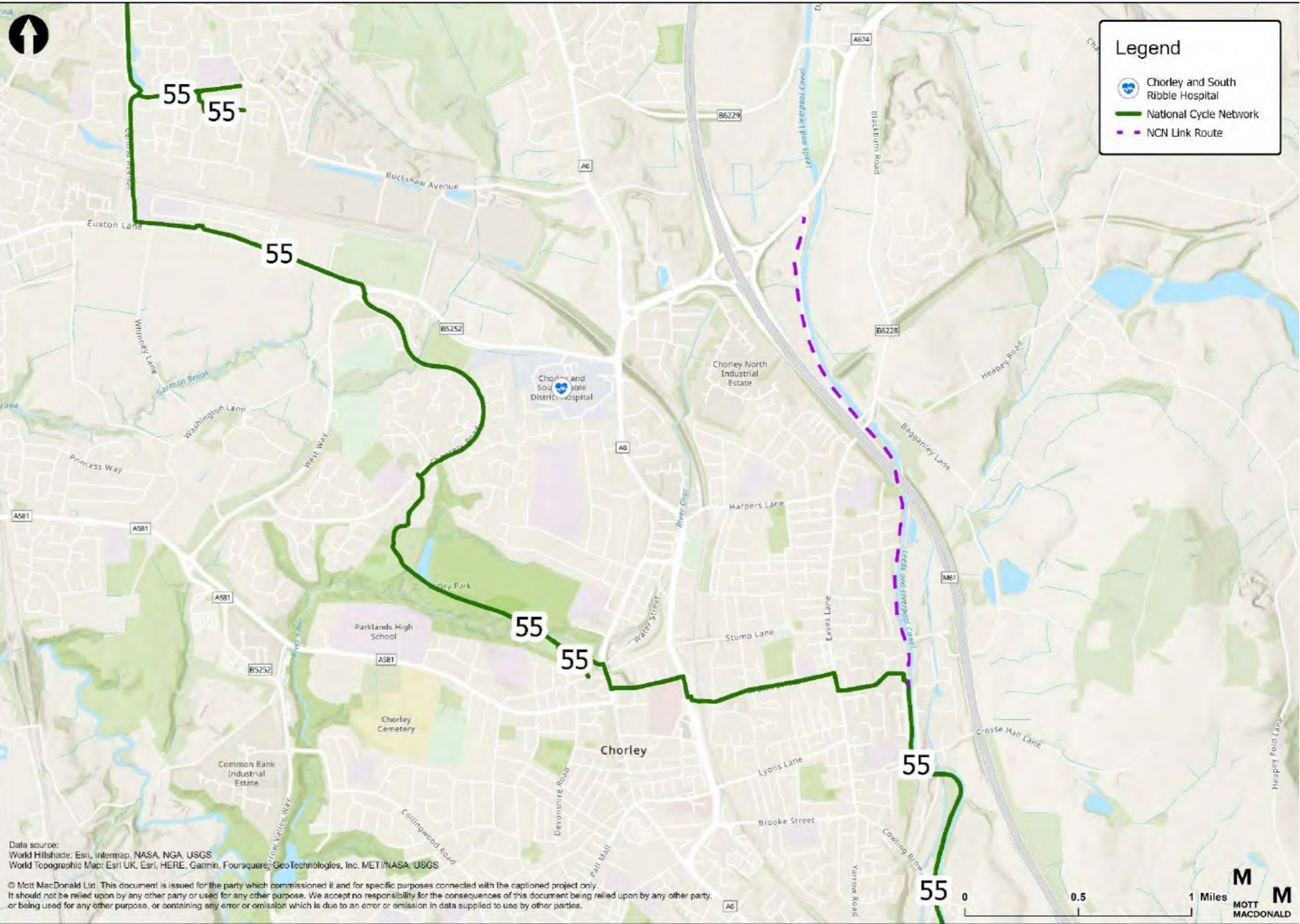
Table 18 shows the number of cycle stands at each location.

Table 18: Cycle Parking Locations

Location	Number of cycle spaces/bins
Stores/Porters Hub	3
Car Park B – Preston Road	3
Car Park I	2
Main Entrance	2
Estates Car Park	1
Total	11

Figure 8 shows the cycling infrastructure in the vicinity of CSRH. This figure shows National Cycle Network Route 55 which runs from Ironbridge to Preston via Cheshire and Greater Manchester; a section around Stockport and Chorlton uses NCN Route 62.

Figure 8: National Cycling Network around CSRH





4. Site and Accessibility Audit – Preston Business Centre

4 Site and Accessibility Audit – Preston Business Centre

Introduction

Preston Business Centre (PBC) is in Fulwood, Preston. It is approximately 1.8 miles from Preston City Centre and bordered by Watling Street Road and Bhailok Square.

Site Access

There is one access point to the site at Bhailok Square which is accessed via both Sharoe Green Lane and Watling Street Road. The car park and main entrance can be accessed this way.

There is one onsite car park available for both outpatients and staff, along with six bus stops on site and situated on the surrounding road network.

Figure 9 shows a detailed map of the site location.

Figure 9: Preston Business Centre Site Location



Car Access

Visitor Car Parking

There is one car park for outpatients which has 344 car spaces along with 23 accessible parking spaces. The car park operates a pay and display parking system. Table 19 shows standard visitor car parking charges.

Table 19: Standard Visitor Car Parking Charges

Time	Cost
Up to 30 minutes	FREE
Up to 1 hour	£2.80
Up to 2 hours	£3.80
Up to 4 hours	£6.00
Up to 6 hours	£6.60
Up to 8 hours	£8.80
Up to 24 hours	£10.00
Weekly	£30.00

Source: Lancashire Teaching Hospitals NHS Trust (2/11/23)

Staff Car Parking

There is one designated location where staff can park on site. It contains 344 spaces along with 23 accessible bays. Staff can apply for a car parking permit. These are awarded based on a set of criteria which considers a range of factors, such as early and late travel times, out of hours duties, regular business travel, public transport availability and disability.

Car parking permit charges can be paid on a weekly, monthly, or annual basis with charges banded based on salaries and hours worked per week. These charges are shown in Table 20.

Table 20: Qualifying Staff Parking Charges

	Over 30 Hours	Over 25 - 30	Over 18 - 25	Over 10 - 18	Up to 10
Salary Band £0 - £22,815.99					
Weekly	£1.78	£1.43	£1.07	£0.71	£0.38
Monthly	£7.73	£6.21	£4.66	£3.07	£1.63
Annual	£92.80	£74.59	£56.03	£36.77	£19.61
Salary Band £22,816- £50,951.99					
Weekly	£2.03	£1.62	£1.21	£0.81	£0.41
Monthly	£8.76	£7.03	£5.26	£3.53	£1.77
Annual	£105.05	£84.39	£63.03	£42.38	£21.36
Salary Band £50,952 - £99,890.99					
Weekly	£2.29	£1.85	£1.38	£0.94	£0.47
Monthly	£9.92	£7.99	£5.98	£4.05	£2.04
Annual	£119.06	£95.95	£71.79	£48.67	£24.52
Salary Band £99,891+					
Weekly	£5.11	£4.09	£3.04	£2.03	£0.97
Monthly	£22.17	£17.75	£13.19	£8.76	£4.20
Annual	£266.14	£212.91	£158.28	£105.05	£50.42

Offsite Parking

There are no parking restrictions on surrounding roads. The nearest car park off site is ‘Moor Park Car Park’ which is one mile/15 minutes away walk from PBC.

Electric Vehicle Parking

Electric vehicle spaces with charging capabilities are available in one location within the PBC site. Two spaces are provided. Usual parking charges are applicable to those who park in EV spaces.

For those who wish to charge their vehicle, these spaces charge at a speed of 7kW and a charging tariff of 28p/kWh is also applicable.

Accessible Parking

There are 23 accessible parking spaces available at PBC.

Car Parking Summary

Many parking spaces are available on site for the use of Trust Staff. Permits are allocated based on criteria for use of on-site spaces. A smaller number of visitor/outpatient parking spaces are also provided in convenient locations around the site.

Table 21 provides a summary of the spaces available to staff or visitors and outpatients at PBC.

Table 21: Car Parking Summary

Car Park	User	Number of spaces	Of which EV Charging Spaces	Of which are Accessible Spaces
Onsite	All	344	2	23

Local Highway Network

Bhailok Square runs from Watling Street Road/Bhailok Square junction to Sharoe Green Lane/Bhailok Square junction, around PBC. It is a single lane, two-way carriageway, subject to 10mph speed limit with NWAAT restrictions.

Watling Street Road runs from the A6 Garstang Road/ Lytham Road/ Watling Street Road junction to Fulwood Row/Watling Street Road junction. It is two-way single lane carriageway, with some NWAAT restrictions of a 30mph speed limit.

Public Transport

Bus Services

There are several bus routes that serve PBC. There are four bus stops located on the southern side of the site, along the B6242. Two bus stops are located on the eastern side of the site, along Sharoe Green Lane, and there is one bus stop located on the northern side, along Bhailok Square.

Various bus services serve the PBC site and are detailed in Table 22 below.

Bus shelters with seating and ample standing space, which is segregated from the highway, have been provided at both bus stops along Sharoe Green Lane and at one bus stop along the B6242. However, one bus stop located along the B6242 has no seating or ample standing space which is segregated from the highway.

Figure 10 shows the bus stops within the vicinity of PBC.

Table 22: Bus Services

Route		Weekday		Saturday		Sunday	
		Frequency	Hours of operation	Frequency	Hours of operation	Frequency	Hours of operation
125 gold	Preston bus station – Preston bus station	3 per hour	06:28 – 21:36	3 per hour	06:08 – 21:36	2 per hour	08:36 – 20:06
19	Preston Bus Station – Royal Preston Hospital.	6 per hour	06:23 – 22:38	4 per hour	07:38 – 22:38	2 per hour	08:08 – 22:38
45	Preston Bus Station – Blackburn Bus Station	1 per hour	06:28 – 20:30	1 per hour	06:38 – 20:38	No service	No service -
99	Fulwood ASDA – Longridge HS	1 per day	15:17 – 16:01	No service	No service	No service	No service

Rail Services

Preston Rail Station is 2.4 miles from PBC, located within Preston City Centre.

