

Trust Travel Plan 2025

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Executive Summary

This Travel Plan is a key part of York and Scarborough Teaching Hospital's NHS Foundation Trust (hereby the Trust) commitment to Sustainability, achieving a Net Zero National Health Service and its Board approved Green Plan.

More sustainable alternatives need to be considered as part of a wider strategy to reduce the dependence of staff and visitors on private car journeys. All Trust policies related to or impacting on staff travel will consider this Travel Plan and ensure there is adequate sustainable travel choices available, which considers where staff live and where their place(s) of work are located.

The NHS Standard Contract Service Condition 18 (for 2024/25) requires the Trust to take all reasonable steps to minimise its adverse impact on the environment, including:

- The Provider must have in place clear, detailed plans as to how it will contribute towards a 'Green NHS' regarding Delivering a 'Net Zero' National Health Service commitments in relation to:
- Air pollution, and specifically how it will take action.
- Reducing air pollution from fleet vehicles, to offer and promote more sustainable travel options for Service Users, Staff and visitors and to increase use of such options, in accordance with the NHS Net Zero Travel and Transport Strategy.

The NHS England publication 'Delivering a Net Zero National Health Service' (October 2020) recognises that the approach to travel and transport in the health service needs to undergo significant change to meet the net zero targets, by reducing the need for travel through video and teleconferencing services, encouraging active travel and use of more sustainable travel through public transport, car sharing and the provision of zero and ultra-low emission vehicles (ZEV and ULEV) i.e. electric vehicles as soon as reasonably practical.

As an organisation we are committed to embedding sustainability into all that we do to ensure that our services are fit for the needs of the future without compromising on the services we provide at present. Travel and Transport is one of the major aspects of this strategy.

Approximately 75% of NHS staff commuting journeys are made in single occupancy vehicles (National Travel Survey for NHS staff 2019 – 2021). The estimated annual health benefits of modal shift are £38.3m.

Two of the most important components of air pollution (oxides of nitrogen / NO_x) and fine particulate matter (PM_{2.5}) have been linked to health outcomes ranging from asthma to cardiovascular disease, to low birth weight, to dementia.

(from the NHS England Net Zero Travel & Transport Strategy, October 2023):

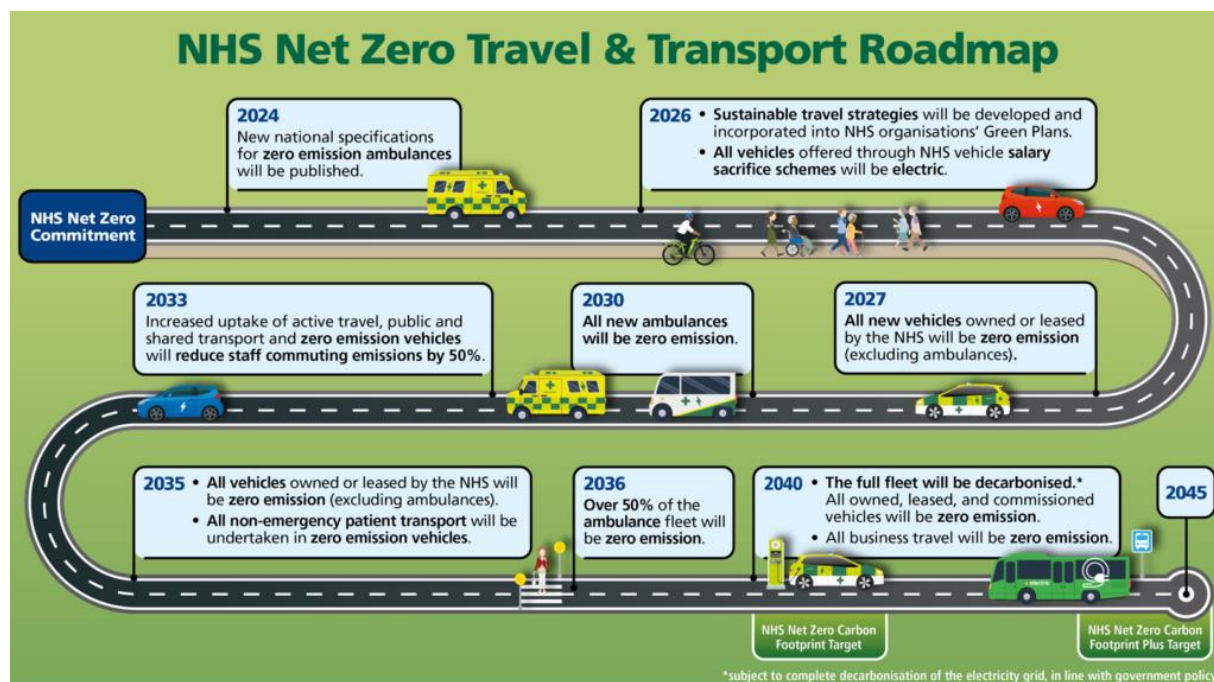


Figure 1 The major milestones to net zero travel and transport in the NHS, as part of meeting the NHS Carbon Footprint targets.

The roadmap shows the following milestones:

2024: New national specifications for zero emission ambulances will be published.

2026: Sustainable travel strategies will be developed and incorporated into NHS organisations' Green Plans.

All vehicles offered through NHS vehicles salary sacrifice schemes will be electric. *NB the Trust has asked NHSE to review this target with a view to considering hybrid and plug-in hybrid vehicles and not just electric, due to the limited national electric vehicle charging point infrastructure.*

2027: All new vehicles owned or leased by the NHS will be zero emission (excluding ambulances).

2030: All new ambulances will be zero emission.

2033: Increased uptake of active travel, public and shared transport and zero emission vehicles will reduce staff commuting emissions by 50%.

2035: All vehicles owned or leased by the NHS will be zero emission (excluding ambulances). All non-emergency patients transport will be undertaken in zero emissions vehicles.

2036: Over 50% of the ambulance fleet will be zero emission.

2040: NHS Net Zero Carbon Footprint target – the full fleet will be decarbonised (subject to the complete decarbonisation of the electricity grid, in line with Government policy). All business travel will be zero emission.

2045: NHS Net Zero Carbon Footprint Plus target.

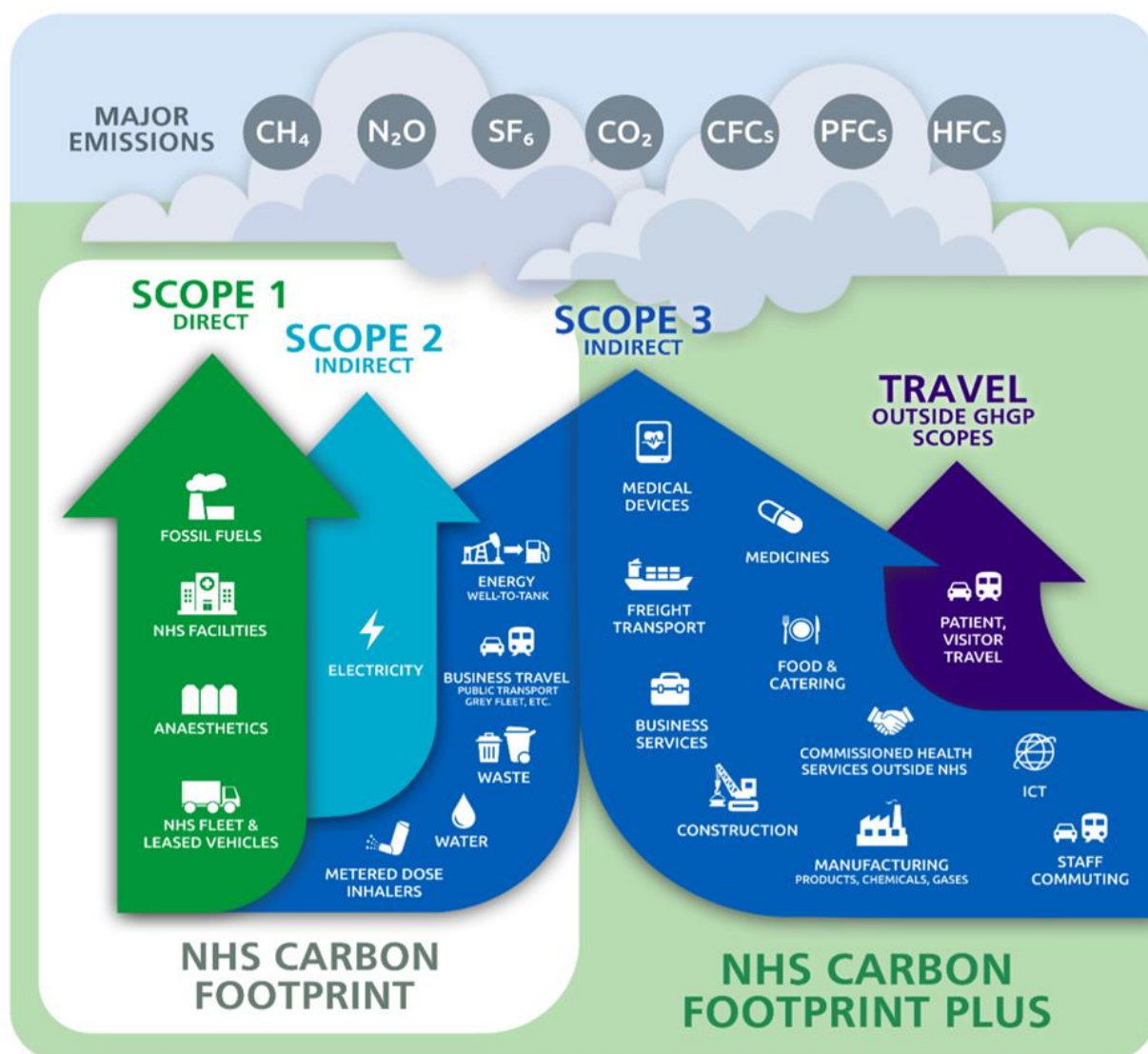


Figure 2 – The NHS carbon footprint net zero scopes

The Trust's Travel Plan is an integral part of the Trust's Board of Directors commitment to achieving net zero carbon emissions and sustainability, including the need to deliver a Trust-wide Green Plan. This Travel Plan addresses the transport related elements in the Trust Green Plan, according the 'scopes' as outlined in Figure 2 above:

- The NHS committed to reach net zero carbon for the emissions it could **control** in scopes 1 and 2 (The NHS Carbon Footprint) by 2040.
- It also committed to reach net zero carbon for the emissions it could **influence** in scope 3 (NHS Carbon Footprint Plus) by 2045.
- The NHS now has a legal duty to meet these targets (Health & Care Act 2022).

It must be noted that whilst the aspiration of this Travel Plan is to achieve all the above across all Trust sites, with the resources available it is highly unlikely that all targets will be achieved for all stakeholder groups mainly due to some of these being outside of the Trust's control.

In sync with the NHS carbon footprint scopes above, the priority of actions is to address operational aspects as a priority (scopes 1, 2 and 3 - NHS fleet and leased vehicles, business travel and staff commuting).

As shown above, patient and visitor travel sit outside the scopes. Currently non-emergency patient transport sits financially and contractually with the NHS Vale of York / Humber and North Yorkshire ICB (Integrated Care Board). The Trust will liaise with the ICB and other regional partners / providers to explore what improvements can be made, and some aims and targets within this travel plan will relate to reducing patient travel where possible.

This Trust-wide Travel Plan is an ongoing, long-term initiative, which will start from late 2024 (whilst accounting for ongoing projects at time of writing). It will respond to policy changes and site changes as and when they occur.

The Trust will work with partners and appropriate stakeholders to ensure, where practical, resources are pooled and to engage in collaborative thinking to address issues jointly.

The Travel Plan Aims and Targets will be reviewed on an annual basis and updated for the following year, with priority actions renewed accordingly. It should be seen as a 'live' document and the Travel Planning Coordinator should be consulted as part of any major transport-related projects. The aspiration is that sustainable and active travel options are enhanced throughout all aspects of Trust operations, ensuring the Trust moves towards meeting its' net zero and Green Plan ambitions.

York and Scarborough Teaching Hospitals NHS Foundation Trust Context

Although the over-arching purpose of this Travel Plan is to promote sustainable travel on a Trust wide basis it is acknowledged that each Trust site has its own characteristics and set of circumstances under which it operates.

To ensure that these issues are identified and catered for there are, within the Appendices to this report, site specific analysis and supporting information for the five main Trust sites. These are as follows:

Appendix A	York Hospital
Appendix B	Scarborough General Hospital
Appendix C	Selby Hospital
Appendix D	Malton Community Hospital
Appendix E	Bridlington and District Hospital

It should be noted that other (smaller) Trust owned or leased sites such as St Helens, White Cross Court, St Monica's, Tadcaster Health Centre and Tribune House will also be included as part of the site audits to identify required active travel improvements (see below):

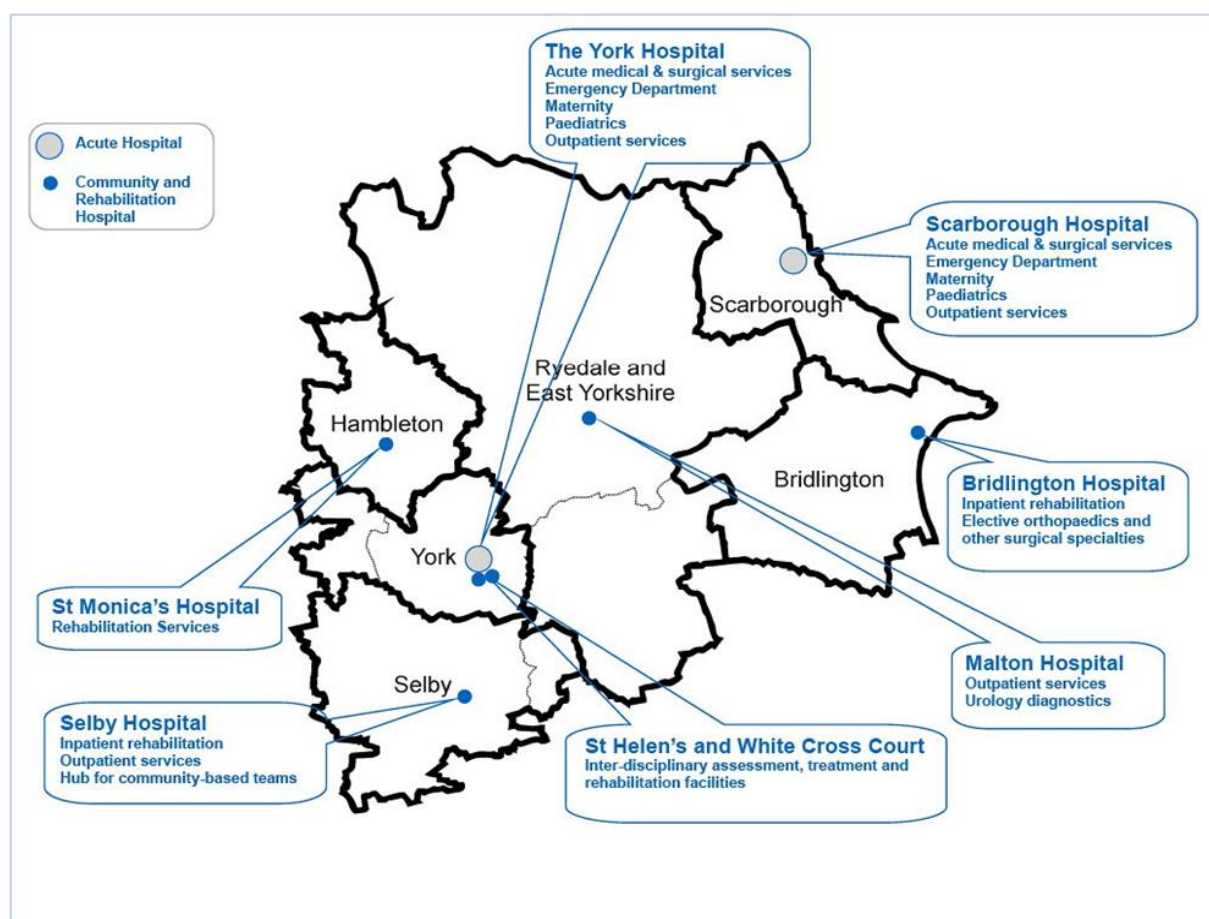


Figure 3 – The Trust geographical area

The Trust is a major employer in North Yorkshire and associated areas with approximately 10,852 full and part time employees. It provides health services to a resident population of around 800,000 living in and around York, North Yorkshire and the East Riding of Yorkshire.