Figure 11 overleaf shows the location of Preston Train Station in relation to the location of PBC.

Travel from the station to the hospital is possible via cycle, bus or taxi as detailed in Table 23.

Table 23: Travel from Preston Rail Station to PBC

Mode	Time	Details
Cycle	Approximately 15 minutes	There are three main cycle routes from Preston Rail Station to PBC each between 2.5 and 2.8 miles long which are: <ul style="list-style-type: none">Via NCN Route 6, 14 minutes / 2.5 miles long.Via Brook Street, 16 minutes / 2.8 miles long.Via Plungington Road, 15 minutes / 2.6 miles long.
Bus	32 minutes	There is one main bus service to get to the hospital from the train station, which is: <ul style="list-style-type: none">Route 19 from Sharoe Green Library – 10 stops to Arrival Stand. Followed by a 15-minute walk to the station.
Taxi	15 – 20 minutes	There an active taxi rank at the station and the journey takes 15 – 20 minutes.
Walking	Approximately 50 minutes	There are three main routes from Preston Rail Station to Preston Business Centre. The journeys are 2.1 miles, 2.2 miles long and 2.3 miles long respectively. <ul style="list-style-type: none">Via St Pauls Road – Approximately 48 minutesVia Garstang Road/A6 – Approximately 49 minutesVia Plungington Road – Approximately 52 minutes

Source: Google Maps

The station is a local hub with a variety of destinations; Table 24 below shows these services.

Table 24: Rail Services from Preston Rail Station

Destination	Weekday		Saturday		Sunday	
	Frequency	Hours of operation	Frequency	Hours of operation	Frequency	Hours of operation
Manchester Airport	3 per hour (none between 00:39 – 05:38)	00:03 – 23:03	3 per hour (none between 00:03 – 05:38)	00:03 – 23:48	1 - 2 per hour	08:31 -23:04
Blackpool North	3 per hour (non between 00:39 0 05:36)	00:09 – 23:37	3 per hour (none between 00:39 – 05:36)	00:09 - 23:37	1 per hour (none from 00:09 – 08:39)	00:09 23:40
Windermere*	3 per day	09:21 – 18:23	4 per day	09:21 – 18:23	4 per day	09:21 – 18:21
Barrow-in-Furness*	Every 1 – 3 hours	06:20 – 22:52	Every 1 – 2 hours	06:20 – 22:51	Every 1 to 2 hours	10:23 – 20:22

Source: National Rail Enquires **Direct trains only.*

Public Transport Accessibility Summary

PBC is served well by buses from Preston and surrounding areas with some services running six per hour Monday – Friday. Some services also run two per hour on a Sunday. Hours of operation are also adequate with services running from 06:30 – 22:30 most days.

Bus service provision to Preston Rail Station is extensive and provides access to the local station.

Figure 10: Local Bus Stops

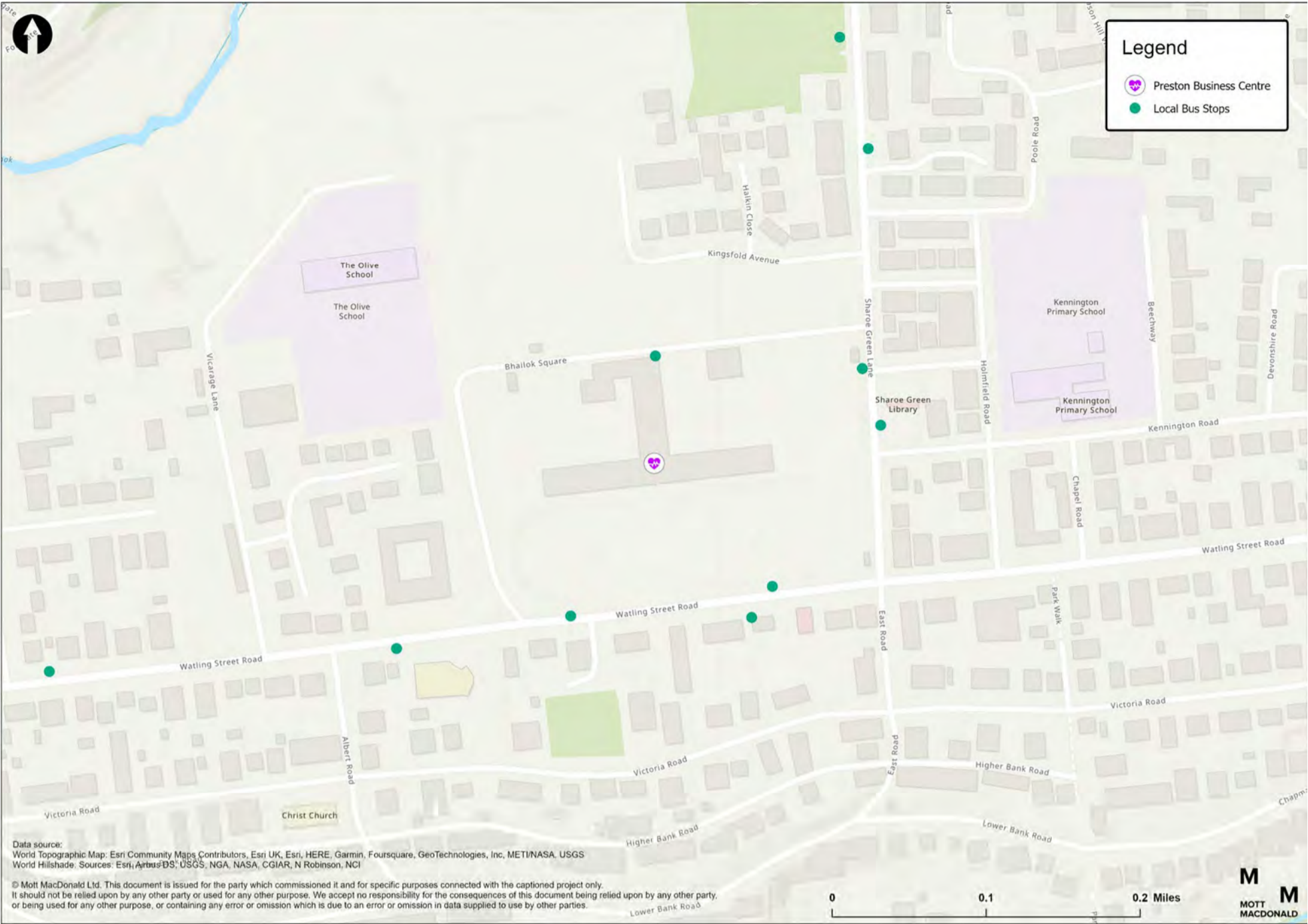
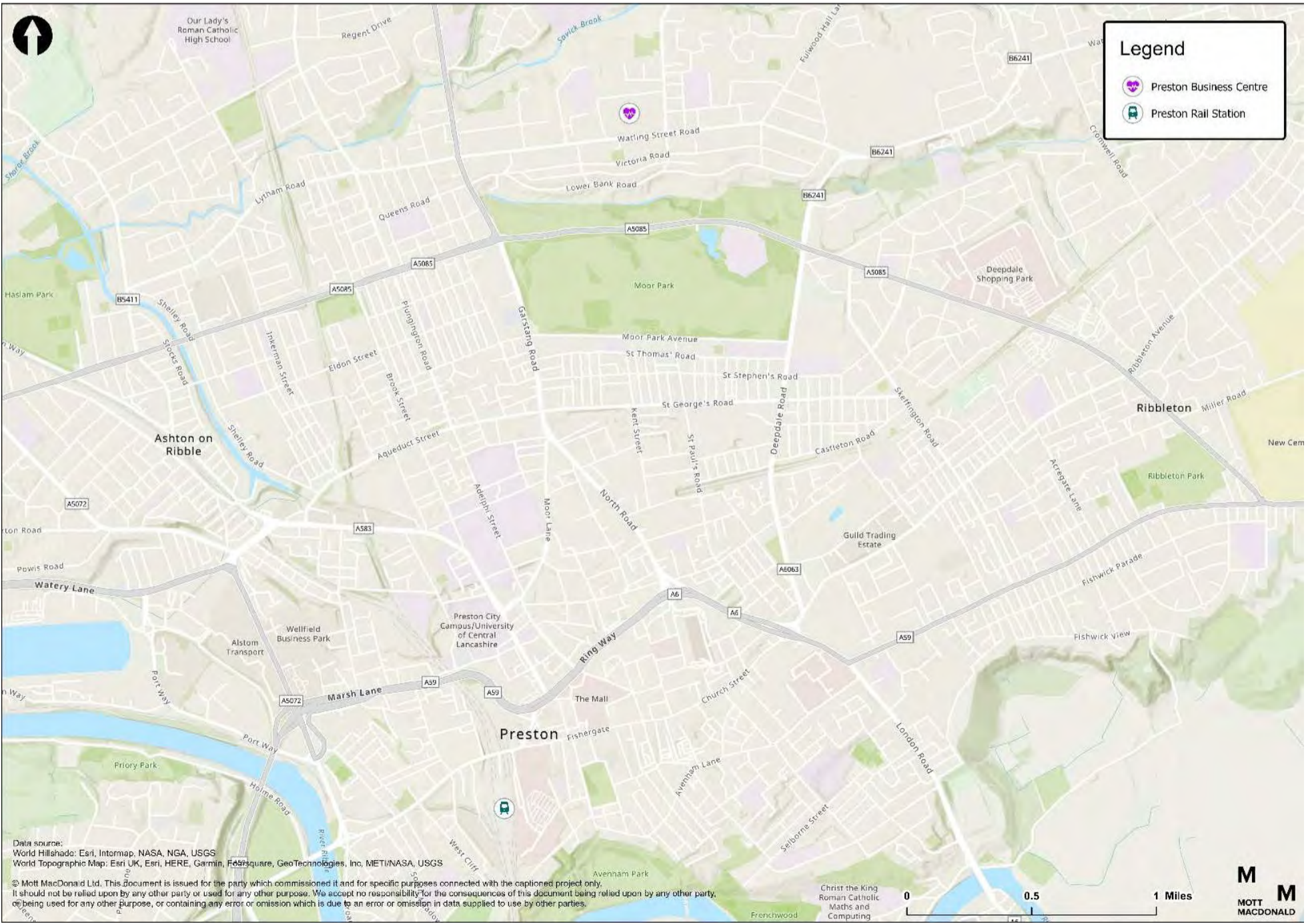


Figure 11: Preston Rail Station



Walking

Sharoe Green Lane has a footway on both sides that is approximately 1.5m wide. All sections of Sharoe Green Lane have street lighting, including areas where bus stops are situated. This could make walking in darker hours feel safer and more attractive to staff, outpatients and visitors. Sharoe Green Lane has been observed as a relatively busy road which could impact on how attractive walking to the site could be for staff, outpatients, and visitors.