The majority of its facilities generate a considerable amount of traffic on site and on nearby roads.

It should be noted that the pressure on the Trust increases significantly during the summer months as population levels grow due to the influx of visitors to the area.

The volume of traffic visiting the various sites operated by the Trust has continued to rise as increasing numbers of patients, staff and visitors are reliant on the car as a means of transport. However, the Trust recognises its responsibility to reduce its carbon emissions to zero and, working with partners including public transport providers, Combined Authorities and Local Authorities, promote more sustainable transport modes as part of the operation of its sites.

To gather information on current modes of travel used by staff and to inform the priorities for action and the next steps, the Trust undertook a staff travel survey in November 2023. The findings highlighted the fact that a high number of respondents felt that it would be difficult for them to change to another transport mode from single occupancy car use. This matter and other findings from the travel survey, together with the NHS Net Zero and related travel targets, have contributed to the aims and actions to achieve modal shift to more sustainable travel and transport choices.

Introduction and context

This Travel Plan sets out over-arching principles and objectives that are common to all sites but then goes on to provide a more detailed, site-specific assessment, identifying the characteristics of each site and its surroundings, in acknowledgement of the distinctiveness of the various sites operated by the Trust.

The changes in the way health care services are provided and the overall growth in population and in car ownership have created acute pressures on the Trust's parking facilities at peak times. Problems manifest themselves in several ways including problems finding a car parking space; illegal or inconsiderate parking both on the hospital sites and on the adjacent highway network and increased volume of traffic on approach roads, and a lack of appropriate alternatives such as accessible public transport.

Development of new car parks to resolve parking issues is environmentally damaging, expensive, and land within and adjacent to the Trust's current sites is scarce. Whilst such developments may improve traffic circulation, reduce congestion, and aid on-site operation, their construction is seen as not in keeping with achieving a net zero NHS and is a 'last resort'.

It should be noted that Local Authorities can be unwilling to approve new planning applications if they consider that the proposed developments will put further pressure on the local highway network, damaging to the local environment, not conforming to local plans and indeed local as well as national planning policy. Therefore checks with Local Authority Planning and Highways teams are undertaken.

Local Authority partners such as City of York Council, North Yorkshire Council and East Riding of Yorkshire Council are actively encouraging the Trust to deliver credible action through the implementation of its Travel Plan as a way of reducing congestion and demand for car parking and the Trust wishes to work with its partners in a proactive manner and spirit of cooperation. This will expand to include the York and North Yorkshire Mayoral Combined Authority and the East Riding and Hull Mayoral Combined Authority all of whom have net zero targets at their heart.

There is a need to introduce proactive dynamic sustainable policies and measures to accommodate active, less polluting, and accessible modes of transport and tackle the demand for parking for those who have no alternative but to travel by car. At the various Trust sites, the aim is to embrace stronger working relationships with local partners and stakeholders.

The Trust has in place a Travel and Transport Group that meets on a quarterly basis, that provides input into the development and implementation of the Travel Plan. This also provides staff representatives the opportunity to continue to input their views and opinions to improving the present and future transport and travel issues.

In addition, the Trust will continue to work towards strengthening relationships with NYC (North Yorkshire Council), City of York Council and ERYC (East Riding of Yorkshire Council), the ICB and NHSE regional and national teams and to secure input from the local population and other interested external parties such as Nestle, the York-based Universities and regional public transport service providers.

The Trust's Board commitment to sustainability includes the commitment to delivering a Net Zero carbon emissions which include:

- The need for a Board approved healthy / active travel plan, developed in coordination with staff, patients, users, clients, visitors and local communities.
- A business travel policy to support sustainable travel choices; activities and actions to reduce traffic and/or associated air quality impacts in our local area;
- The need to work closely with other local agencies such as our Local Authorities and large private sector organisations to contribute to the delivery of area wide carbon reduction strategies and plans;

The need to demonstrate that the Trust is reducing its carbon emissions from travel and transport in line with the achievement of local targets which are contributing to the requirements of achieving a net zero NHS i.e. achieving a 100% reduction in carbon emissions by 2040 from 1990 levels for staff business travel and fleet travel and by 2045 for patients, visitors and staff commuting. To note that these are national targets that all NHS organisations are contractually obliged to meet under the NHS Standard Contract. There is also National Institute for Health and Care Excellence (NICE) guideline NG70 (issued in 2017) which covers road-traffic-related air pollution and its links to ill health. The NICE guidance is issued to advise health and social care workers how to improve air quality and so prevent a range of health conditions and deaths. This guidance has been considered in the development of the key aims and actions of this Travel Plan.

The Travel Plan is in line with Heath Care Technical Memorandum (HTM)07-03, NHS Car-Parking Management, Environment and Sustainability, which identifies best practice in car-park management and sustainable transport in order to improve the patient and visitor experience and support staff on their journeys to and from work.

Travel Plan Aims and Targets for 2024 – 2025 onwards

Overview

The following sub-sections provide details of the reviewed targets within this Travel Plan. The aims and targets connect to the net zero commitments and aspirations as outlined previously in this document. The modal shift targets are provided as Trust-wide targets.

The key overarching objectives for this plan are to:

- **Objective One** - Reduce the need to travel.
- **Objective Two** - Support and encourage healthy and active travel.
- **Objective Three** - Reduce travel related pollution and traffic congestion.
- **Objective Four** - To reduce single occupancy car journeys.
- **Objective Five** - To ensure that there is fair, consistent and adequate provision of transport and travel choices for all Trust staff and, whilst outside of the Trust's control, to influence (with partners), that there is fair, consistent and adequate provision of transport for all stakeholders, including patients, noting that many users travel outside the standard eight hour normal working day and that each site has its own unique circumstances and challenges.
- **Objective Six** - To contribute to the Trust wide net zero carbon emissions targets and environmental sustainability agenda and the Trust Green Plan.

The Trust is committed to achieving the above objectives and proposes the following must be considered as part of any actions:

- To contribute to the Trust wide net zero carbon targets, environmental sustainability agenda and the Trust Green Plan.
- To address the needs of all user groups (where possible).
- Work with relevant partners to try and alleviate congestion on Wigginton Road and improve access to York Hospital.
- To minimise the number of the vehicles using each site.
- To promote and encourage the use of public transport.
- To promote and encourage healthy and active travel, specifically cycling and walking.
- To promote efficient management and use of the Trust's vehicle fleet.
- To be consistent with local authority plans and initiatives and encourage partnership working.

- Work with local authorities / Public Transport operators across the Trust for the benefit of stakeholders.
- To consider new ways of working, for example flexible working and teleconferencing, reducing the need to travel and to take the strain off the car parks at key hours.
- To examine and influence available bus options with regional bus providers.
- To maintain the new staff car park, permit strategies introduced on main Trust sites in 2023.
- Improve monitoring and reporting of carbon emissions, particularly in relation to business and fleet mileage so we can demonstrate that the plans and policies are reducing carbon emissions and pollution.
- To achieve a continuous improvement approach towards sustainability and carbon reduction through the Trust's travel and transport policies and practices to ensure that they reflect changes, both on site and through legislative, national and local policy changes, as and when they occur, and take into account best practice in other areas.
- Stakeholder travel surveys (staff and patient / visitors) will take place at the end of 2025 and each year thereafter; they will be used to gauge progress, update the travel plan actions and develop a narrative.

Aims and Targets

Accounting for the above, the Travel Plan will contain a number of actions and projects relating the following:

- **Target One** - Promote and encourage the use of Teleconferencing and alternative technologies to reduce car journeys for both staff and patients.
- **Target Two** - Increase the percentage of staff reporting they travel to work by cycling or walking by at least 2% per annum (starting in 2023) from the 28.7% reported in the 2023 staff travel survey.
- **Target Three** - Increase the percentage of staff reporting they travel to work by public transport by at least 3% per annum (starting in January 2024) from the 13.5% reported in the 2023 survey.
- **Target Four** - Work with HR to target new starters to the organisation to influence modal shift at an early stage.
- **Target Five** - Reduce air pollution caused by business travel and cut business travel and transport carbon emissions by at least 1% per annum from 2024.
- **Target Six** - Reduce the carbon emissions of travel at work recorded in 2023 – 2024 through more effective use of the Enterprise pool cars fleet.
- **Target Seven** - Decrease the percentage of staff reporting they travel to work on their own in a car by at least 1% per annum (starting in 2024) from the 41.8% reported in the 2023 staff travel survey.

- **Target Eight** - Establish a new staff car share scheme at major Trust sites in 2025.
- **Target Nine** - Work with Local Authorities and providers to maintain the current £1 staff bus travel offer with an aim to further roll out to other services / Trust areas.
- **Target Ten** - Review the provision of staff shower and changing facilities at all major Trust sites to incentivise and encourage modal shift to active travel options. Where possible, cost up and plan installation of such facilities as required.
- **Target Eleven** - Review the provision of secure cycle parking at all major Trust sites to incentivise and encourage modal shift to cycling.
- **Target Twelve** - Work with the Trust transport team to establish an EV fleet conversion programme, (aligning with the 2027 and 2045 targets to convert fleet vehicles to ULEV).
- **Target Thirteen** - Work with the Trust estates teams to establish opportunities to install new / additional EV charging provision for operational use.
- **Target Fourteen** – Work with Enterprise and relevant colleagues to cost up plans to introduce electric vehicles into the Trust pool car fleet, plus necessary charging infrastructure (aligning with the 2027 and 2045 targets to convert fleet vehicles to ULEV).

This Trust-wide Travel Plan is an ongoing, long-term initiative, which will respond to policy changes and site changes as and when they occur. The Trust will work with partners and appropriate stakeholders to ensure, where practical, resources are pooled and to engage in collaborative thinking to address issues jointly.

The Travel Plan aims and Targets will be reviewed on an annual basis and updated for the following year.

Surveys

The targets have been informed by a Trust-wide staff travel survey in November 2023 (see Appendix I for full details and graphs), and a patient and visitor travel survey in February 2024 (see Appendix H for full details and graphs).

The staff survey had 771 responses, which is around 7.6% of the Trust-wide 10,141 staff body. The key findings were:

- As a percentage, the highest number of responders lived in the York and Scarborough regions.
- The majority of responders were based at York Hospital (64.1%), with further responders mostly at Scarborough (and further received Trust-wide).
- The majority of responses received were from full-time admin, clerical and AHP staff, working traditional hours i.e. 9-5.
- Many of the responders travelled to other Trust sites (mostly York to Scarborough), mostly using their own vehicle. Public transport was the second most preferred option, and pool cars third.

- 41.8% car (own vehicle, no passengers), 14.8% walk, 13.9% cycle, 6.1% car sharing were given as the most popular modes to travel to work. Car travel, walking and bus use were favoured if the normal mode of transport were not available.
- There was pretty much an even split response to the notion of modal shift to more environmentally friendly transport options. The most favoured to try were train, with walking, car sharing, cycling and bus equally preferred.
- There was an evenly split response to whether responders would try car sharing, with free parking and a designated car share journey database given as the main reasons responders would try it.
- As expected for a large number of staff distance to work and childcare offers a barrier to modal shift to active travel options. For those that would be willing to try, shower and changing rooms, better cycle paths and secure cycle parking facilities offered the most incentive.
- Reduced bus travel was given as the best incentive to use buses to travel to work. 35% stated they had used the free York and Scarborough bus offer in Summer 2023, of which 53% had not use the bus previously.

The targets have also been informed by a Patient and Visitor staff travel survey in February 2024 (see Appendix H). 425 responses were received. The key findings were:

Sites visited were broken down as: York Hospital 22.9%, Scarborough Hospital 31.75%, Bridlington Hospital 27.25%, Malton Hospital 8.53%, Selby Hospital 0.24%, Other 9.24%

Out of all the responders, 68.3% were outpatients, 3.33% inpatients, 7.62% visitors and 8.57 ED visits.

76.02% travelled to site by car (either as a driver, no passengers 28.27%, as a passenger 33.02% or as a driver with a passenger). Of the remaining 2.85% travelled by cycle and 0.24% walked.

32.46% of responders stated that the new ANPR equipment has given them a more positive experience when using Trust car park facilities (21.96% stated no, and 30.55% were non-applicable).

48.43% of the responders stated they could have travelled to their appointments via an alternative method: Walk 13.26%, Cycle 5.42%, Bus 29.75%

13.94% thought a journey could have been avoided and that their appointment could have been given via telephone / video consultation (86.06% did not think this was possible).

The 'any other comments' section raised issues such as more accessible bus routes needed, more car park spaces needed, more appointments needed on the East Coast to prevent travel to York, poor road surfaces present issues when travelling, more outpatient services needed at Bridlington and traffic on Wigginton Road is an issue preventing access to York Hospital.

The two travel surveys will become an annual occurrence, (with the next surveys scheduled for November 2025, which will then be used to gauge progress against the targets listed

below and update them for 2026). At the same time, an annual review will take place to gauge progress on all the targets below.

Travel Plan Actions

All actions / targets below have no specific timescale unless otherwise stated. All of these will be reviewed at the end of the 2025 calendar year, allowing for a 12-month period of activity, giving an opportunity to review and assess levels of modal shift, behaviour change and project status. At that point the targets will be reviewed and updated accordingly.

Objective One - Reduce the need to travel

- **Target One** - Promote and encourage the use of teleconferencing and alternative technologies to reduce car journeys for both staff and patients.

Actions to date / current situation: Pre Covid-19, the Trust had several projects that aimed to increase the uptake of teleconferencing, including aspects of the 2019/20 Trust carbon reduction project and a number of patient service trials for selected clinics. The wake of the Covid-19 response saw an increase in teleconferencing as working from home became the norm for many staff; the legacy from this has meant that such practices have been retained to a far greater extent than previously, with many staff now having split Work from Home and Office weekly schedules.

The Trust IT services can provide details on Teams use in six months / 180 days between October 2023 and April 2024:

Team Chat Message Count	3282
Calls	41525
Meetings	105980
Meetings organised	30924
Meetings attended	105980
Ad hoc meetings organised	2052
Ad hoc meetings attended	4526
Scheduled one time meetings organised	17084
Scheduled one time meetings attended	49303
Scheduled recurring meetings organised	11347
Scheduled recurring meetings attended	51059
Audio duration	4,492,976 minutes 74,882 hours
Video duration	4,191,395 minutes 69,856 hours
Screen share duration	2,320,734 minutes 38,678 hours

Using Signal, (the Trust data dashboard), the following numbers were recorded for Outpatient appointments / contacts, for all clinics, between 1st April 2023 and 31st March 2024:

Video calls: **2,706** (Anaesthetics, Audiology, Clinical Neurophysiology, Dermatology, Dietetics, Endocrinology, Gastroenterology appointments)

Actions to be addressed for Objective One include:

- Review current guidance on teleconferencing.

- Review current systems used and explore opportunities for further enhancements / new initiatives.
- Review current usage for teleconferencing for patient appointments and explore new opportunities.

Measurement / data collection: Gather usage data from IT and network colleagues; engage with relevant staff and service leads to help establish a baseline; assess current situation and explore opportunities. Review for end of 2025 calendar year.

Objective Two – Support and Encourage Healthy and Active Travel

- **Target Two** - Increase the percentage of staff reporting they travel to work by cycling or walking by at least 2% per annum (starting in 2023) from the 28.7% reported in the 2023 staff travel survey.
- **Target Three** - Increase the percentage of staff reporting they travel to work by public transport by at least 3% per annum (starting in January 2024) from the 13.5% reported in the 2023 survey.
- **Target Four** - Work with HR to target new starters to the organisation to influence modal shift at an early stage.

Actions to date / current situation: Walking can replace a large number of short car journeys which contribute to congestion, carbon emissions and pollution, and the demand for car parking. Use of public transport almost always involves more additional walking than travelling by car.

Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. Cycling can also lead to increased general health and fitness which has personal benefits as well as economic benefits for the nation in terms of health service costs. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach.

Currently the Travel Planning Coordinator works closely with iTravel York (City of York Council), East Riding Council, North Yorkshire County Council and regional transport providers to promote active travel options to staff at the York, Scarborough and Bridlington Hospitals via on-site events throughout the year.

Actions to be addressed for Objective Two include:

- Produce postcode maps showing staff home locations for each main Trust site, to identify those close to major bus services, safe cycle routes and other relevant travel aspects.
- Undertake comprehensive audits of all major Trust sites to identify any active travel related issues / needs.
- Working with relevant colleagues to improve the bus stop facility at Selby Hospital.
- The promotion of walking to highlight the available safe routes and the health benefits to be derived from walking.
- In conjunction staff champions and the staff cycle user group, as well as iTravel York (City of York Council), North Yorkshire Council, East Riding Council and other third-party providers, actively 'market' the health benefits of walking and cycling to work to staff and patients/visitors via on site events or signposting.

- Maintain a presence on regional bus forums such as the Enhanced Partnership Bus Forum (York) to maximise partnership opportunities and developments.
- Work with the Trust car parking and security team and City of York Council to consider partnership opportunities to address traffic build up around the York Hospital site.
- Integrate promotion of the staff cycle scheme (via staff benefits) and any other promotions/offers that local authority partners can provide.
- Evaluate the condition of existing cycle parking facilities at main Trust sites to ensure they are fit for purpose.
- Monitor take-up of cycle parking facilities by staff and patients / visitors and provide additional spaces / storage facilities as necessary (by doing cycle counts on a set schedule throughout the year).
- Promote the existing £1 travel offer throughout the year via available Trust communications channels.
- Monitor and record passenger levels on the First York services and EYMS Scarborough service 10.
- Work with HR to promote walking, cycling and bus use to new starters to the trust (to influence possible modal shift an early stage), including induction information, signposting etc.
- Review public transport offers (train and bus) with regional providers and work towards establishing new staff offers and further roll-out of the £1 staff offer in other Trust regions (see Target Nine).
- Patients and visitors to be encouraged to consider their travel arrangements responsibly by review of the Trust website information. The Travel Planning Coordinator will explore other opportunities to promote active travel options to patients (such as communications, patient letters, signposting etc) along side key partners including the contracted Patient Transport Service operated through YAS (Yorkshire Ambulance Service).
- With relevant colleagues explore what options are available to communicate transport options with patients and visitors.

Measurement / data collection: Travel survey data, bus weekly bus patronage figures, staff cycle scheme uptake, cycle store usage.

Objective Three - To reduce travel related pollution and traffic congestion

- **Target Five** - Reduce air pollution caused by business travel and cut business travel and transport carbon emissions by at least 1% per annum from 2024.
- **Target Six** - Reduce the carbon emissions of travel at work recorded in 2023 – 2024 through more effective use of the Enterprise pool cars fleet.

Actions to date / current situation: Currently there the following number of pool cars across the Trust:

- York Teaching Hospital (14 pool cars)
- Scarborough Hospital (17 pool cars)
- Bridlington Hospital (3 pool cars)
- Selby Hospital (2 pool cars)
- Malton Hospital (2 pool car)
- Tadcaster Health Centre (1 pool car)

Additionally, staff have access to a number of vehicles in York that are part of the wider public

pool car fleet, plus car club vehicles at Sherburn In Elmet (1 pool car), Acomb Health Centre, Oak Rise, Acomb (1 pool car) and Tang Hall Clinic, Fifth Ave, Tang Hall (1 pool car)

The pool car vehicles currently in use are:

- 7 1L hybrid and Ecoboost Ford Fiestas, ranging from CO2/km ratings of 94g to 122g
- 34 1.2L Vauxhall Corsa of various models, ranging for CO2/km ratings of 115g to 125g
- 1 Renault Clio with a CO2/km rating of 119g
- The above vehicles are a mixture of Band B, C and D under the current Government car tax banding classification

Between April 2023 and March 2024:

- 2108 members were registered for the Trust Enterprise pool car fleet by March 2024 (an increase of 241 from 1,867 in March 2023)
- 705,202 road miles were travelled (an increase of 187,850 compared to the 517,352 road miles travelled between April 2022 – March 2023).
- Additionally 211,339 miles were travelled using the Enterprise daily car hire scheme (a total of 3,777 bookings) and 2,447,780 miles were claimed via the staff business mileage reimbursement scheme (from 343,059 separate claims).

The table below outlines the mileages and carbon emission totals for Trust transport fleets for 2022 – 2024, measured in tCO₂e stands for tonnes (t) of carbon dioxide (CO₂) equivalent (e):

Transport Category	Units	2022/23	2023/24
Fleet Vehicles – Petrol & Diesel	miles	765,212	995,000*
Fleet Vehicles – Electric	miles	75,361	91,990
NHS Pool Cars	miles	517,352	705,202
NHS Fleet (incl. WTT¹)	tCO₂e	445	575
Business Travel - Grey Fleet	miles	2,820,842	2,771,764
	tCO ₂ e	979	938
Public Transport – Train, Bus, Coach & Taxi	miles	465,242	486,520
	tCO ₂ e	35	35
Business Air Travel	miles	1,273,411	851,263
	tCO ₂ e	438	403
Business Travel (incl. WTT)	tCO₂e	1,452	1,376

¹ Except for Well-To-Tank (WTT) for electricity used by electric vehicles (EVs) as this is counted as part of energy used at Trust sites

*Estimated total mileage – no mileage record for 25% of fleet vehicles

Note that carbon accounting rules require the Trust pool cars we lease from Enterprise as part of our fleet.

Actions to be addressed for Objective Three include:

- Work with relevant colleagues to do a quality improvement exercise to review efficiencies in the Trust pool car scheme, including elements such as overall system efficiency, location of vehicles, unsuccessful bookings and introducing a journey sharing element.

- Work with relevant colleagues on a 'relaunch' of the Trust pool car scheme and a subsequent communications programme throughout 2024 / 2025. Communicate and re-establish the 'hierarchy' for staff travel (active travel options > pool cars > daily hire > Trust lease).
- Review whether lower-emission vehicles can be used in the current pool car fleet; cost up the option of introducing EV into the fleet and options for charging on main Trust sites.
- Work with HR to promote use of pool cars to new starters to the trust and possibly prevent single-car journeys to site (to influence possible modal shift an early stage).
- Policy Review and Improvement of Monitoring – Review of Trust Business Travel and Transport Policies including the monitoring and collation of business mileage so that the Trust can demonstrate that this plan is reducing carbon emissions and pollution.
- Work closely with City of York Council and other relevant partners to address congestion issues on Wigginton Road outside York Hospital, including road layout, access to site, signage, bus connectivity and other aspects.

Measurement / data collection: Monthly and annual data collections from Enterprise (including mileage, membership numbers and system efficiencies), and annual carbon emission measurements, relevant policy updates and implementation.

Objective Four - To reduce single occupancy car journeys

- **Target Seven** - Decrease the percentage of staff reporting they travel to work on their own in a car by at least 1% per annum (starting in 2024) from the 41.8% reported in the 2023 staff travel survey.
- **Target Eight** - Establish a new staff car share scheme at major Trust sites by April 2025.

Actions to date / current situation: According to the 2023 Travel survey 41.8% travel to work in their own car without any passengers (question 14) and 46.4% travel between sites in their private car alone (question 10), noting that 73.5% of staff respondents said that their working pattern followed traditional office hours.

The Trust had previously operated staff car share scheme, incentivised by a free parking offer, which was suspended due to associated Covid-19 risks. The scheme remained inactive following the implementation of the new staff ANPR and staff permit systems in 2023, after which the decision was taken to investigate new car share options that will integrate with the new permit and ANPR management system.

Actions to be addressed for Objective Four include:

- Work with the car parking team to establish a new staff car-share offer in 2024 at all main Trust sites, that will include some form of incentive for scheme use, designated spaces and a connection with the existing ANPR car park system (where applicable).
- Undertake regular promotions through Trust communications channels.
- Investigate possibility of establishing a car-share element into the Trust pool car scheme to minimise duplicated journeys.
- Support the Trust Car Park management team in any further changes to the established permit criteria / parking charges.

Measurement / data collection: Survey data, car share scheme data (once established).

Objective Five - To ensure that there is fair, consistent and adequate provision of transport and travel choices for all Trust staff and, whilst outside of the Trust's control, to influence, with partners, that there is fair, consistent adequate and sustainable provision of transport for all stakeholders, including patients, noting that many users travel outside the standard eight hour normal working day and that each site has its own unique circumstances and challenges.

- **Target Nine** - Work with Local Authorities and providers to maintain the current £1 staff bus travel offer with an aim to further roll out to other services / Trust areas.
- **Target Ten** - Review the provision of staff shower and changing facilities at all major Trust sites to incentivise and encourage modal shift to active travel options. Where possible cost up and plan installation of such facilities as required.
- **Target Eleven** - Review the provision of secure cycle parking at all major Trust sites to incentivise and encourage modal shift to cycling.

Whilst all views will be listened to and taken into account, every request will be subject to the budget being available / identifiable. Nor, as per the data gathered in the 2023 staff travel survey, will all staff be able to switch from car use to an active travel option. The consistency and equity of services and functions, rather than uniformity, will recognise that some staff, services and sites have different needs and requirements.

Actions to date / current situation: From April 2019 the Trust had funded a First-operated bespoke P&R shuttle bus (HSB) between the Rawcliffe Bar P&R site and York Hospital. Whilst patronage levels were initially positive and rising over the first year, the subsequent Covid-19 impacts meant that passenger levels dropped and failed to recover, thus not making the service financially viable. The HSB service was discontinued on 1st April 2023.

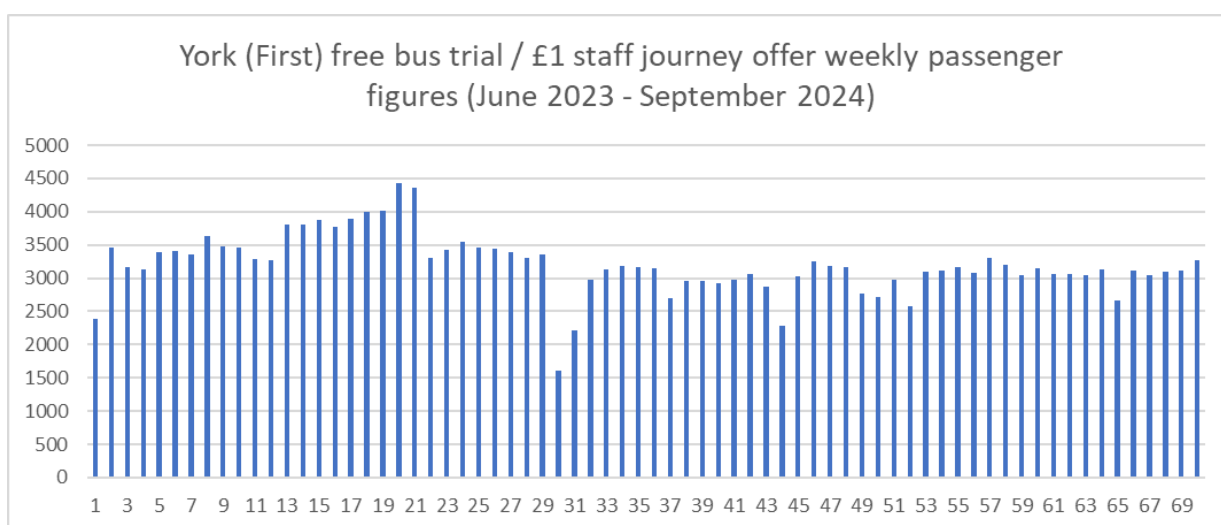
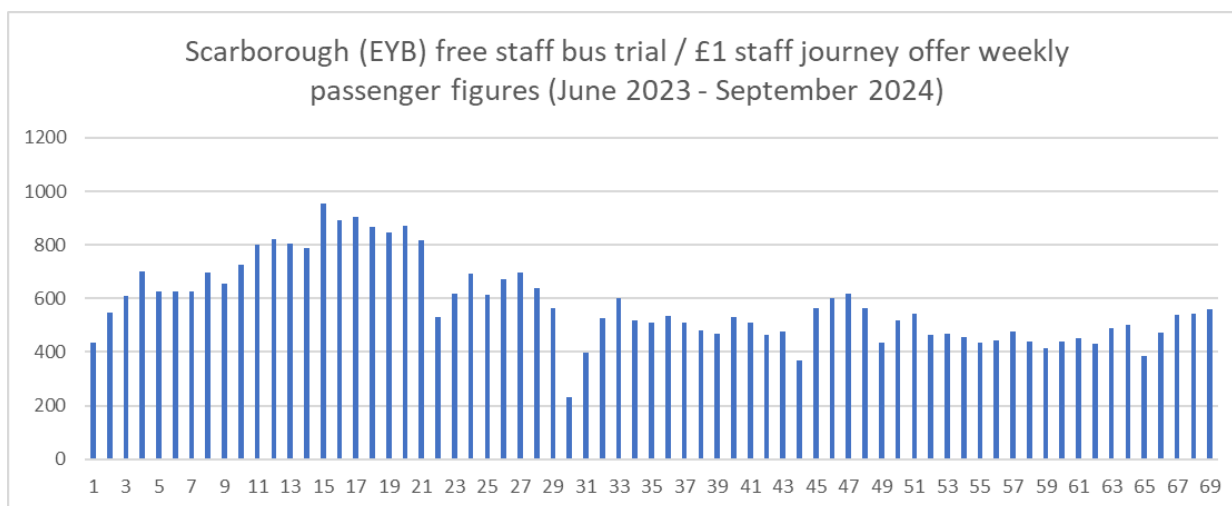
Following the end of the P&R service the Trust offered free staff bus journeys to staff between 1st June 2023 and Sunday 29th October 2023 on the following services:

- The First York network (including P&R services and excluding the University services)
- The East Yorkshire Motor Services Service 10 in Scarborough (connecting the hospital with the North and South of the town).