There are no cycle stands available at PBC.

The cycling infrastructure in the vicinity of PBC is shown within Figure 12. This figure shows National Cycle Network Route 6 which runs from Ironbridge to Preston via Cheshire and Greater Manchester, a section around Stockport and Chorlton uses NCN Route 62. It also shows Route 62, which connects Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire and forms the west and central sections of the Trans Pennine Trail which is a long-distance path running from coast to coast across northern England.

Legend

- Preston Business Centre
- National Cycle Network

Data sources:
World Hillshade, Esri, Intermap, NASA, NGA, USGS
World Topography Map, Esri, UK, HERE, Garmin, Foursquare, GeoTechnologies, Inc., MOTT MACDONALD, USGS

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Scale: 0 to 1 Miles



5 Staff Travel Patterns

5 Staff Travel Patterns

Introduction

To understand current staff travel behaviour and to support travel and access to the three Lancashire Teaching Hospital NHS Foundation Trust sites, a staff travel survey was conducted in July 2023.

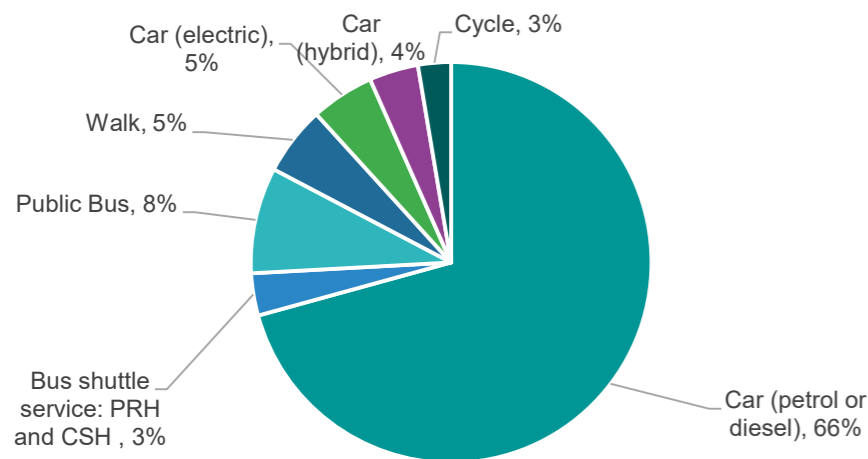
An online survey was emailed to all staff members and was promoted via several methods including the staff intranet, staff Facebook, reminders on the staff intranet, posters, and digital screens in communal areas. In total, 862 responses were received, providing a 20.5% response rate.

Survey Results

This section seeks to provide an insight into the main barriers and likely incentives that could influence staff travel behaviour. Understanding these elements, and constructing relevant measures, can ensure the most effective impact towards the targets of this TP.

Figure 13 shows the modal split for Trust staff.

Figure 13: How did you travel to site today?



The results of the survey indicate that petrol/diesel car usage is the main method of traveling to work for staff, with 66% of staff choosing to commute this way.

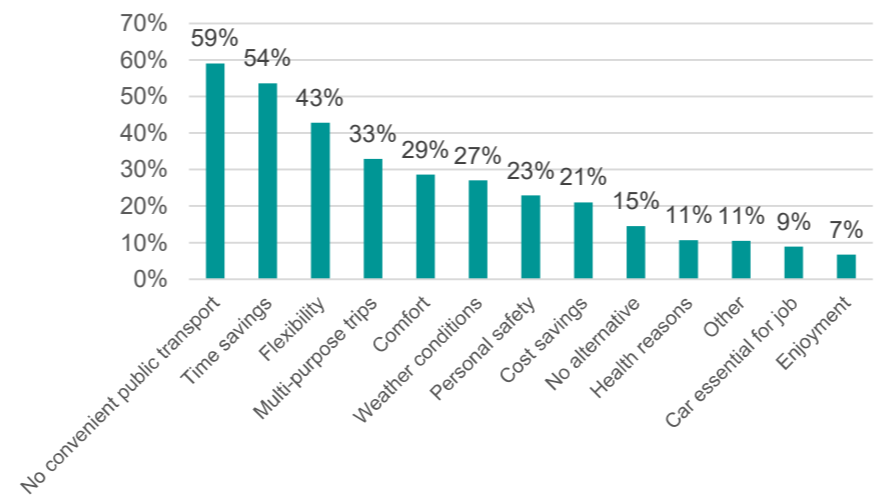
Other than private car the next most popular responses were:

- 8% of staff travelled via Public Bus
- 5% of staff walked
- 5% of staff travelled via electric car

Car Travel

Figure 14 summarises why people chose to drive to the hospital.

Figure 14: What are the most important reasons for your choice of mode of travel to the hospital?



As shown in Figure 14, the main reasons why people chose to drive are:

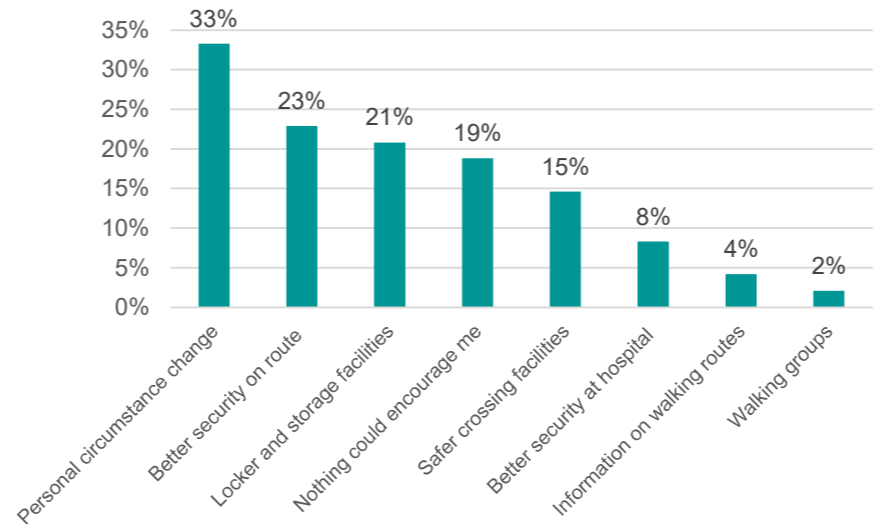
- Lack of convenient public transport (59%)
- Time savings (54%)
- Flexibility (43%)

Sustainable Travel

To understand what would encourage staff to use more sustainable modes, two questions were asked about what would need to be implemented/changed for travellers to use active travel or public transport.

The answers from both questions are summarised in Figure 15 and Figure 16.

Figure 15: Which of the following would encourage you to travel to and from your workplace by walking or cycling?



As shown by the above graph, a high percentage of staff would require a 'personal circumstance change' to encourage them to walk/cycle to work (33%). However, 23% of staff said how better street lighting along routes would encourage them and 21% said adequate locker and storage facilities at work would result an increased likelihood of them choosing to walk or cycle to work.

Figure 16: Which of the following would encourage you to travel to and from your workplace by public transport?

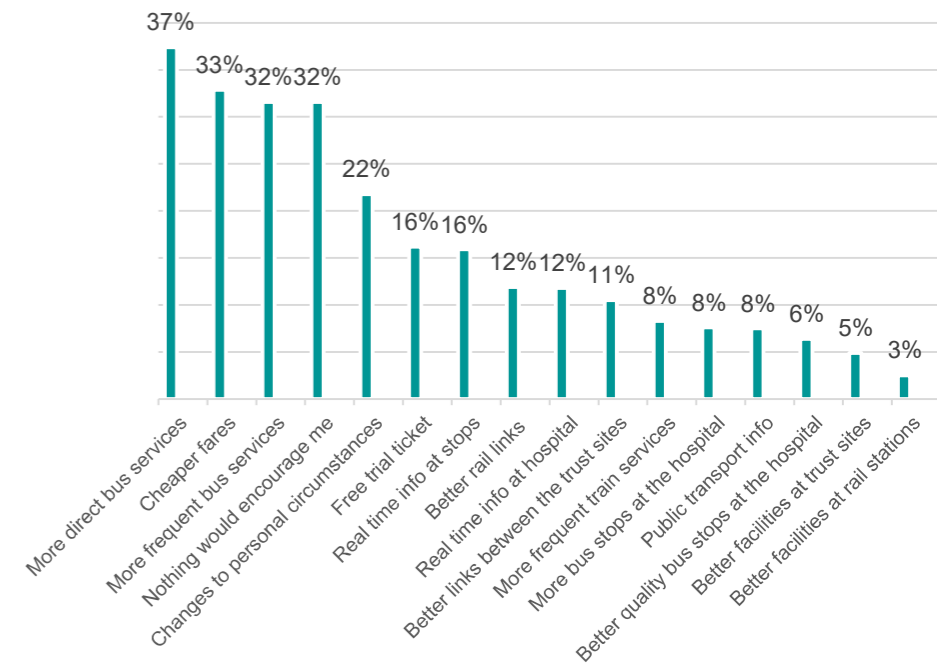


Figure 16 suggests that staff would be more likely to use public transport to reach the Trust sites if the below were provided (top three reasons):