Uptake was high and peaked at 4,434 weekly journeys in York and 953 weekly journeys in Scarborough.

As of 30th October 2023, the Trust started offering a 7 day per week £1 per journey offer (a £1 / 50% discount on the standard £2 fare) on the same services as above. In May 2024 City of York Council funded expansion of the offer to all other York bus services (except Connexions services). All offers will run until 31st December 2024. To use the offer, staff have to show their valid Trust ID to the driver and state where they are travelling to for work purposes.

The tables below illustrate patronage levels for the two offers above from June 2023 to time of writing:



A short staff bus survey was conducted in September 2023 to gauge opinion on the bus offers outlined above. The survey received 413 responses and the key findings were:

- 90% of responders had used the free bus offer over Summer 2023.
- 51% used the bus before the free bus offer / 49% modal shift rate (started using the services when the offer became available).
- 13.27% used the bus one day per week to travel to work
16.33% used the bus two days per week
25% used the bus three days per week
19.13% used the bus four days per week
26.28% used the bus five days per week.
- 76.21% used the First York services / 19.18% used the Scarborough Service 10 / 4.61% used other available services (Arriva, Transdev, Reliance).
- 70.54% stated they would still use the bus services if a small fee was introduced / 29.46% stated they wouldn't.
- When asked if they would take advantage of an all-operator travel offer in York, 31.67% said yes, 29.33% said no and 39% said maybe.
- Preventative barriers that stopped staff using bus services to work included using bus services takes too long in comparison to car travel, service times do not work for late shifts, lack of available and / or direct services, unreliable services, expense (when not free), and services not being frequent enough.

Based on the positive patronage figures, conversations are ongoing with bus operators to help these become longer term offers beyond 2024. Cycle store maps have been produced for the York and Scarborough sites, highlighting both publicly accessible and secure staff cycle parking.

Accessible staff shower and changing facilities are installed at Bridlington Hospital; any other such facilities are limited to clinical departmental use only.

Actions to be addressed for Objective Five include:

- Review bus offers with regional providers and work towards establishing new staff offers and further roll-out of the £1 staff offer in other Trust regions (linked to Objective One).
- Ensure that Trust interests are taken into account when City of York Council negotiate new bus / Park and Ride contracts in 2025.
- Work with Local Authorities and bus operators to ensure Trust sites are considered during any network changes / new contracts.
- Work with Estates colleagues to review availability of accessible showers at the five main Trust sites and, where applicable, work with Capital planning colleagues on establishing costed plans for installation / conversion.
- Review staff travel reimbursement schemes (i.e. claiming cycle mileage)
- Review cycle parking provision at all main Trust sites and cost up improvements / upgrades where needed.
- Produce new maps for all main sights highlighting public and secure staff cycle storage, pool car locations and other relevant travel aspects.
- Establish active travel champions at all main Trust sites.
- Liaise with staff cycle user group.

Measurement / data collection: Weekly bus passenger data from participating providers, cycle storage counts on main Trust sites, survey data, costed plans for shower and changing facilities (where possible).

Objective Six – To Contribute to the Trust-wide environmental sustainability agenda

- **Target Twelve** - Work with the Trust transport team to establish an EV fleet conversion programme, (aligning with the 2027 and 2045 targets to convert fleet vehicles to ULEV).
- **Target Thirteen** - Work with the Trust estates teams to establish opportunities to install new / additional EV charging provision for operational use.
- **Target Fourteen** – Work with Enterprise and relevant colleagues to cost up plans to introduce electric vehicles into the Trust pool car fleet, plus necessary charging infrastructure (aligning with the 2027 and 2045 targets to convert fleet vehicles to ULEV).

The Trust will encourage any grey and other fleet upgrades/additions to be as environmentally friendly as possible. This will be factored into Trust Lease car policy, fleet vehicle replacements and the tender for new pool / hire car contracts when applicable.

Actions to date / current situation: Currently the Trust has 12 leased EV fleet vehicles which are used for either delivery or Estates purposes. Charging points are located at:

Selby War Memorial Hospital x1 solo wall charger (7kw), with 1 charge point

Total Charge Points on site = 1

Scarborough Hospital x1 twin floor mounted charger (7kw), with 2 charge points
Total Charge Points on site = 2

Bridlington Hospital x2 solo wall chargers (7kw), with 1 charge point
Total Charge Points on site = 2

Malton Hospital x2 solo wall chargers (7kw), with 1 charge point
Total Charge Points on site = 2

Transport Department x2 twin floor mounted chargers (7kw), with 2 charge points each
Total Charge Points on site = 4

York District Hospital (Estates) x2 twin floor mounted chargers (7kw), with 2 charge points each
Total Charge Points on site = 4

York District Hospital (Patient Multi Storey Car Park) x2 solo wall chargers (7kw), with 1 charge point
Total Charge Points on site = 2

Total EV charge points across all Trust sites = 17

The new Scarborough Hospital Emergency Department building will have a new EV charge point that will be designated for Trust operational transport purposes. This point is anticipated to become available late 2024.

Actions to be addressed for Objective Six include:

- Work with the Trust transport team to establish a vehicle replacement schedule, (to replace current petrol- and diesel-powered vans with EVs), to align with the NHS England targets of 2027 and 2045).
- Develop and update the Trust's electric vehicle charging infrastructure where possible / needed.
- In relation to Trust suppliers and contractors, all contacts to be encouraged to adopt environmentally friendly and sustainable practices in relation to transport. This could extend to tendering procedures.
- Via National Clean Air Day (June 2025 - specific date TBC), promote "anti-idling" policy to all relevant stakeholders including staff, patients and visitors and providers such as taxi companies.
- With Estates colleagues, review the provision of EV charging infrastructure at all main Trust sites and assess options and costs, in synch with the fleet replacement programme.
- Consider what can be done to support Yorkshire Ambulance Service (YAS) charging infrastructure ambitions, and if they can synch with the above.
- Work with relevant colleagues and Enterprise to determine options and costs for converting the staff pool car fleet to EV.
- Work with relevant colleagues to do a scoping exercise on the current pool car provision, recognise quality improvement objectives.
- Review and address what vehicles are available via the staff lease car schemes, with a view to ensure that only low and ULEV vehicles are available.

Measurement / data collection: Costed fleet vehicle replacement schedule / costed plans for other fleet vehicles, pool cars and charging infrastructure.

It must be noted that whilst these aims and targets link to the NHS net zero targets and aspirations, our Trust is made up of large rural areas. This presents different challenges to urban locations such as increased mileage demands and a lack provision of charging infrastructure.

Priority actions for 2024 / 2025:

The Travel Planning Coordinator will carry out the following actions as a priority from late 2024 onwards. All aspects listed below are either already in progress or will be started in conjunction with local authorities and transport providers:

- Work with City of York Council to explore options to improve traffic flow on Wigginton Road.
- Work with City of York Council and North Yorkshire Council to ensure that the Travel Plan synchs in with their respective policies and transport / place plans.
- Work with local authority services (such as iTravel York) to schedule a 12 month programme of active travel activities for staff.
- Work with regional partners to address patient transport issues across the Trust and explore collaborative solutions. This will / could include Trust colleagues, the ICB, CCGs, local authorities and transport providers.
- Create postcode maps for staff commutes to main Trust sites, to act as a baseline for active travel planning activities going forward.
- Contact Trust HR to start reviewing travel offers to new starters.
- Review and 'relaunch' the Trust staff pool car scheme, emphasising correct usage of the scheme and a hierarchy of travel for Trust staff to adhere to.
- Work with relevant partners to continue the current £1 staff bus offer into 2025 and explore options to expand the existing offers (dependent upon the status of the £2 fare cap beyond 31st December 2024).
- Work to install two new staff cycle stores at Bridlington Hospital and Tribune House (Clifton Moor) by May 2025.
- Work with internal colleagues to plan and install a new bus shelter at Selby hospital.
- Work with East Riding Council to continue the staff active travel programme into 2025.
- Work with relevant colleagues to plan installation for more EV charging points for operational use.
- Establish and strengthen relations between the new Combined Authority for York and North Yorkshire, North Yorkshire Council, City of York Council and other major regional transport leads. Ensure that Trust interests are considered as part of new transport projects and funding allocations e.g. BSIP.
- With relevant Trust colleagues, start developing a plan for a new staff car share scheme at main Trust sites.
- Review York Trust car parking charges in line with City of York Council to help support greater modal shift away from the single-use private car. Develop effective data capture system for all transport aspects (where possible).

Travel Plan Coordinator

It is essential for the success and efficiency of any Travel Plan that a Travel Plan Co-ordinator (TPC) be appointed to have the responsibility for the implementation of the Plan. Dan Braidley (Travel and Partnerships Manager, YTHFM LLP) is the designated Trust TPC. Dan can be contacted at **d.braidley@nhs.net**.

The responsibilities of the Travel plan Co-ordinator include:

- Chairing the quarterly operational Trust Travel & Transport Group
- Represent the Trust with regional NHS bodies including the ICB, Greener NHS and NHS England.
- Overseeing the development implementation and monitoring of the Travel Plan initiatives.
- Obtaining and maintaining commitment and support from senior managers, staff and union representatives etc.
- Designing and implementing effective marketing and awareness raising campaigns to promote the Travel Plan and the projects and initiatives to meet the Travel Plan aims.
- Co-ordinating and attending Steering Groups, Working Groups etc.
- Co-ordinating the necessary data collection exercise required to further develop the Travel Plan.
- Acting as a first point of contact for all staff requiring information.
- Liaising with different departments and external organisations.
- Co-ordinating the monitoring programme for the Travel Plan, including target setting.
- Presenting any business cases to secure a budget for Travel Plan development, and ensuring that any income generated is used only to promote the Plan and related environmental improvements and more sustainable travel related options.
- From time to time it may be necessary to involve other Trust Officers in assisting with this important role. The Local Authority and other interested parties will be informed of any such change, so that the initial point of contact remains clear at all times.
- The Travel Plan Co-ordinator will report to the Trust Transport and Travel Group, which will oversee the development of a Trust Wide healthy transport strategy and travel plan.
- Promotion of travel options available to staff to influence modal shift. This will cover all aspects of reduction in journeys, journey planning for the members of staff and will encourage staff to make better use of public transport or walk / cycle to work.
- This facility will also be used to promote the 'cycle2work' scheme and other travel plan incentives such as promoting Hire and Pool Car schemes and car- sharing options (when in operation).

Communications and Marketing

A critical factor to the success of the Travel Plan is to raise awareness through communications and marketing to sustain progress. The following means of communication and publicity will be considered for delivery by the TPC, the Staff Benefits team and via through the Trust's communications team:

- Share the completed TP document via the Trust intranet and public-facing website.
- Activities of the Travel and Transport Group.
- Articles on the Trust Intranet and in the staff newsletter (Staff Matters) or inserts with payslips.
- Ensure active travel measures are promoted to new starters via HR.
- Informal small scale "drop in" events to share the travel plan and obtain suggestions from staff, patients, and visitors.
- Leaflets / brochures - travel plan and bus services.
- Local media (newspapers, radio stations).
- Flyers / posters.
- Online signposting links to iTravel York, TIER and other external partners.
- Health promotion of benefits of walking / cycling (including possible input from Occupational Health).
- Work with other health service providers, the Transport Authority and Voluntary Community Services to determine opportunities for efficiencies from integrated Patient Transport, Social Services, local bus services, voluntary transport.
- Continue working with NYC (North Yorkshire Council) and ERYC (East Riding of Yorkshire Council).
- Continue to develop Transport Information Points on intranet (Staffroom) and Internet/Trust Website which are prominent areas for staff and visitors to access up to date information on all aspects of travel and transport.

Appendices

Trust Premises / Facilities analysis

Patient figures 2023 - 2024

2023 Staff Travel Survey

2024 Patient / visitor travel survey

Glossary

Trust Premises/Facilities

Although Appendices A - E of this report provide site specific assessments for the Trusts five key sites it is acknowledged that many Trust members of staff are based at several other premises outside of the confines of these main Trust facilities.

As such each of these satellite sites will be covered by the Trust Wide Travel Plan and its general initiatives. Through the Trust Travel and Transport Group members of staff based at these sites will always have an opportunity to air any concerns or indeed share suggested initiatives that they have.

Such input and cooperation will be encouraged by the Travel Plan Coordinator to ensure that all staff are fully aware of the principles of the Travel Plan and the Trusts aims and objectives in terms of increasingly the use of sustainable travel modes.

Whilst it is standard travel planning practise to list residential locations close to site(s), it must also be noted that any modal shift is done at an individual's discretion; the following radius distances are indicative when in regard to cycling, walking and travelling my local bus. Not all the locations highlighted will have adequate or safe cycle and pedestrian routes to their respective hospital sites and that will influence individual modal shift decision making.