- More direct bus services (37%)
- Subsidised/cheaper fares (33%)
- More frequent bus services (32%)

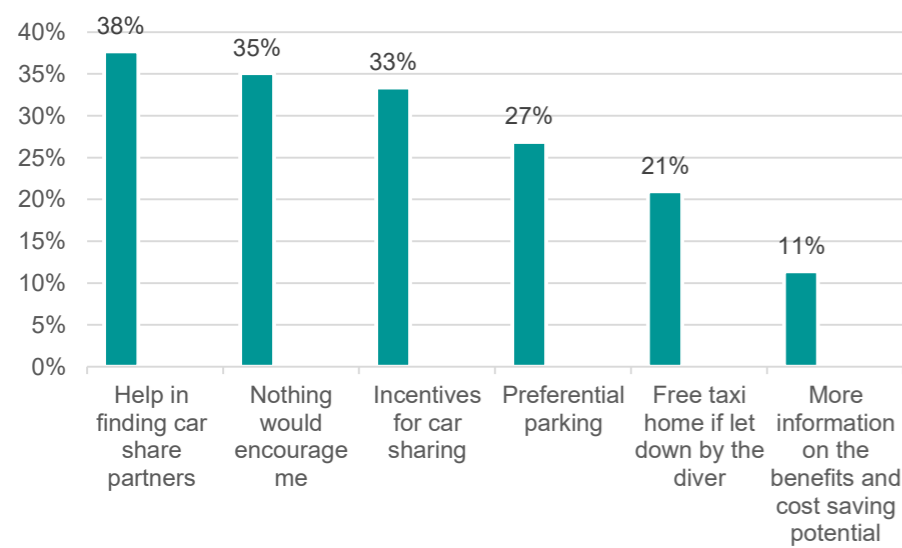
Awareness

The Trust offers a car sharing scheme to its employees through the 'Parking Eye' parking management system. Currently there are 10 priority parking spaces which are in the most convenient locations and are policed by a local parking officer to ensure only car sharers have access to these spaces. There will be a regular review of the car sharing scheme and more priority spaces will be increased if the demand increases.

As part of the travel survey, a question was asked to gain an idea of what could possibly increase car sharing in the future.

Figure 17 shows the possible measures and what percentage of staff would be interested in each one.

Figure 17: What would encourage you to car share?



As shown in Figure 17, staff said the following would encourage them to car share:

- Help in finding a car share partner with similar work/travel patterns (38%)
- Incentives for car sharing (33%)
- Preferential parking (27%)

Staff Home Locations

Figure 18 shows a heat map of staff home locations. Areas of red and yellow indicate where there are higher densities of staff home locations.

Figure 19 and Figure 20 show staff home locations within a two-mile and five-mile radius of the site respectively. Areas of red and yellow indicate higher densities of staff home locations. The number of staff this represents is outlined within Table 25.

Examples of sustainable transport measures could include improved car sharing and bus route improvements.

Table 25:Staff home locations within two and five miles of the site.

Site	Distance from site	Number of staff who live within this distance
Royal Preston Hospital	Two miles	210
	Five miles	828
Chorley and South Ribble	Two miles	53
	Five miles	263
Preston Business Centre	Two miles	244
	Five miles	868

Figure 18: Staff Home Locations

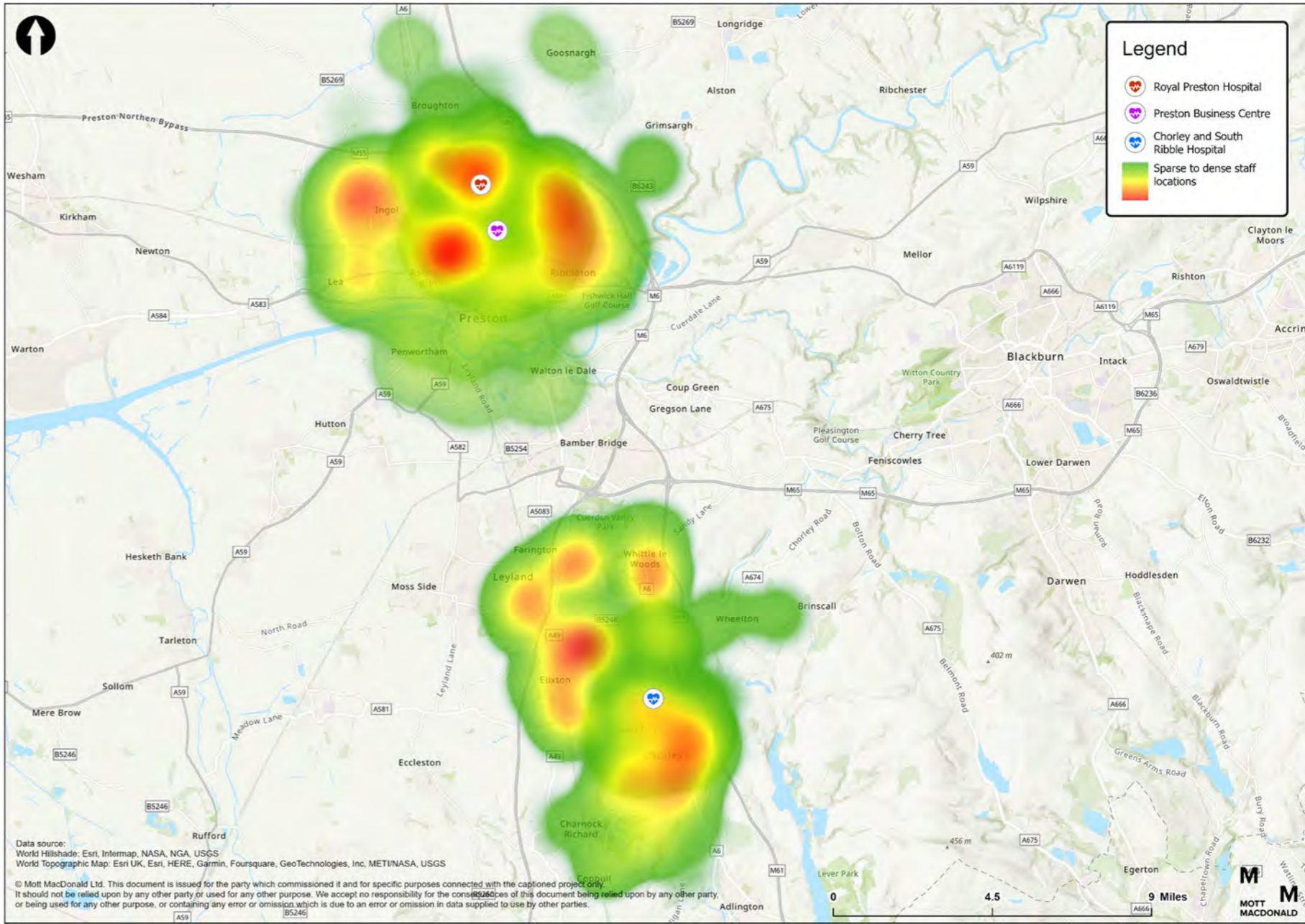
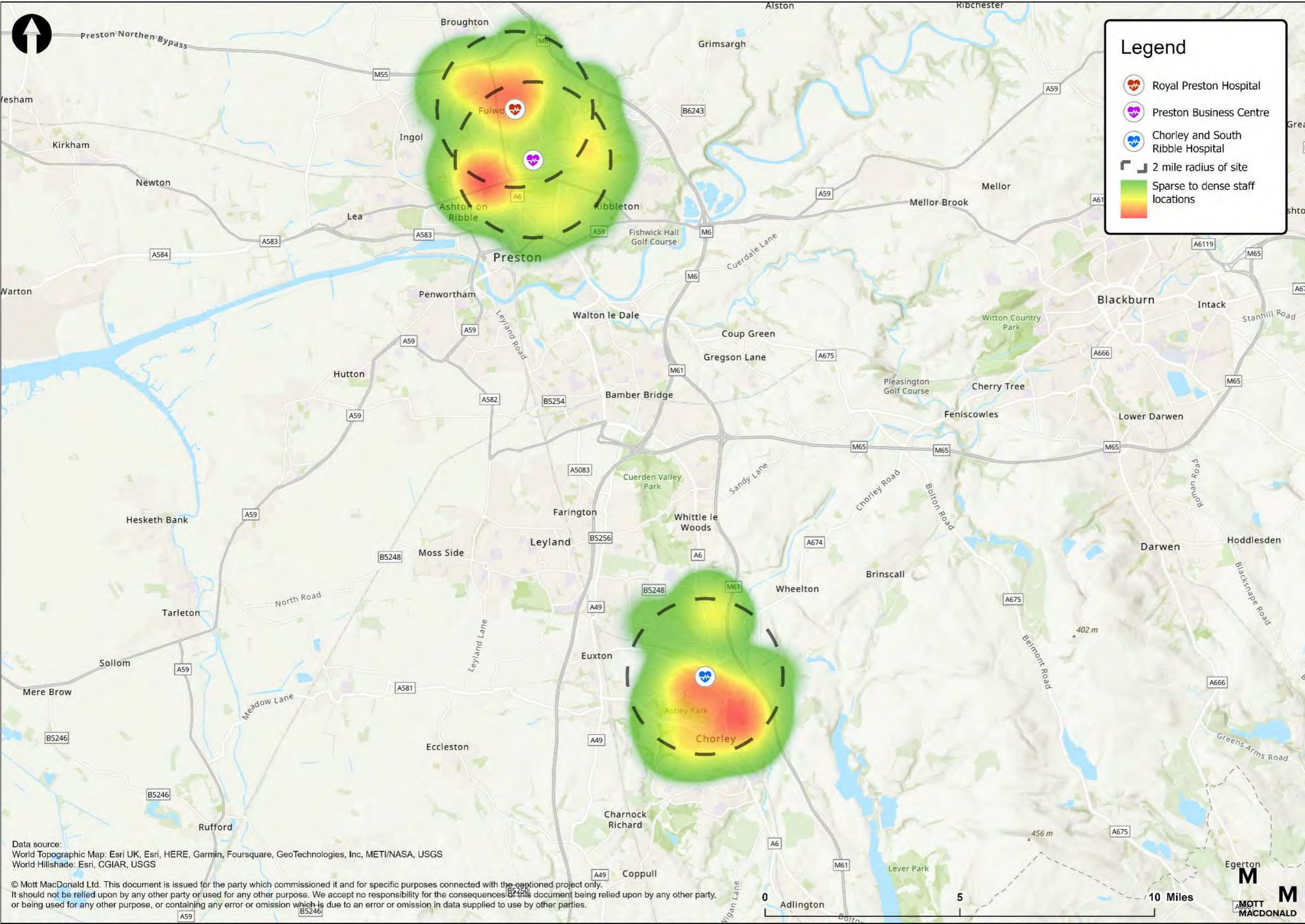


Figure 19: Staff home locations within 2 miles of the site



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ASSESSMENT
&
TREATMENT
CENTRE



ASSESSMENT
&
TREATMENT
CENTRE

6 Outpatient and Visitor
Travel Patterns

6 Outpatient and Visitor Travel Patterns

Introduction

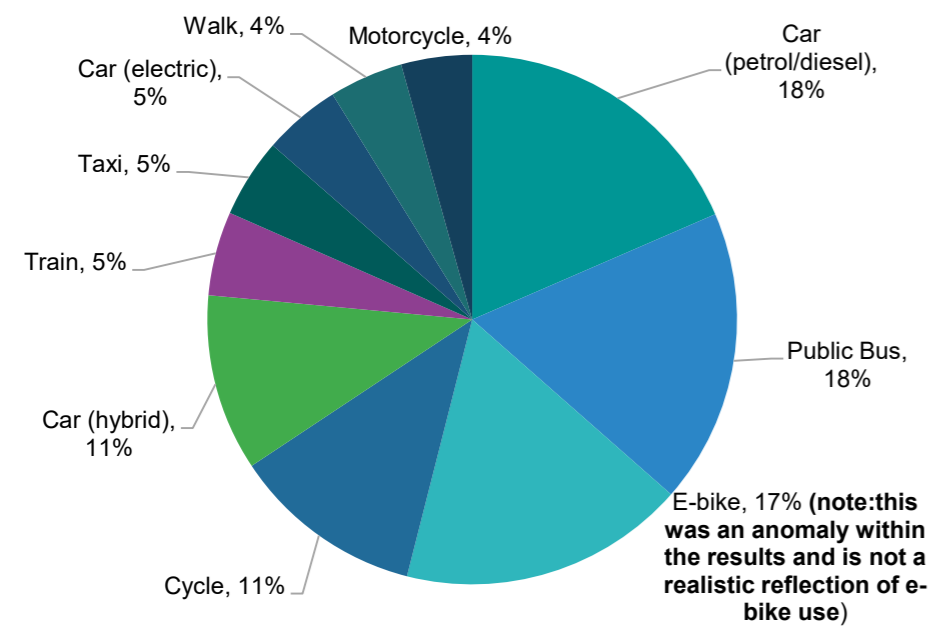
To understand the current travel behaviour of outpatients and visitors to/from the sites, a travel survey was carried out over a 6-week period (in June and July 2023), where a total of 1,679 responses were collected. The travel survey aimed to understand how outpatients and visitors travel, the reasons why they chose that mode and what would encourage them to use more sustainable modes.

Survey Results

This section seeks to provide an insight into the main barriers and likely incentives that could influence patient and visitor travel behaviour. Understanding these elements, and constructing relevant measures, can ensure the most effective impact towards the targets of this TP.

Figure 21 shows the modal split between the Outpatients and visitors of the Trust.

Figure 21: How did you travel to site today?



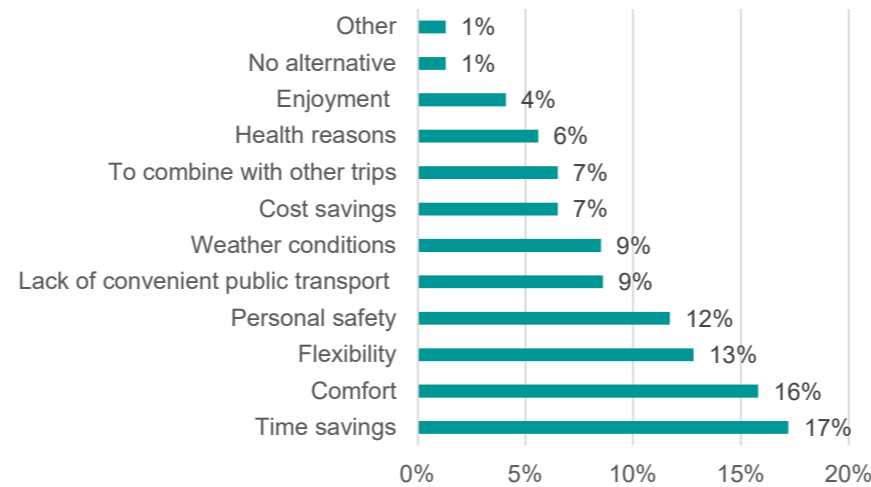
The results of the survey indicate that car (petrol/diesel) is one of the main methods of traveling to the site for visitors and outpatients, with 18% of visitors and outpatients choosing to commute this way. Private motorised transport (a combination of car (petrol/diesel), car (hybrid), car (electric) and motorcycle) accounts for 38% of outpatients and visitors.

In terms of sustainable transport, travelling by bus is the most popular mode of travel (18%) for outpatients and visitors, whilst 4% and 11% walk and cycle respectively. (It should be noted that there is an anomaly in these results which show an unrealistically high proportion of those using e-bikes to access Trust sites).

Car Travel

There are many reasons why, for outpatients and visitors, driving is their preferred option for travelling to Trust sites. Figure 22 summarises these reasons.

Figure 22: What are the most important reasons for your choice of mode of travel to the hospital?

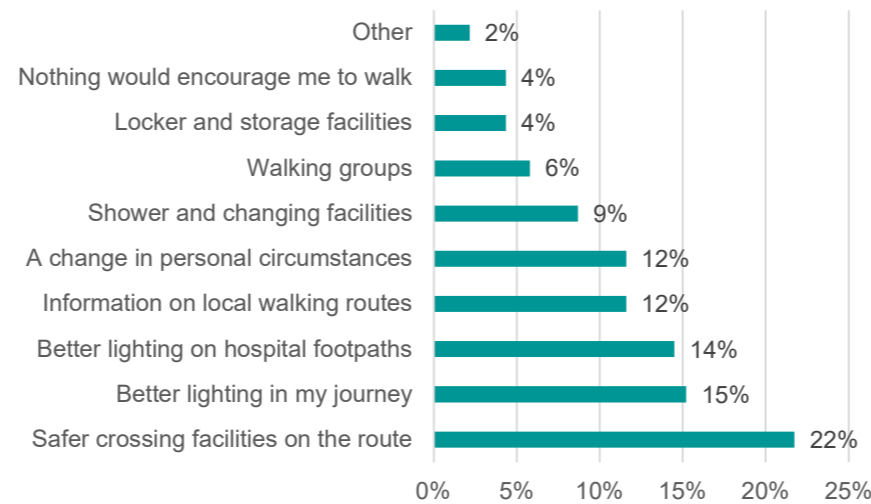


The main response from people regarding why they chose to travel by car was 'Time savings' (17%) followed by 'Comfort' (16%), and 'Flexibility' (13%).

Sustainable Travel

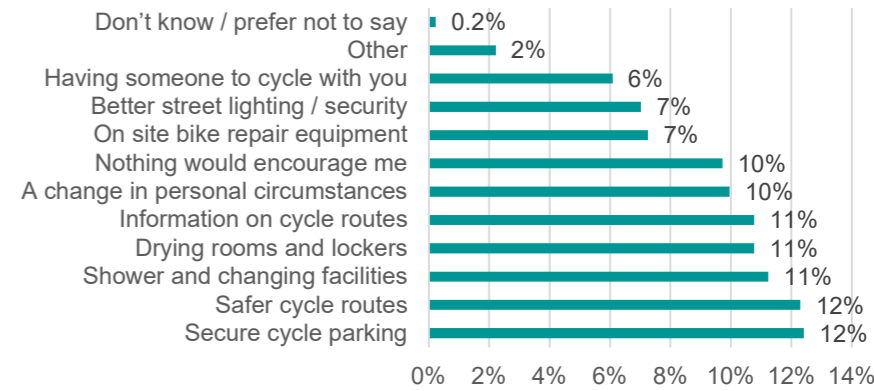
To understand what would encourage outpatients and visitors to use more sustainable modes, three questions were asked about what would need to be implemented/changed for people to use active travel or public transport. The answers these questions are summarised in Figure 23, Figure 24 and Figure 25.

Figure 23: Which of the following would encourage you to travel to and from the hospital by walking?



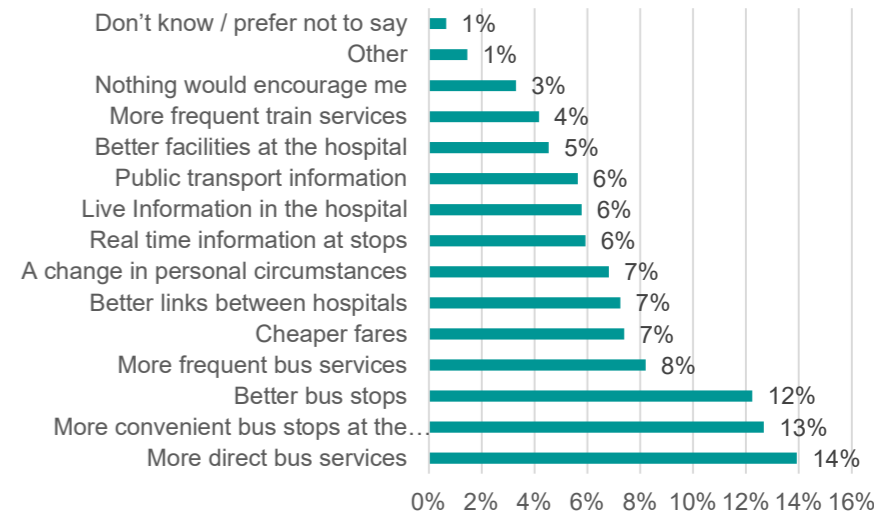
22% of respondents said 'Safer crossing facilities on the route to work' would encourage them to walk, followed by 'Better street lighting/security on the route to the hospital' (15%), and 'Better street lighting/security on hospital footpaths' (15%).