APPENDIX A – York Hospital

Site Specific Assessment

Figure A1 – 500m 1km & 2km Walking Radius Plan

Figure A2 – 5km Cycling Radius Plan

Figure A3 – Bus Stop Location Plan

York Hospital – Site Specific Assessment

A1.1 Walking - Existing Situation

A1.1.1 The Institution of Highways and Transportation publication 'Providing for Journeys on Foot' contains a range of desirable, acceptable and preferred maximum walking distances for a variety of types of journeys. For commuting journeys the walking distances vary between 500, 1000 and 2000m. These distances, centred on the hospital site, are shown on the plan attached at Appendix A (Figure A2). It is noted that walking routes will not follow the simple radius of this plan and the plan is provided as an indication of where residential areas and local facilities are located and the general extent to which these and the site can be accessed on foot.

A1.1.2 Within the hospital site, a major zebra crossing point is a key location adjacent to the MSCP that links to the adjacent highway.

A1.1.3 Formal controlled crossing points are provided on Wigginton Road, adjacent to the main site frontage which provides access to the wider network, adjacent residential areas and convenient bus stops.

A1.2 Walking – Site Specific Initiatives

A1.2.1 The Trust will continue to monitor the suitability of existing pedestrian routes and crossing points. Any improvements required to meet changes in service availability or location with the site will be assessed.

A2.1 Cycling - Existing Situation

A2.1.1 In relation to the application site; cycling distances from local residential centres within 5km, along with the corresponding cycle time based on 12 km per hour are provided overleaf. The plan attached at Appendix A (Figure A3) details a 5km radius of possible destinations and as such shows the extent to which the site is accessible by cycle.

Origin/Destination	Distance	Time
York City Centre	1.0km	5 mins
York Rail Station	1.6km	8 mins
Heworth	1.8km	9 mins
Clifton Moor	2.2km	11 mins
Fishergate	2.5km	12 ½ mins
New Earswick	2.9km	14 ½ mins
Layerthorpe	3.0km	15 mins
Huntington	3.4km	17 mins
Fulford	3.8km	19 mins
Heslington	4.0km	20 mins
Badger Hill	4.2km	21 mins
Osballdwick	4.4km	22 mins
Acomb	4.7km	23 ½ mins
Haxby	5.0km	25 mins

It must be noted that safe cycle routes to the hospital site (i.e. off road) are not available from some of the rural areas listed above. Cycling as an alternative to driving will still be promoted to staff for consideration, but any modal shift will be at the discretion of the individual.

A2.1.2 There are numerous pockets of cycle parking for both staff and patients/visitors across the site. These consist of a mixture of facilities such as Sheffield Stands, covered shelters and secure cycle lockers, and can be broken down into the following numbers:

Secure staff cycle spaces available: 372 in secure gated staff-only enclosures
 Patient / visitor cycle storage locations as per figure A1 below. Please note: When the Magnolia Centre is upgraded in late 2024 / early 2025 some publicly accessible cycle parking will be relocated.

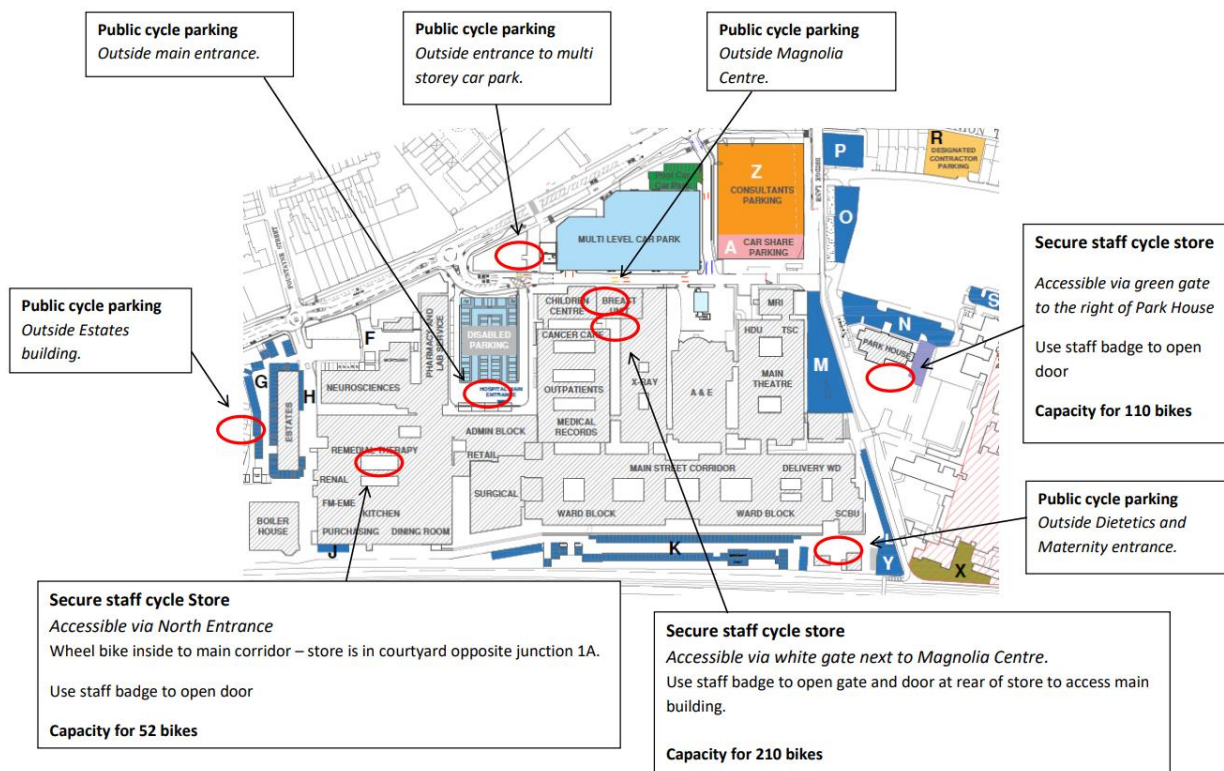


Figure A1 – Cycle parking provision at York Hospital

A2.1.3 The existing cycle facilities are well used and our observations noted that spaces were available with only a small number of cycles being left in un-designated areas.

A2.1.4 Cycle lanes are present on Wigginton Road which allow access to the site from the highway network, including the Sustrans-owned Foss Island Cycle path that adjoins large parts of the York cycle path network.

A2.2 Cycling – Site Specific Initiatives

A2.2.1 The TPC will work with City of York Council and access any free seasonal cycling promotions delivered as part of the iTravel sustainable transport programme.

A3.1 Public Transport - Existing Situation - Bus Accessibility

A3.1.1 Bus stops are located along Wigginton Road in the vicinity of the site. These stops are all located within 300m from the centre of the site with pedestrian crossings marked with tactile paving and a pedestrian refuge island available across Wigginton Road. An unused

bus stop is on site close to the main entrance (that was previously used for the Hospital Park & Ride service).

A3.1.2 The plan attached at Appendix A (Figure A4) shows the location of the stops in the vicinity of the site and details of the facilities provided at each of these stops along with the available services are provided below:-

Clifton, Feversham Crescent

Bus stop reference: 32900310
 Location: Wigginton Road
 Distance to stop: Within 300m from centre of site
 Direction of Travel: Buses travelling northbound
 Facilities: Pole, timetable, marked bus bay, raised kerbs
 Bus services: 6 & 40

Bus stop reference: 32900311
 Location: Wigginton Road
 Distance to stop: Within 300m from centre of site
 Direction of Travel: Buses travelling southbound
 Facilities: Pole, timetable, marked bus bay, raised kerbs
 Bus services: 6 & 40

Clifton, Haxby Road School

Bus stop reference: 32900318
 Location: Haxby Road, opposite the school
 Distance to stop: Within 800m from centre of site
 Direction of Travel: Buses travelling northbound
 Facilities: Pole, timetable, marked bus bay, raised kerbs
 Bus services: 1, 5 & 5A

Bus stop reference: 32900317
 Location: Haxby Road, outside the school
 Distance to stop: Within 800m from centre of site
 Direction of Travel: Buses travelling southbound
 Facilities: Pole, timetable, marked bus bay, raised kerbs
 Bus services: 1, 5 & 5A

Bus stop reference: 32900080 and 32900081
 Location: Clarence Street, York St John University
 Distance to stop: Within 600m from centre of site
 Direction of Travel: Buses travelling northbound / Southbound
 Facilities: Pole, timetable, shelters, marked bus bay, raised kerbs
 Bus services: 1, 5 & 5A

A3.1.3 A summary of the bus services which operate in the vicinity of the site are:

1 - Wigginton - Chapelfields – via City Centre

Monday – Saturday	15-20 minutes
Monday – Saturday Evening	30-35 minutes
Sunday	30-35 minutes

5/5A – Strensall – Foxwood – via Huntington – Haxby Road – City Centre

Monday – Saturday	18-20 minutes
Monday – Saturday Evening	30 - 60 minutes
Sunday	30-35 minutes

6 – Clifton Moor – Heslington East – via City Centre

Monday – Friday	15 minutes
Saturday	20 minutes
Monday – Saturday Evening	30 minutes
Sunday	30-35 minutes

40 – Crayke – Easingwold – York – Askham Bryan College

Monday – Saturday	60 minutes
Monday – Saturday Evening	No Service
Sunday	No Service

A3.1.4 As can be seen from the above there is a frequent level of service with many services on a weekday daytime.

A3.1.5 The York Hospital also provides a fully accessible, door to door minibus transport to the Hospital for people living in the Pocklington Area (03456 445959). York Wheels is a charity organisation based inside York Hospital, with 30 volunteer drivers who will transport clients to the hospital for a small charge. The service is aimed at those who are unable to use public transport. Bookings can be made via 01904 630080.

A.3.1.6 Travel advice is provided on Staffroom (Staff intranet) and the iTravel website hospital website which can be accessed via the links below

http://www.yorkhospitals.nhs.uk/our_hospitals/the_york_hospital/getting_here/York_Travel_Information_Public_Transport_Routes_Journey_Planner_-_iTravel_York

A3.2 Public Transport – Site Specific Initiatives – Bus Accessibility

A3.2.1 The Travel Plan Coordinator will work with City of York Council and local bus companies to ascertain the viability of any bus services and schemes.

A4.1 Public Transport - Existing Situation – Rail Accessibility

A4.1.1 The closest train station to the development site is York Railway Station located approximately 1.5km south-east of the site.

A4.1.2 York Railway Station is a mainline station that has sheltered seated waiting areas, waiting rooms, a customer help point, public Wi-Fi, refreshment facilities, toilets with baby change facilities, a café, a ticket counter, ticket machines, and an ATM. There are also lifts and ramps for those with impaired mobility; staff are also on hand to help. The station also has a 604-space car park with 6 accessible spaces available.

A4.1.3 This station is under the management of Virgin East Coast and provides services to Edinburgh, London Kings Cross, Liverpool, Leeds, Hull, Manchester, Huddersfield, Aberdeen, Scarborough, Blackpool North and many local areas within York.

A4.1.4 The station is well within cycling distance and there is cycle parking available around the station.

A4.1.5 In 2019 Scarborough Bridge was renovated to include better cycle accessibility, offering York Hospital staff a quicker and safer journey by bike from the station via the former Bootham Park driveway.

A4.2 Public Transport – Site Specific Initiatives – Rail Accessibility

A4.2.1 The Trust will liaise with LNER (York Station operators) via the City of York Council to ensure that that operational travel plans are linked in the most appropriate manner to achieve the most effective take up of rail connections.

A5.1 Car Sharing - Existing Situation

At present there is no staff car sharing offer.

A5.2 Car Sharing - Proposed Measures and Initiatives

A new staff car sharing offer will be looked at (see Objective 4, Target 8).

A6 York Hospital Car Parking situation:

A6.1.1 There are 1223 marked parking spaces on the site, 424 for visitors located within our Multi-story car park on the main entry road, and 714 spaces for staff parking around the external surface car park around the site.

A6 1.2 There are 85 accessibility bays that can be accessed by staff and visitors to the hospital. Users are required to display a valid blue badge permit within their vehicle, whilst also requiring to register their permit with our ID & Car Parking Team on the Automatic Plate Recognition System (ANPR).

A6 1.3 Hospital staff also have access to the York Pool Car Fleet which is located in the Enterprise car park to the rear of the MSCP, with access to these vehicles via the Enterprise App.

A6.1.4 Car parking charges apply for visitors within the MSCP between the hours of 8am – 8pm (7 days per week). Enforcement of these charges is through the ANPR technology with an automatic ticketless barrier system in place.

Service User & Visitor Charges	York
Up to an hour	£2.50
Up to 2 hours	£5.00
Up to 3 Hours	£7.50
Up to 4 Hours	£9.00
Up to 6 Hours	N/A
All day	£10.00

A6.1.5 Car parking charges apply for staff on the surface car parks around the York Hospital site, and across at the adjacent Park House and BPH sites between the hours of 8am – 6pm (Monday – Friday). Parking outside of these hours is not chargeable, however night shift workers are encourage to park within the MSCP on an evening through a night shift permit to save on congestion on the surface car parks in the mornings for day users. Enforcement for these car parks is through the ANPR technology.

£7.1.6 Staff charges are determined dependant on pay rate, to help support the lower banded staff members with the cost of living crisis. The pricing structure applies across the three main Trust sites at York, Scarborough and Bridlington.

Staff bands	daily	weekly	monthly
1, 2 & 3	FREE	FREE	FREE
4 & 5	£1.50	£6	£25
6 & 7	£2	£8	£34
8+ including consultants	£2.50	£10	£52

A6.1.6 ANPR is in operation at the hospital and enforcement notices are also given to cars parked improperly by the security team, for example on the pavement or not in a designated bay, or without payment. Penalty charges are £50, or £25 if paid within 14 days, and are administered and managed by the Trusts strategic partners GroupNexus.

A6.1.7 There are 20 minute drop off parking outside the Main Entrance, Neuroscience and Emergency Department. These spaces are monitored and users should relocate into the multi-storey car park once drop off has been completed where standard visitor charges apply.

A6.1.8 Free parking is provided for patients attending the Renal Unit for treatment. Patients are required to use designated parking bays adjacent to the Renal Unit, however, if all allocated bays are in use, then the patients may use the Neurosciences or Multi-Storey Car Park (MSCP) free of charge.

A6.1.9 Parking concessions are available in line with government guidelines upon request from the ward or department, they will require your vehicle registration number (VRN) to apply. The concessions apply across the three main Trust sites at York, Scarborough and Bridlington.

Car Parking Concessions

Visitors and patients are required to pay for parking on the York Hospital site between the hours of 07.30 hrs and 20.00 hrs. Parking tariffs are displayed.

The following concessions are available.