Figure 24: Which of the following would encourage you to travel to and from the hospital by cycling?



The main response from people regarding what would encourage them to cycle to the hospital was 'Secure cycle parking' (12%) followed by 'Safer cycle routes' (12%).

Figure 25: Which of the following would encourage you to travel to and from the hospital by using public transport?

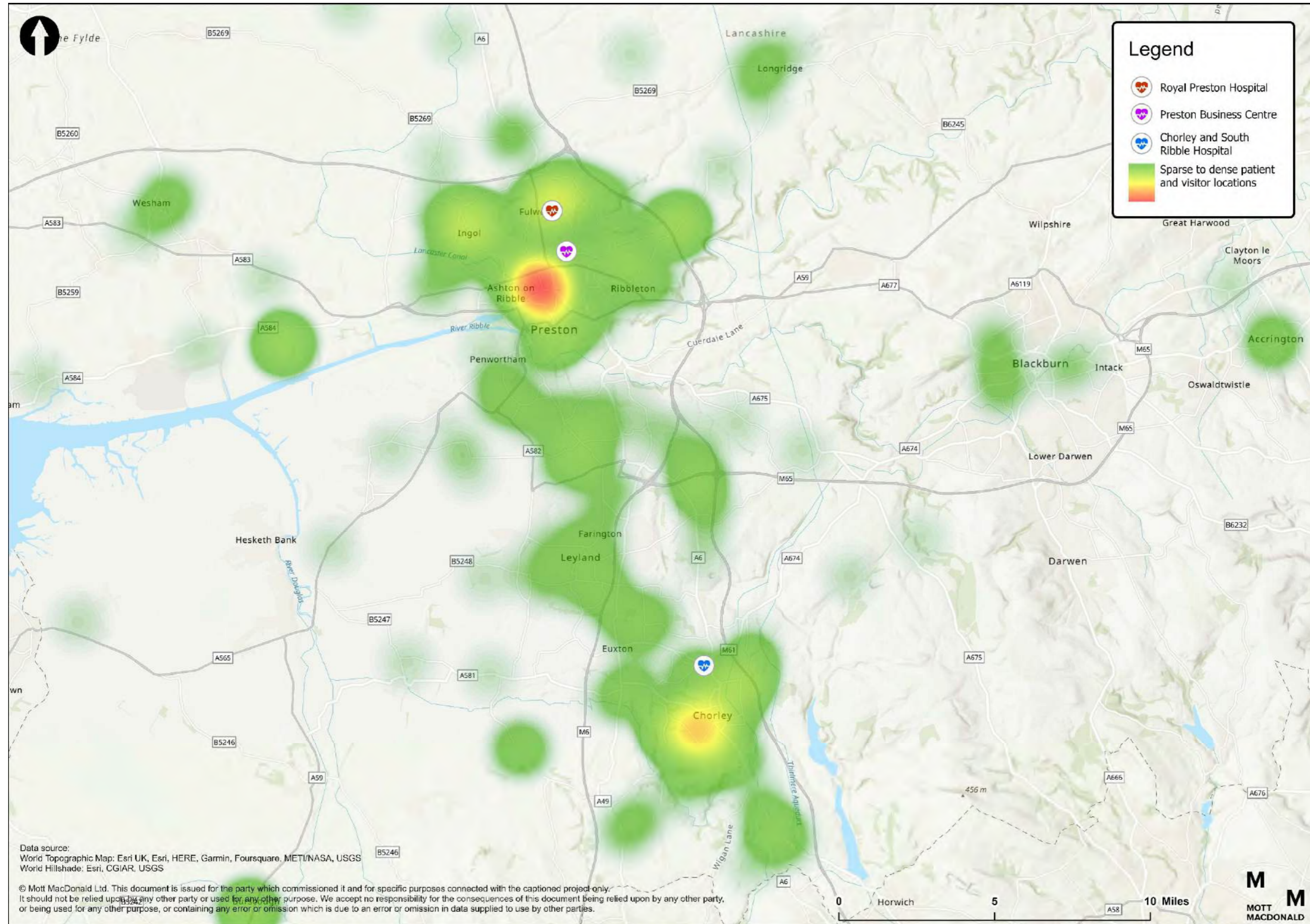


As shown in Figure 25, the main things that would encourage people to use public transport were:

- There were more direct services (14%)
- There were more convenient bus stops at the site (13%)
- More secure/better quality bus stops at the site (12%)

Outpatient and Visitor Home Locations

Figure 26: Outpatient and Visitor Home Locations





7 Travel Plan Objectives and Targets

7 Travel Plan Objectives and Targets

7.1 Objectives

The TP objectives have been developed through understanding the unique challenges and opportunities across the Trust. The objectives focus on bringing about meaningful and positive change to make the estate more sustainable whilst supporting Trust staff in the best way it can.

The objectives of the TP are:

1	Align with NHS (Green Strategic Plan) and national, regional, and local policy sustainability targets and the Trust’s Estates Strategy.
2	Improve access and provide greater choice of transport modes for staff, outpatients and visitors.
3	Reduce single occupancy car trips, encourage the use of active travel, car sharing and use of public transport.
4	Increase awareness of the advantages and potential for travel by more environmentally friendly methods or modes.
5	Introduce physical and management measures that will assist travel by other modes.
6	Ensure further development considers TP objectives by assessing future developments for access to transport and opportunities for travel behaviour.
7	Contribute to the health and wellbeing of staff, visitors and outpatients.

7.2 Targets

A TP must have targets that are quantifiable and measurable over time. The targets can be used to assess whether the TP measures have been successful in influencing travel behaviour. They must be ambitious enough to provide the Trust with the incentive to make significant changes in travel patterns, yet be realistic and achievable.

7.2.1 Mode share targets

The principal objective in relation to mode share is Objective 3, which is to ‘reduce single occupancy car trips, encourage the use of active travel, car sharing and public transport’. In response to this objective, specific mode share targets have been established.

Mode share targets for visitors and staff have been formulated in line with best practice and national, regional, and local policy aspirations. Both the staff and visitor mode share targets focus on a reduction in the number of single occupancy car trips and a consequent increase in active travel, car sharing and public transport. The resulting targets are presented in Table 26.

These targets have been set against baseline modal shares derived through travel surveys undertaken in 2023. Further details of how these baseline mode shares have been established and analysis of the findings is provided in Sections 5 and 6.

Table 26: Baseline Staff Mode Share and Targets

Mode of Travel	Results from 2023 survey	2026 Proposed Target	2028 Proposed Target
Car (petrol or diesel)	65.0%	55.0%	47.0%
Car (electric/hybrid vehicle)	8.4%	15.0%	20.0%
Total Car	73.4%	70.0%	67.0%
Of which Car share	12.0%	14.0%	16.0%
Total Public Transport	14.9%	17.4%	19.4%
Walk	5.1%	5.5%	6.5%
Cycle/E-bike	2.8%	3.0%	3.5%
Total Active Travel	7.9%	8.5%	10.0%
Motorcycle	0.7%	1.0%	1.0%
Other (please specify):	3.0%	3.0%	3.0%
Total	100%	100%	100%



8 Measures and Action Plan

8 Travel Plan Measures and Action Plan

The main component of a TP is its package of recommended measures, which can be a mixture of different types of actions or incentives and infrastructure improvements.

These measures include actions to be taken forward by a number of different individuals and groups, however the Travel Plan Coordinator (TPC) will be responsible for progressing the measures and being a contact point with regards to sustainable transport.

The TP will be approved by the TPC who will also:

- Set tasks and priorities;
- Monitor and review progress
- Ensure the TP is coordinated with other policies and activities;
- Provide management support required to take ideas forward e.g. revisions to HR policies; and
- Identify any necessary funding required to deliver the TP.

This long list of potential measures focuses principally on promoting alternative forms of travel to single occupancy car drivers.

8.1 Car Measures

Below are several measures which will make driving to the site more sustainable for those staff, visitors and outpatients that need to drive to site.

Table 27: Car Measures

Measure	Description	Who benefits? (staff only / all users)	Responsibility	Timescale/frequency
Provision of EV charging facilities	Review the number of EV charging spaces which are reserved for EV vehicles in all car parks based on usage levels (20 EV charging spaces are currently available across the sites)	Staff only	Estates Engineering manager	Usage to be checked and reviewed every 6 months
Review staff vehicle leasing scheme	Review current scheme (e.g.: lease of a low emission vehicle and/or fuel-efficient vehicle through salary sacrifice). Update if necessary to ensure the Trust is still on track to reach TP and sustainability targets.	Staff only	NHS Fleet	Ongoing
Discounts on motorcycle testing	Engagement with motorcycle testing centres to explore potential discounts for staff wanting to get their motorcycle license.	Staff only	N/A	Within 3 years

8.2 Car Parking Measures

The measures outlined below involve car parking management as part of the TP.

Table 28: Car Parking Measures

Measure	Description	Who benefits? (staff only / all users)	Responsibility	Timescale/frequency
Review parking permit application process	Update the current process of car parking permit allocation to staff. Criteria and permit eligibility is currently reviewed yearly.	Staff only	Parking Permit Provider	Within 1 year

Measure	Description	Who benefits? (staff only / all users)	Responsibility	Timescale/frequency
Staff parking tariffs	Consider changes to current parking tariffs for staff.	Staff only	Board Approval	Within 1 year

8.3 Car Sharing Measures

By encouraging car sharing, as outlined in the measures below, the Trust will look to make car sharing an attractive proposition for those who travel to the site.