Blue badge permits	Free of charge in designated blue badge parking areas or in the multi story car park
Visitor to patient's in the last days of life/ bereavement care.	Free parking in multi-storey car park for up to 3 days This period may be extended upon application
Visitor to patient in Critical Care (ITU/HDU/Coronary Care)	Free parking in multi-storey Car Park
Visitor Nominated by Long Term patient (long term means has been in hospital over 7 days)	Parking in multi-storey car park at a reduced rate
Parents staying with a patient on the Children's ward	Free parking in multi-storey Car Park
Parents whose babies are in neonatal intensive care.	Free parking in designated bays or multi-storey car park
Partner of Expectant mother whilst in labour	Reduced rate parking in designated bays or multi- storey car park
Patient who has to attend treatment for at least 3 hours per week and for a period of more than two weeks	Free Parking in designated bays or multi-storey car park
Emergency Department	Free for 20min in drop off bays then move to multi-storey car park and pay full amount up to 4 hours maximum charge.
Close relative of patient receiving care under the Mental Health Act	Reduced rate one permit per patient
Cancer patients on active systemic treatment	Free parking in multi-storey Car Park

Please speak to the Ward/Department that you are attending if you believe qualify for any of the concessions, they will then validate your car parking ticket. For further enquiries call 01904 72 1591.

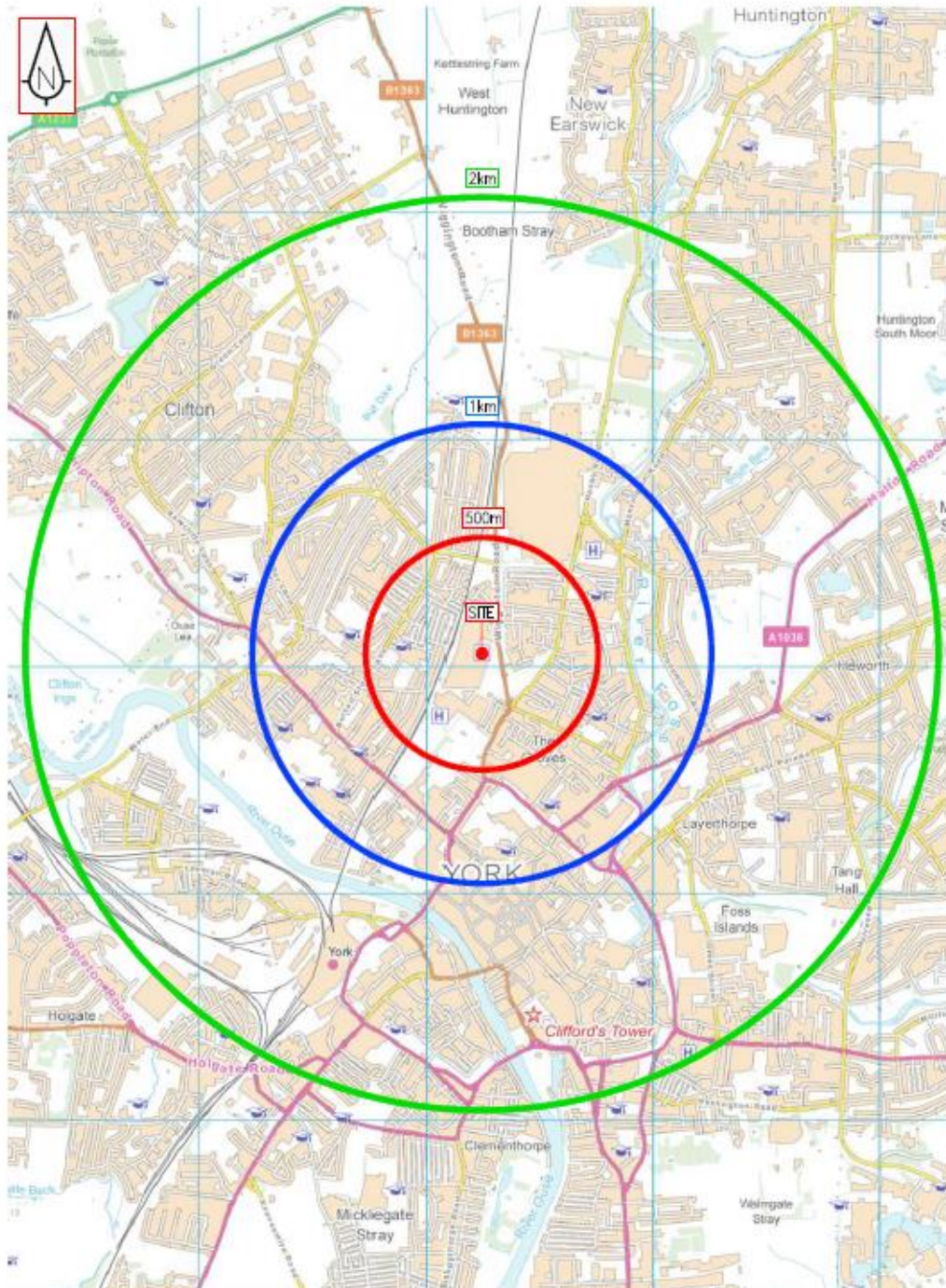


Figure A2
500m, 1km and 2km indicative walking plan
York Hospital, Wigginton Road, York

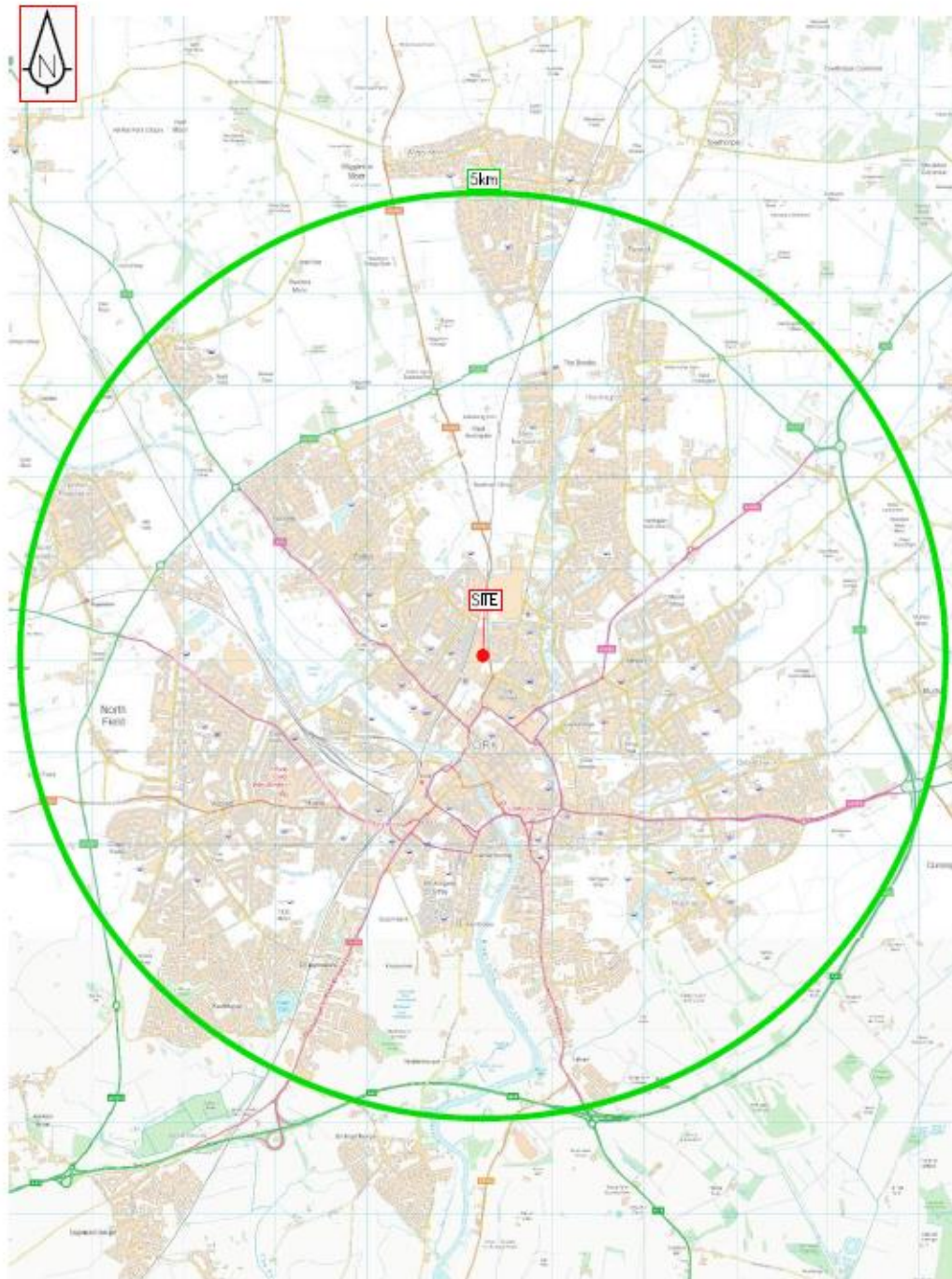


Figure A3
 5km indicative cycling distance
 York Hospital, Wigginton Road, York

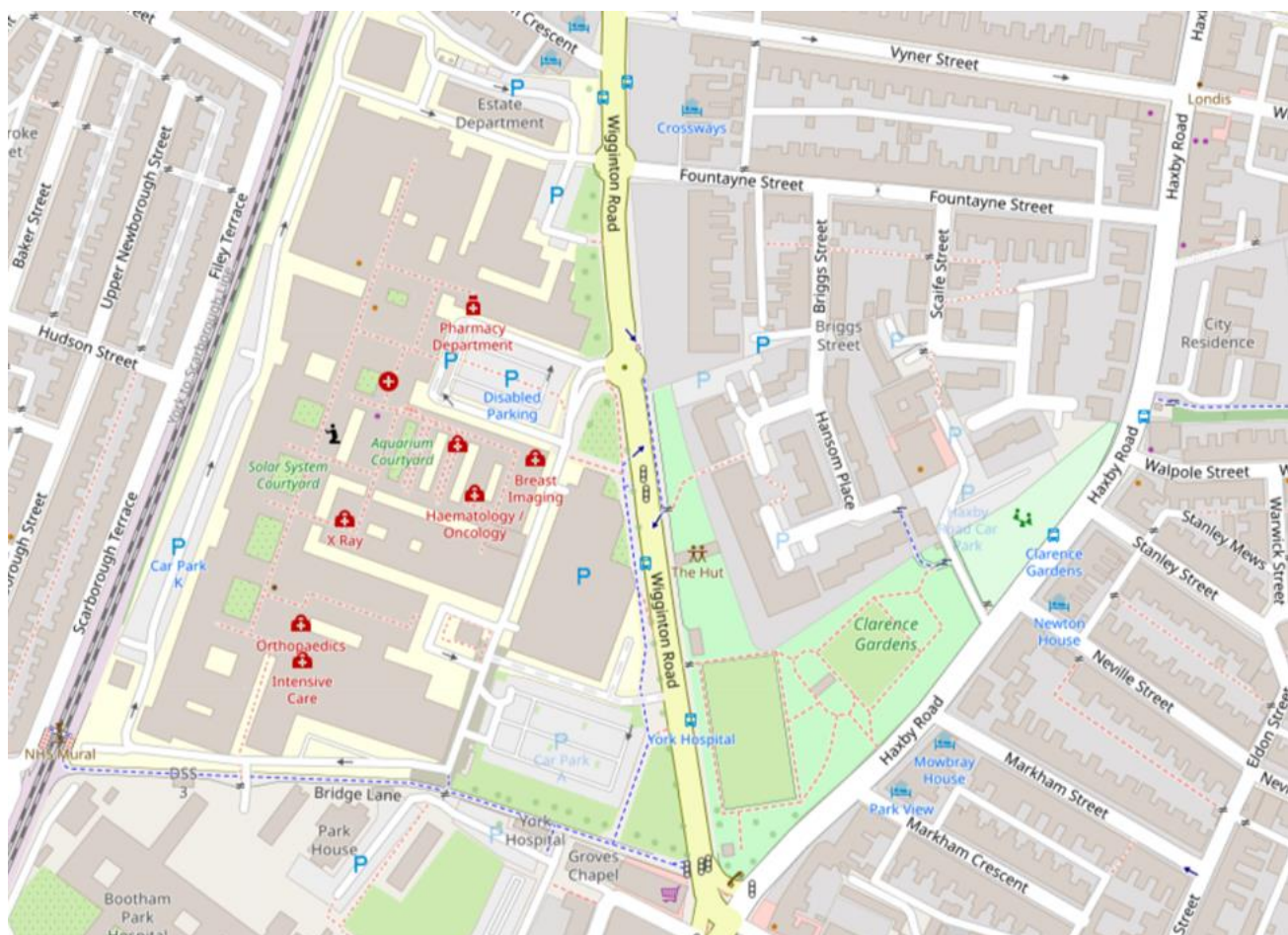


Figure A4
Location of public transport access / key bus stops
York Hospital, Wigginton Road, York

APPENDIX B – Scarborough General Hospital**Site Specific Assessment**

Figure B1 –500m 1km & 2km Walking Radius Plan

Figure B2 – 5km Cycling Radius Plan

NYMNP cycle Map

Figure B3 – Bus Stop Location Plan

Scarborough General Hospital – Site Specific Assessment

B1.1 Walking – Existing Situation

B1.1.1 The Institution of Highways and Transportation publication 'Providing for Journeys on Foot' contains a range of desirable, acceptable and preferred maximum walking distances for a variety of types of journeys. For commuting journeys the walking distances vary between 500, 1000 and 2000m. These distances, centred on the hospital site, are shown on the plan attached at Appendix B (Figure B1).

B1.1.2 It is noted that walking routes will not follow the simple radius of this plan and the plan is provided as an indication of where residential areas and local facilities are located and the general extent to which these and the site can be accessed on foot.

B1.1.3 The residential areas of Falsgrave and Barrowcliff are located within 1000m of the site and Scalby and the edge of Scarborough town centre are located 2km from the site.

B1.1.4 Controlled pedestrian crossings are present on Scalby (A174) to the front of the hospital site which provide safe access for pedestrians to the site from the bus stops which are present and also to the adjacent residential areas.

B1.2 Walking – Site Specific Initiatives

B1.2.1 The Trust will monitor all pedestrian access routes and liaise with the local authority to ensure that potential new access routes are factored into ongoing regional plans.

B2.1 Cycling - Existing Situation

B2.1.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. A further benefit of cycling is linked to increased general health and fitness which has personal benefits as well as economic benefits for the nation in terms of health service costs. The bicycle is generally more affordable than the car and hence there are social equity benefits to the promotion of cycling. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach.

B2.1.2 In relation to the application site; cycling distances from local residential centres within 5km, along with the corresponding cycle time based on 12 km per hour are as follows. A 5km Isochrone of possible destinations can be found at Appendix B (Figure B2) which shows the extent to which the site is accessible by cycle.

Origin/Destination	Distance	Time
Falsgrave	0.7 km	1½ minutes
Barrowcliff	0.7 km	7½ minutes
Throxenby	1.3 km	7½ minutes
Scalby	1.9 km	9 minutes
Scarborough Railway Station	2.0 km	9½ minutes
Scarborough Town Centre	2.3 km	12 minutes
Crossgates	4.4 km	14½ minutes
Burniston	4.5 km	16½ minutes
Eastfield	4.9 km	16½ minutes
East and West Ayton	4.9 km	40 minutes

It must be noted that safe cycle routes to the hospital site (i.e. off road or roads with designated cycle lanes) are not available from many of the areas listed above. Cycling as an alternative

to driving will still be promoted to staff for consideration, but any modal shift will be at the discretion of the individual.