Table 29: Car Sharing Measures

Measure	Description	Who benefits? (staff only / all users)	Responsibility	Timescale/frequency
Provision of a car sharing scheme	To reduce the number of single occupancy car trips, a car sharing scheme will be provided through the parking management app. This will allow employees to find other colleagues with similar journeys to work and to arrange to car share.	Staff only	Transport Planner and Parking Manager	Within 1 year
Priority parking spaces for car sharers	A total of 10 priority parking spaces are currently provided to car sharers. These spaces are in the most convenient locations and usage of these spaces is checked and enforced by a local parking officer. As the number of car sharers increases, the number of spaces will be reviewed and increased if needed to ensure demand is met.	Staff only	Car Parking Manager	6 monthly reviews of car sharing numbers and demand for priority parking spaces
Assistance with finding a lift home for car sharers	If a car sharer must return home in an emergency, leaving their car share partner stranded, the travel plan coordinator will help to find them an alternative journey home. This may be by finding another car sharer that can give them a lift home. In exceptional circumstances, a taxi home could be provided. A process will be defined where requests for assistance would go through the TPC.	Staff only	To be included in policy by TPC	TBC
Promotion of car sharing scheme	To encourage more staff to sign up to the car sharing scheme, the car sharing scheme and the benefits of car sharing will be promoted to all staff (for example, information will be displayed on notice boards and included in newsletters).	Staff only	Parking Manager	Within 1 year and ongoing to follow
Set up a car sharers coffee club	To incentivise staff to car share, car sharers will be invited to a car sharing coffee club where they will receive a free coffee and meet other car sharers.	Staff only	TPC	Within 1 year and then 6 monthly

8.4 Walking Measures

These measures are designed to prioritise the safety of pedestrians to promote walking as a sustainable and healthier alternative to single occupancy car. By enhancing pedestrian infrastructure, road safety, and wayfinding, the Trust aims to create a more secure and inviting environment that encourages walking as the preferred mode of travel where feasible.

Table 30: Walking Measures

Measure	Description	Who benefits? (staff only / all users)	Responsibility	Timescale/frequency
Walking maps and signage	Clear maps showing walking routes around the site will be provided. On site signage for pedestrians will also be improved.	All users	TPC	Within 1 year
Improved network/footpath maintenance	The TPC will work with Estates and Facilities to make sure that the needs of pedestrians, cyclists and bus users are considered when maintaining and improving on-site facilities.	All users	TPC and Estates & Facilities team	Regular review as part of maintenance programme
Provision of personal alarms, step-o meters and umbrellas	Items will be provided to encourage staff to walk. (for example personal alarms to make staff feel safer walking alone in the dark, step-o meters and umbrellas).	Staff only	TPC / Lancashire County Council Meeting	Within 1 year
Provision of shower/changing facilities	Improvements will be made to showers/changing facilities to make it easier for more staff to walk to work. The location of shower and changing facilities will also be promoted to staff through newsletters and posters.	Staff only	TPC	Ongoing
Walking events	Promotional events will be arranged, such as lunchtime walks and walking breakfasts.	Staff only	TPC	Quarterly
Walk to work/buddy schemes	The TPC will help staff match up with colleagues who live within walking distance and share a similar shift pattern so they can start walking to work together.	Staff only	TPC	Within 1 year and ongoing

8.5 Cycling Measures

These measures are designed to prioritise the safety of cyclists at Trust sites while promoting cycling and a more sustainable and healthier alternative to single occupancy car travel. By enhancing cycling infrastructure and services, the Trust aims to create a more secure and inviting environment that encourages cycling, as the preferred mode of travel where feasible.

Table 31: Cycling Measures

Measure	Description	Who benefits? (staff only / all users)	Responsibility	Timescale/frequency
Coffee club for cyclists	To incentivise cyclists, cyclists will be invited to a coffee club where they will receive a free coffee and can meet other cyclists. This will be also an opportunity for the TPC to get feedback from cyclists as to what improvements are needed to encourage more staff to cycle.	Staff only	TPC	Within 1 year and then 6 monthly
Cycle to work scheme	The trust is part of the cycle to work scheme which gives staff tax savings on the purchase of a new bike as part of salary sacrifice. This will be promoted to staff at bike week events.	Staff only	TPC	Ongoing
Cycle training	Cycle training to improve cycling ability, safety awareness and confidence on roads is provided by Lancashire County Council. The TPC will provide information to staff about the free cycle training available.	Staff only	TPC	Ongoing
Cycle maps and signage	Clear maps showing cycle routes around the site will be provided. On site signage for cyclists will also be improved.	Staff only	TPC	Within 1 year
Dr Bike sessions/bike maintenance sessions	To encourage cycling, Dr Bike sessions will be made available to staff to improve confidence in bike maintenance and minor repairs.	Staff only	TPC	Quarterly
Review of cycle mileage rates for journeys for work	Staff cycling for work purposes (eg: to meetings) can claim this as an expense. The cycle mileage rate will be reviewed by the TPC to make sure that it is in line with best practice.	Staff only	TPC	Within 3 years

Measure	Description	Who benefits? (staff only / all users)	Responsibility	Timescale/frequency
Cycle parking and shelters on site	To make sure all cyclists are provided for, the number of cycle parking spaces and shelters on site will be reviewed regularly. The cycle parking areas should be lockable, (and covered by CCTV) and should be sheltered. The provision of E-bike charging outlets will also be reviewed on a regular basis.	Staff only	TPC	Within 1 year and then quarterly reviews
Promotion of national travel events e.g., bike week.	To increase awareness of cycling, national travel events, such as bike week will be promoted to staff through notice boards, social media posts and newsletters.	All Users	TPC	Quarterly
Liaison with Lancashire County Council regarding improvements to local active travel infrastructure	The Trust will contact Lancashire County Council to discuss possibilities for improved active travel infrastructure near to sites.	All users	TPC (through transport working group)	Through quarterly meetings with LCC as part of the transport working group
Provision of shower/changing facilities	Improvements will be made to showers/changing facilities to make it easier for more staff to cycle to work. The location of shower and changing facilities will also be promoted to staff through newsletters and posters.	Staff only	TPC	Ongoing and to be reviewed quarterly
Bike buddy scheme	Staff that are interested in trying cycling will be offered a 'bike buddy' to accompany them on their first few rides to work. This will be coordinated by the TPC.	Staff only	TPC	Ongoing

8.6 Public Transport Measures

The measures outlined below are designed to make public transport more attractive for both staff and visitors.

Table 32: Public Transport Measures

Measure	Description	Who benefits? (staff only / all users)	Responsibility	Timescale/frequency
Public transport information	Public transport information will be provided on the intranet and as part of the staff onboarding process. This information will be checked and updated regularly.	Staff only	TPC	Within 1 year (and then 6 monthly checks/updates)
Provision of real time bus information (if feasible)	The provision of live public transport departure information will be investigated. If it is feasible, it will be displayed in foyers and on the staff intranet.	All users	TPC	Within 1 year
Discounted tickets	Staff are already entitled to discounted bus fares. The TPC will work with bus operators to request further discounted tickets for outpatients and staff	All users	TPC	Within 1 year
Improvements to existing services	The TPC will work with bus operators to request improvements to safety, frequency and better stop information for those travelling to Trust sites	All users	TPC	Within 1 year
Free staff travel	There is a public bus which stops at Preston Business Centre and Royal Preston Hospital which will accept Trust staff for free upon presentation of their staff ID. This service will be publicised in staff newsletters and on the staff intranet.	Staff only	TPC	Ongoing
Staff shuttle bus service between the hospital sites and main town centres	Investigate the potential for a shuttle bus operating with a service for staff between the hospital sites and the main town centres within a 5 mile radius. The schedule could be aligned with shift patterns which do not correlate with public transport timetables.	Staff only	Estates and Facilities	Investigate within 1 year
Interest free season ticket loan	Staff can purchase a discounted bus pass (weekly/monthly). This service will be publicised in staff newsletters and on the staff intranet.	Staff only	TPC	Ongoing
Better connections to local bus stops	The TPC will work with Estates and Facilities to improve access to local bus stops.	All users	TPC/Estates and Facilities	Ongoing

8.7 Information and Awareness

The measures below are designed to provide improved information and raise awareness of TP measures. This is to improve take up of these measures which will in turn positively influence behaviour change in line with the targets of this TP.

Table 33: Information and Awareness Measures

Measure	Description	Who benefits? (staff only / all users)	Responsibility	Timescale/frequency
Promotion and raising awareness	To raise awareness of alternative forms of travel, the TPC will provide travel information to staff through posters on notice boards, pop-up events and the provision of travel information packs for new staff or outpatients.	All users	TPC	Ongoing
Personal travel advice	The TPC will offer to help new members of staff to plan their journey to work.	Staff only	TPC	Ongoing
Live travel updates	A permanent travel and transport section will be included within newsletters providing links to live traffic and travel information.	Staff only	TPC	Within 6 months and then ongoing

8.8 Management Measures

The measures identified below show how the objectives and targets of the TP will be managed. Measures include the appointment of a travel plan coordinator (TPC) and ongoing monitoring measures to ensure that TP is on track to meet the targets set.