B2.1.3 Within the vicinity of the site there are on-road cycle lanes along Scalby Road. These cycle lanes are part of the North Yorkshire Moors to Sea cycle route which runs from Pickering to Scarborough.

B2.2 Cycling – Site Specific Initiatives

B2.2.1 In December 2018 a 36-bike capacity secure store was installed for staff by the main entrance. This will be a secure compound that staff will be able to access with their ID badges via an electronically-locked gate. This reduced the number of cycles fastened to buildings round the site on an ad hoc basis.

B2.2.2 Site constraints are such that it is not possible to provide each member of staff with a personal locker, however, the Trust will explore the possibility of creating a small number of communal shower/changing hubs within the hospital to enable cyclists to shower and change especially during periods of extreme weather.

B3.1 Public Transport - Existing Situation - Bus Accessibility

B3.1.1 Bus stops are located along Scalby Road in the vicinity of the site and there is also a stop within the hospital grounds. These stops are all located within 300m from the centre of the site as shown on the plan attached at Appendix C (Figure B3) with controlled pedestrian crossings available across Scalby Road (A174). Details of the facilities provided at each of the stops along with the available services are provided below:

Scarborough Hospital

Bus services:	10
Bus stop reference:	32001219
Location:	Scarborough Hospital Entrance
Distance to stop:	Within 300m from centre of site
Direction of Travel:	Buses travelling eastbound
Facilities:	Shelter with seating,
timetable information and raised kerbs	
Bus services:	10, X93, S115, Free Hospital Bus
Bus stop reference:	32090626
Location:	Scalby Road nr Woodlands Drive
Distance to stop:	Within 300m from centre of site
Direction of Travel:	Buses travelling northbound
Facilities:	Shelter with seating, timetable information
and raised kerbs	
Bus services:	8, 10, X93, S115
Bus stop reference:	32096708
Location:	Scalby Road nr Woodlands Drive
Distance to stop:	Within 300m from centre of site
Direction of Travel:	Buses travelling southbound
Facilities:	Shelter with timetable, seating and
raised kerb	

B3.1.2 A summary of the bus services which operates in the vicinity of the site are provided below.

10 – Scalby – Hospital - Town Centre – Eastfield - Cayton

Monday – Saturday 30 minutes (Eastfield & Cayton hourly)

Monday – Saturday Evening no service

Sunday hourly

Sunday Evening no service

8– Scarborough Town Centre – Falsgrave Road – Hospital – Briercliffe — Scarborough Town Centre

Monday – Saturday 30 minutes

Monday – Saturday Evening no service

Sunday hourly

Sunday Evening no service

S115 - Scarborough Town Centre – Hospital – Burniston – Cloughton - Ravenscar

Monday – Saturday Two journeys a day in each direction

Monday – Saturday Evening no service

Sunday no service

Sunday Evening no service

X93 – Whitby – Barrowcliffe – Hospital – Scarborough Town Centre (Winter timetable increased in frequency for Summer)

Monday – Saturday hourly

Monday – Saturday Evening no service

Sunday hourly

Sunday Evening no service

B3.1.4 Scarborough Dial a Ride provides fully accessible, door to door minibus transport to the Hospital for those who are either retired, have some form of disability or who have difficulty using other forms of transport (01723 354434).

B3.1.5 Details of all the above are available on the Trust's web site which also advises that the Trust are developing a Travel Plan and associated initiatives and requests that patients and visitors consider their travel options and use sustainable modes wherever possible.

B3.2 Public Transport – Site Specific Initiatives – Bus Accessibility

B3.2.1 The Trust will continue to work with public transport providers and other stakeholders to ensure that services to the hospital are not only maintained but increased wherever possible.

B3.2.2 The Travel Plan Co-ordinator will review the start / finish times of services visiting the hospital to maximise the availability of services at shift start / finish times and to coincide with visiting times.

B4.1 Public Transport - Existing Situation - Rail Accessibility

B4.1.1 The closest train station to the development site is Scarborough Railway Station located approximately 2.0km east of the site.

B4.1.2 Scarborough Railway Station is a mainline station that has sheltered seating areas waiting areas, toilets, a café, vending machines, a ticket counter, ticket machines cycle parking, a taxi rank and an 84 space car park.

B4.1.3 This station is under the management of First TransPennine Express and provides services to Liverpool, York, Leeds, Hull, Manchester, Huddersfield, Malton, Seamer, Filey, Bridlington, Beverley, Cottingham and other local areas.

B4.1.4 This station is well within the cycling distance and 12 sheltered cycles rack are provided at the station. This makes it possible for residents and visitors to access the station by cycle.

B4.2 Public Transport – Site Specific Initiatives – Rail Accessibility

B4.2.1 The Trust will continue to liaise with public transport providers to maximise the availability of connections between the rail station and the hospital by bus. These services will be promoted by the Travel Plan Coordinator and would likely be of benefit to these members of staff travelling to other Trust facilities for example in York as well as patients / visitors.

B6.1 Car Parking - Existing Situation

B6.1.1 There are 806 marked parking spaces on the site, with 258 visitor spaces located adjacent the Urgent Emergency Care Centre (UECC) on the main entry road, and a further 498 spaces for staff parking on the surface car parks around site.

B6 1.2 There are 50 accessibility bays that can be accessed by staff and visitors to the hospital. Users are required to display a valid blue badge permit within their vehicle, whilst also register the permit with our ID & Car Parking Team on the Automatic Plate Recognition System (ANPR) who are located at the Main Entrance to the Hospital.

B6 1.3 Hospital staff have access to the Scarborough Pool Car Fleet which are located within the barriered visitor car park, with all vehicles registered on the ANPR systems for ease of egress.

B6.1.4 Car parking charges apply for visitors between the hours of 8am – 8pm (7 days per week). Enforcement of these charges is through the ANPR technology.

Service User & Visitor Charges	Scarborough
Up to an hour	£1.45
Up to 2 hours	£2.90
Up to 3 Hours	£4.35
Up to 4 Hours	£5.80
Up to 6 Hours	N/A
All day	£7.20

B6.1.5 ANPR is in operation at the hospital and enforcement notices are also given to cars parked improperly by the security team, for example on the pavement or not in a designated bay, or without payment. Penalty charges are £50, or £25 if paid within 14 days, and are administered and managed by the Trusts strategic partners GroupNexus.

B5.1 Car Sharing - Existing Situation

At present there is no staff car sharing offer.

B5.2 Car Sharing - Proposed Measures and Initiatives

A new staff car sharing offer will be looked at (see Objective 4, Target 8).

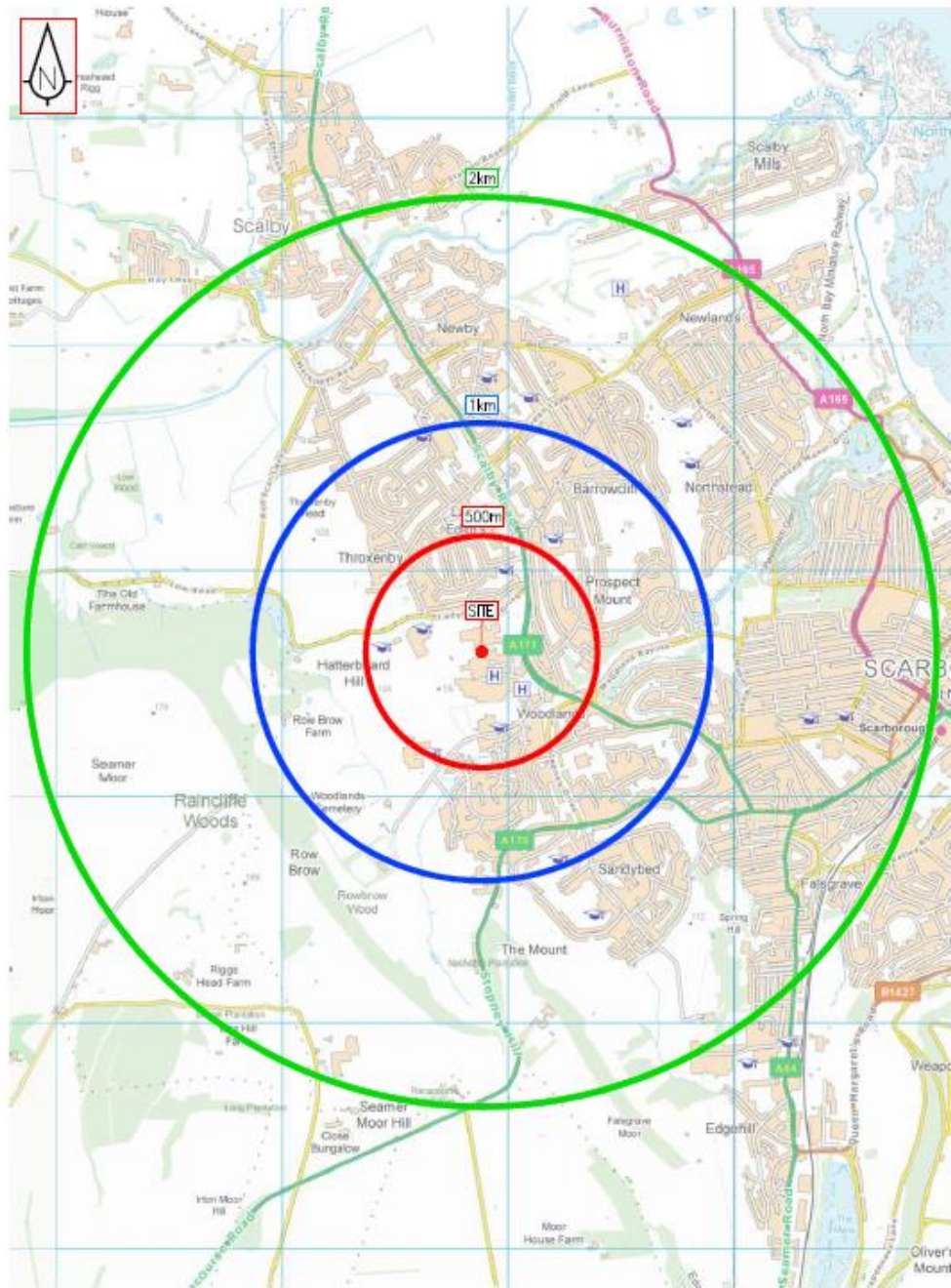


Figure B1
 500m, 1km and 2km indicative walking plan
 Scarborough Hospital, Woodlands Drive, Scarborough

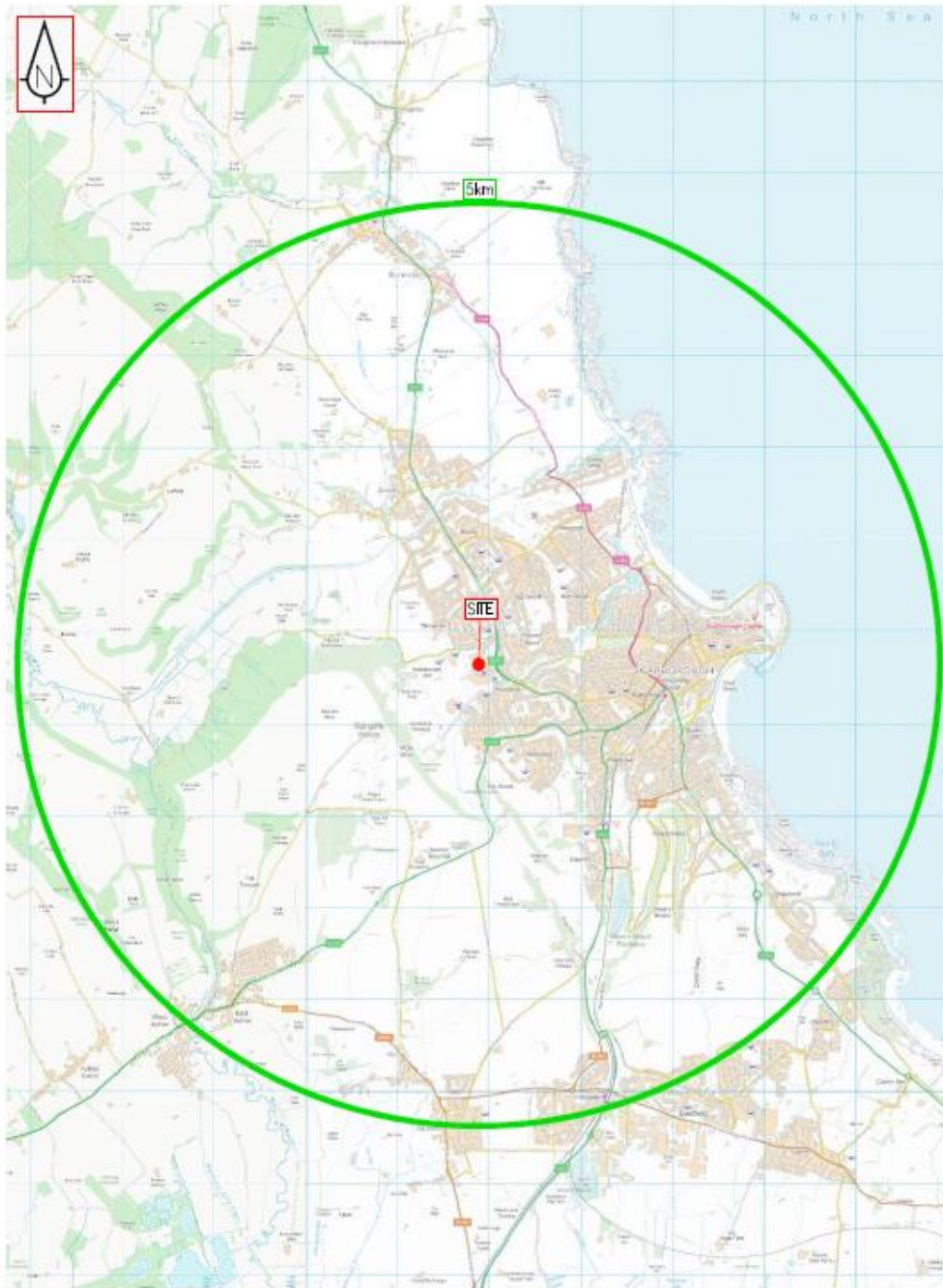


Figure B2
5km indicative cycling distance
Scarborough General Hospital, Woodlands Drive, Scarborough