Table 34: Management Measures

Measure	Description	Who benefits? (staff only / all users)	Responsibility	Timescale/frequency
Appointment of a travel plan coordinator (TPC).	A TPC will be appointed to ensure that the TP is delivered successfully.	N/A	The Trust	Within 1 month
TP monitoring and evaluation	The TPC will monitor the uptake of TP measures (e.g.: cycle parking, priority parking spaces, car sharing scheme) and will oversee the repeat of the staff and visitor travel surveys.	N/A	The Trust	Ongoing (and then repeat travel surveys after 3 years and after 5 years)
Travel working group	A travel working group will be set up to include the local councils and Transport for the North (TfN).	N/A	TPC	Established within 1 year / with meetings every 6 months
Trust transport strategy	Develop an overall transport strategy which would show how future demand will be accommodated.	N/A	Transport Manager, TPC and Parking Manager	Within 1 year and reviewed annually
Review the commercial viability of a low emission fleet on a 6 monthly basis	Every 6 months, review progress towards operating a low emission fleet.	N/A	Transport Manager	Every 6 months

The image shows the exterior of a hospital building at dusk. The main part of the building has a light-colored stone or brick facade. On the left, large, white, three-dimensional letters spell out "EMERGENCY & URGENT CARE ENTRANCE". To the right of this, there is a modern entrance with white panels and large glass doors. A teal-colored triangular graphic is overlaid on the right side of the image, pointing towards the entrance. In the foreground, there is a dark paved area, a green trash bin, and a black bollard. A yellow curb is visible at the bottom left.

**EMERGENCY &
URGENT CARE
ENTRANCE**

9 Travel Plan Monitoring

9 Travel Plan Monitoring

This section describes how the TP will be monitored on an ongoing basis. This methodology is designed to ensure that the TP is a ‘living document’, continually evolving in-line with the latest data on mode share and travel habits. Monitoring allows the success (or failures) of the TP to be assessed.

As outlined in Table 35, full travel surveys will be undertaken in years 3 and 5 and smaller snapshot travel surveys will be undertaken at the end of year 1, 2 and 4. This will allow targets and measures to be altered if needed to reflect progress and ensure that final targets are realistic and achievable. In this way, the TP document should be a continually evolving document.

Table 35: Monitoring programme

Travel Plan Year	Month and Year	Survey
Year 0	July 2023	Full Staff Travel Survey
Year 1	July 2024	Snapshot Travel Survey
Year 2	July 2025	Snapshot Travel Survey
Year 3	July 2026	Full Staff Travel Survey
Year 4	July 2027	Snapshot Travel Survey
Year 5	July 2028	Full Staff Travel Survey and Travel Plan Review

In addition to travel surveys, car parking, cycle parking and motorcycle parking usage will be monitored as well as business mileage and the take up of TP measures.

A. Policy Context

Consideration has been given to the following documents:

9.1 National Policy

National Planning Policy Framework (2012 – updated 2023)

The National Planning Policy Framework (NPPF) was published by the Government in March 2012 and updated in September 2023.

It sets out the government’s planning policies for England and how they are expected to be applied. At its heart is the presumption towards sustainable developed as stated in paragraph 110 of NPPF:

- “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- 1. Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of developments and its location;*
 - 2. Safe and suitable access to the site can be achieved for all users;*
 - 3. The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
 - 4. Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

With regards to transport the NPPF (paragraph 113) set outs the following guidelines:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

National Planning Practice Guidance (2021)

- National Planning Practice Guidance (NPPG) outlines the purpose of various transport documents, TPs, Transport Assessments and Statements, and sets out what should be included in these for developments that generate a significant amount of traffic movement. According NPPG, a transport document should consider the following:
- “Information about the proposed development and site layout;*
 - Information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;*
 - Data about existing public transport provision;*
 - A description of travel characteristics of the proposed development, including movements across all modes of transport that would result from the development;*
 - Data about current traffic flows on links and at junctions within the study area, and identification of critical links and junctions on the highways network;*

- An analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 5-year period;*
- A description of parking facilities in the area and the parking strategy for the development; and*
- Measures to mitigate any residual impacts of the development”*

9.2 Regional Policy

Transport for the North: Our Strategic Transport Plan

The Transport for the North Strategic Transport Plan sets the vision, strategic ambitions, and the North’s long term strategic transport priorities up to 2050, creating a consistent framework for our work with government, local transport bodies and delivery bodies. The document sets out the following vision:

“By 2050 the North of England will have become a thriving, socially inclusive region. Our communities, businesses and places will all benefit from sustainable economic growth, improved health and wellbeing and access to opportunities for all. This will be achieved through a transformed zero emission, integrated, safe and sustainable transport system, which will enhance connectivity, resilience, and journey times for all users.”

Lancashire County Council: Central Lancashire Highways and Transport Masterplan (2013)

- Lancashire County Council has a Central Lancashire Highways and Transport Masterplan that sets out the priorities for future investment in highways and transport which involves seeing new road space built, public transport prioritised along key corridors, and public realm investments through till 2026. Some of the proposals set out include:
- A major new road linking Preston and southern Fylde to the M55 and associated link roads;*
 - An investment focus on nine public transport priority corridors that all follow the main routes into Preston City Centre;*
 - Introduction of more bus-only lanes to improve reliability and speed up journeys; and*
 - More space to be given over to pedestrians and cyclists, and to greening public spaces.*

Lancashire County Council: Actively moving forward – a ten-year strategy for cycling and walking (2018)

- In partnership with Blackpool Council and Blackburn with Darwen Borough Council, Lancashire County Council produced a strategy for cycling and walking in 2018. The main goals of this strategy are:
- “A doubling in the number of people cycling;*
 - A 10% increase in the number of people walking;*
 - Level of physical inactivity in every Lancashire District brought below the national average”*

Alongside the goals, the following aims are set out:

- “A safe, high quality and joined up active travel network for everyday travel and leisure activities;*
- Convenient and direct access to our network to reduce distance and travel times;*

- High quality and vibrant public spaces which attract people to live, work, study, and shop in these areas.”*

Lancashire County Council & Blackburn with Darwen Council Joint Bus Service Improvement Plan (2021)

Lancashire County Council’s Bus Service Improvement Plan was produced with the aim of making the bus network more attractive to the population of Lancashire. Working with all bus operators within the region, the council aims to support and improve the public transport network, by improve the waiting environment, ensuring it is accessible for all and that it has easy to understand real time information.

Lancashire County Council Local Cycling and Walking Infrastructure Plans

- Lancashire County Council are currently working in partnership with Blackpool Council to develop a Local Cycling and Walking Infrastructure Plan (LCWIP). In which they aim to plan and improve the conditions for active travel by:
- Identifying cycling and walking infrastructure improvements for future investment in the short, medium, and long term*
 - Ensuring that consideration is given to cycling and walking within both local planning and transport policies and strategies*
 - Providing the evidence base to make the case for future funding for walking and cycling infrastructure¹*

The Council are currently within the ‘develop plans and public engagement’ stage, with the document aiming to be finalised by early 2024.

9.3 Local Policy

Preston City Transport Plan (2019)

- Preston City Transport Plan (PCTP) is a 20-year vision for movement and connectivity in the city – focusing on travel to, from, and within the city centre. It is a long-term strategy for reducing congestion, providing great public transport, and transforming the city’s streets and spaces. As set out in the document:
- “Preston needs a transport network that is fit for a modern, growing city. But crucially we want to build a city that works for everyone. This means providing more attractive alternatives to car use than exist today, transforming the city’s streets, ensuring residents are happy and healthy, and support a resurgent Central Lancashire economy which, in turn, will support a strong Lancashire economy.”*

9.4 NHS Strategies

NHS Long Term Plan (2019)

The NHS Long Term Plan, published in January 2019, outlines the commitments the NHS has made to reduce the impacts of air pollution. The Plan commits the NHS to reduce both business mileages and fleet air pollutant emissions by 20% by 2023/24 with at least 90% of NHS fleet using low emission engines (and 25% being Ultra-Low Emissions) by 2028. It also commits to providing digital first primary care for every outpatient to give

them the choice of quick telephone or online consultations, saving time waiting and travelling.

Delivering a ‘Net Zero’ National Health Service (2020)

The NHS published the ‘Delivering a Net-Zero National Health Service in 2020 which sets out a practical, evidence-based, and quantified path to a ‘net zero NHS’. The document sets out a strategy and two clear targets to respond to this challenge:

- Net Zero by 2040 for the emissions the NHS controls directly, with an ambition to reach an 80% reduction by 2028 to 2032.
- Net Zero by 2045 for the emissions the NHS can influence, with an ambition to reach an 80% reduction by 2036 to 2039.

The plan identifies that ‘approximately 3.5% (9.5 billion miles) of all road travel in England relates to outpatients, visitors, staff and suppliers to the NHS, contributing around 14% of the system’s total emissions.’ It outlines a several interventions to reduce emissions, these include:

- Reduce travel due to the digital care pathway redesign.
- Preventative medicine and reduce health inequalities.
- Active travel from staff, outpatients, and visitors
- Zero emission ambulances
- Electrification of outpatients and visitors’ vehicles
- Electrification of the rest of the NHS Fleet and staff vehicles

NHS Green Plan for requirement 2022/23 – 2024/25

Each integrated care system is now required to develop its own Green Plan to match the increased net zero ambition by focusing on the following three outcomes:

- Support the NHS-wide ambition to become the world’s first healthcare system to reach net zero carbon emissions.
- Prioritise interventions which simultaneously improve outpatient care and community wellbeing while tackling climate change and broader sustainability issues.
- Plan and make prudent capital investments while increasing efficiencies.

The ‘How to produce a Green Plan’ guidance provided by the NHS highlights that the following should be included within the Travel and Transport chapter:

- An outline of plans to reduce the carbon emissions arising from the travel and transport associated with each organisation.
- Explore interventions such as:
 - Increasing levels of active travel and public transport
 - Investing in ultra-low emission and zero-emission vehicles for owned and leased fleets
 - Maximising efficiencies in the transport of goods and services commissioned by the organisation, such as outpatient transport, courier services and deliveries.

9.5 Trust Policies

Lancashire Teaching Hospital NHS Trust Green Plan: A three-year strategy towards net zero

The Lancashire Teaching Hospital NHS Trust Green Plan sets out the vision, strategy, and objectives for reducing the Trust’s environmental impact, improving its resilience, and helping to manage resources

effectively. The Plan enables the Trust to deliver high quality sustainable healthcare with the available social, economic, and environmental resources.

The Green Plan sets out the Trust’s goals regarding sustainable travel and transport. As set out in the document:

- *“Make progress towards net zero emissions from our [Trust’s] fleet.*
- *Support staff and outpatients to reduce their emissions whilst improving their health and wellbeing”*