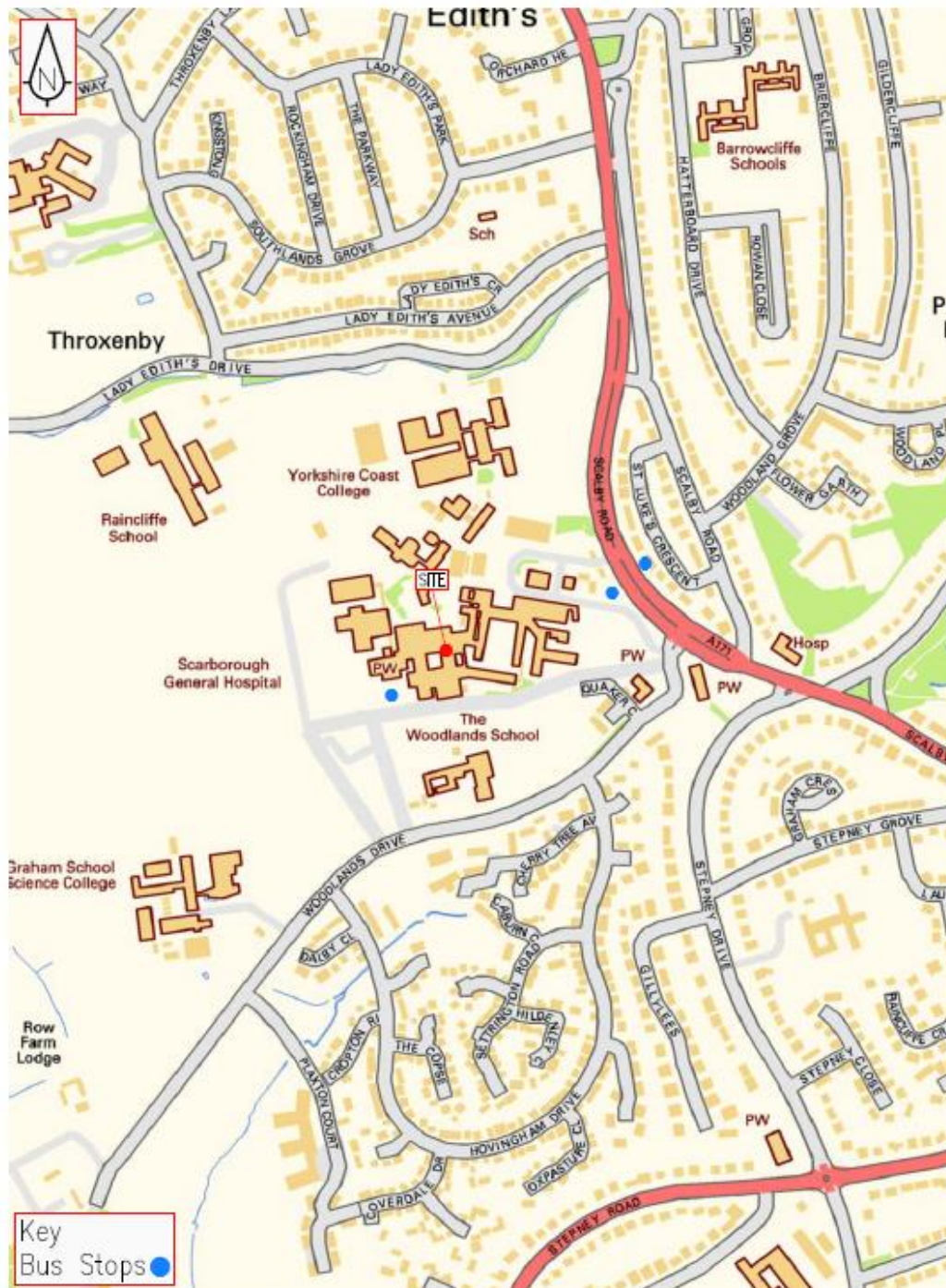


Figure B3
Location of public transport / key bus stops
Scarborough Hospital, Woodlands Drive, Scarborough

APPENDIX C – Selby Hospital

Site Specific Assessment

Figure C1 – 500m 1km & 2km Walking Radius Plan

Figure C2 – 5km Cycling Radius Plan

Figure C3 – Bus Stop Location Plan

Selby Hospital – Site Specific Assessment

C1.1 Walking - Existing Situation

C1.1.1 The Institution of Highways and Transportation publication ‘Providing for Journeys on Foot’ contains a range of desirable, acceptable and preferred maximum walking distances for a variety of types of journeys. For commuting journeys the walking distances vary between 500, 1000 and 2000m. These distances, centred on the hospital site, are shown on the plan attached at Appendix C (Figure C1). It is noted that walking routes will not follow the simple radius of this plan and the plan is provided as an indication of where residential areas and local facilities are located and the general extent to which these and the site can be accessed on foot.

C1.1.2 Within the hospital site, extensive pedestrian facilities exist with zebra crossing points at key locations which link to the adjacent highway.

C1.1.3 Formal crossing points are provided on Doncaster Road, adjacent to the main site frontage which provides access to the wider network, adjacent residential areas and convenient bus stops.

C1.2 Walking – Site Specific Initiatives

G1.2.1 At this stage no site-specific initiatives have been developed. However, the TPC is in the process of developing a “walking” package for staff, consisting of walk to work promotion, staff champions etc.

C2.1 Cycling - Existing Situation

C2.1.1 In relation to the application site; cycling distances from local residential centres within 5km, along with the corresponding cycle time based on 12 km per hour are provided overleaf. The plan attached at Appendix C (Figure C2) details a 5km radius of possible destinations and as such shows the extent to which the site is accessible by cycle.

Origin/Destination	Distance	Time
Selby Town Centre	1.3km	6 ½ mins
Brayton	1.3km	6 ½ mins
Selby Rail Station	1.7km	8 ½ mins
Burn	3.6km	18 mins
Thorpe Willoughby	4.0km	20 mins
Barlby	4.6km	23 mins
Osgodby	5.0km	25 mins
Wistow	5.0km	25 mins

It must be noted that safe cycle routes to the hospital site (i.e. off road) are not available from many of the rural areas listed above. Cycling as an alternative to driving will still be promoted to staff for consideration, but any modal shift will be at the discretion of the individual.

C2.1.2 Cycle parking for both staff and patients/visitors is available. These consist of a mixture of facilities such as Sheffield Stands, and covered shelters.

C2.2 Cycling – Site Specific Initiatives

C2.2.1 The location and usage of the existing cycle parking will be monitored by the Travel Plan Co-ordinator.

C2.2.2 The number of spaces will be increased if necessary and locations changed wherever possible to maximise the attractiveness to users.

C3.1 Public Transport - Existing Situation - Bus Accessibility

C3.1.1 Bus stops are located along Doncaster Road in the vicinity of the site. These stops are all located within 300m from the centre of the site with pedestrian crossings marked with tactile paving and a pedestrian refuge island available across Doncaster Road.

C3.1.2 The plan attached at Appendix C (Figure C3) shows the location of the stops in the vicinity of the site and details of the facilities provided at each of these stops along with the available services are provided below:

Selby Hospital

Location:	Opposite Hospital entrance
Distance to stop:	Within 70m from centre of site
Direction of Travel:	Buses travelling northbound & Southbound
Facilities:	Road marking
Bus services:	476

Doncaster Road/Green Lane

Bus stop reference:	32000292
Location:	Doncaster Road
Distance to stop:	Within 150m from centre of site
Direction of Travel:	Buses travelling northbound
Facilities:	Pole, timetable information and shelter
Bus services:	476, 486, 496,

Bus stop reference:	32000293
Location:	Doncaster Road
Distance to stop:	Within 150m from centre of site
Direction of Travel:	Buses travelling southbound
Facilities:	Unmarked
Bus services:	476, 486, 496,

Doncaster Road/Westfield Ave:

Bus stop reference:	32000291
Location:	Doncaster Road
Distance to stop:	Within 250m from centre of site
Direction of Travel:	Buses travelling northbound
Facilities:	Pole with flag
Bus services:	476, 486, 496,

Bus stop reference:	32000290
Location:	Doncaster Road
Distance to stop:	Within 250m from centre of site
Direction of Travel:	Buses travelling southbound
Facilities:	Pole with flag
Bus services:	476, 486, 496

C3.1.3 A summary of the bus services which operates in the vicinity of the site are provided below:

476 – Selby to Pontefract via Beal and Knottingley

Monday – Saturday to Beal and Pontefract	hourly to Selby town centre, 120 -180 minutes
Monday – Saturday Evening	No Service
Sunday	No Service

486 – Selby to Pollington Circular
Monday and Friday Only 1 return journey

496 – Selby to Fairburn
Mondays Only 1 return journey

C3.1.4 As can be seen from the above services are limited, there is an hourly service to Selby town centre with less frequency services to Beal and Kellington during the weekday daytime.

C3.1.5 Bus timetables are displayed in the hospital main entrance lobby and travel advice is provided on the hospital website which can be accessed via the link below. This link provides information on a bus service which access the site via the main entrance and can facilitate to pick-up and drop-off of patients:-

https://www.yorkhospitals.nhs.uk/our_hospitals/the_new_selby_war_memorial_hospital/getting_here/

C3.2 Public Transport – Site Specific Initiatives – Bus Accessibility

C3.2.1 The Travel Plan Coordinator will work with Selby District Council and local bus companies to ascertain the viability of park and ride schemes/staff minibs service, to the hospital.

C4.1 Public Transport - Existing Situation – Rail Accessibility

C4.1.1 The closest train station to the development site is Selby Train Station located approximately 1.3km north-east of the site.

C4.1.2 Selby Train Station is a mainline station that has sheltered seated waiting areas, waiting rooms, customer help points, public Wi-Fi, refreshment facilities, toilets with baby change facilities, a ticket office, ticket counter, ticket machines, pay phones and a post box. There are also ramps for those with impaired mobility and staff are also on hand to help. The station also has a 130 space car park with 3 accessible spaces available.

C4.1.3 This station is under the management of TransPennine Express and provides services to York, Huddersfield, Hull, London Kings Cross and Manchester Piccadilly.

C4.1.4 The station is well within cycling distance and the station has covered, CCTV monitored cycle stands with parking for 82 cycles.

C4.1.5 Selby Train Station is located adjacent to Selby Bus Station. All the bus services detailed in para G3.1.3 (with the exception of service 407) call at Selby bus station and link the train station to the hospital.

C4.2 Public Transport – Site Specific Initiatives – Rail Accessibility

C4.2.1 The Trust will continue to liaise with public transport providers to maximise the availability of connections between the rail station and the hospital by bus. These services will be promoted by the Travel Plan Coordinator and would likely be of benefit to these

members of staff travelling to other Trust facilities for example in York as well as patients / visitors.

C5.1 Car Sharing - Existing Situation

C5.1.1 Currently there is no staff car sharing offer.

C5.2 Car Sharing - Proposed Measures and Initiatives

C5.2.1 A new staff car share offer will be looked at (see Objective 4, Target 8).

C6.1 Car Parking – Existing Situation

C6.1.1 At present, there are 121 car parking spaces on the site, shared with the Civic Centre, plus 14 accessible parking spaces. Parking is free of charge and there is a drop off zone directly outside the hospital main entrance.

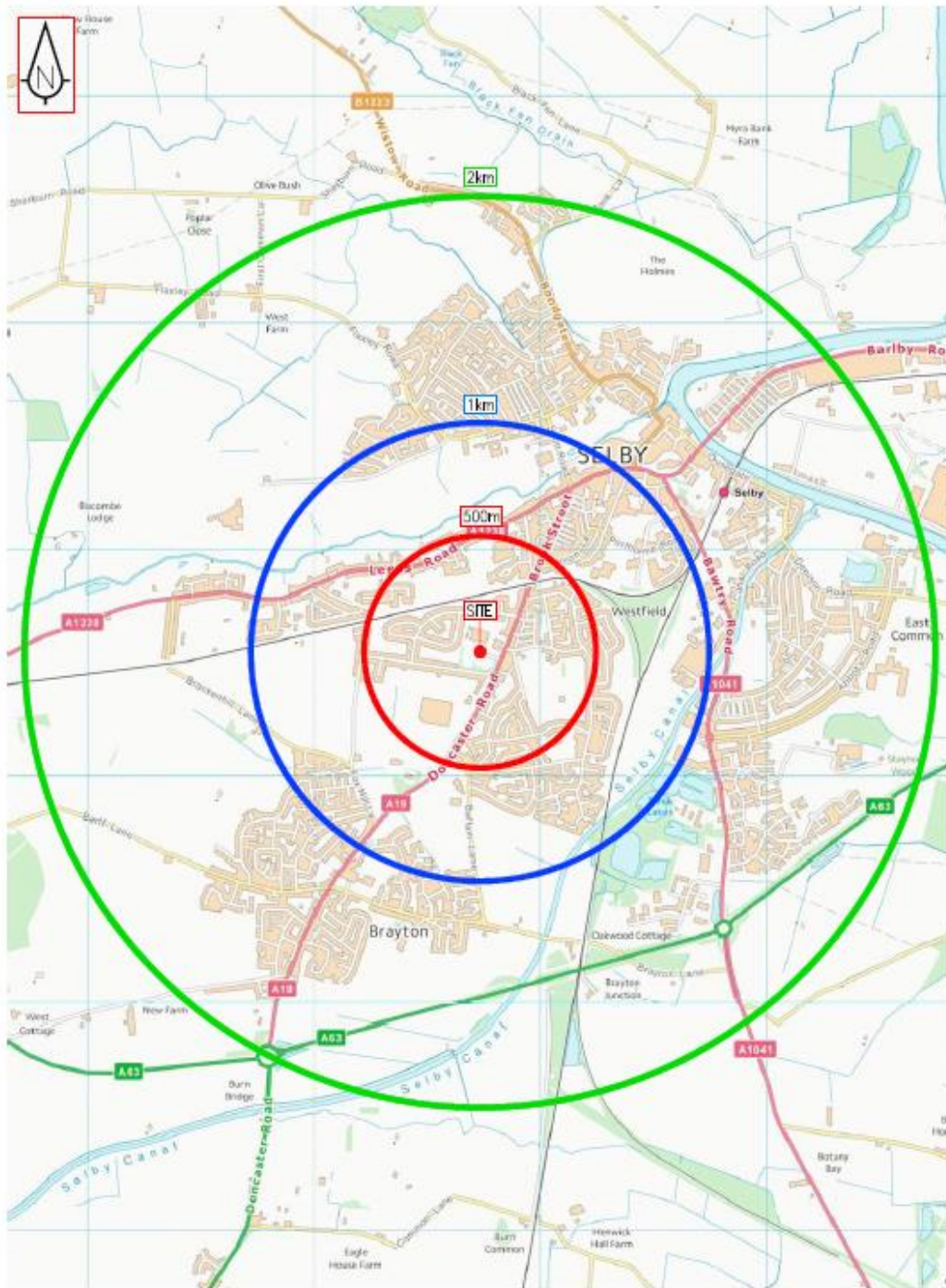


Figure C1
500m, 1km and 2km indicative walking plan
Selby Hospital, Doncaster Road, Selby

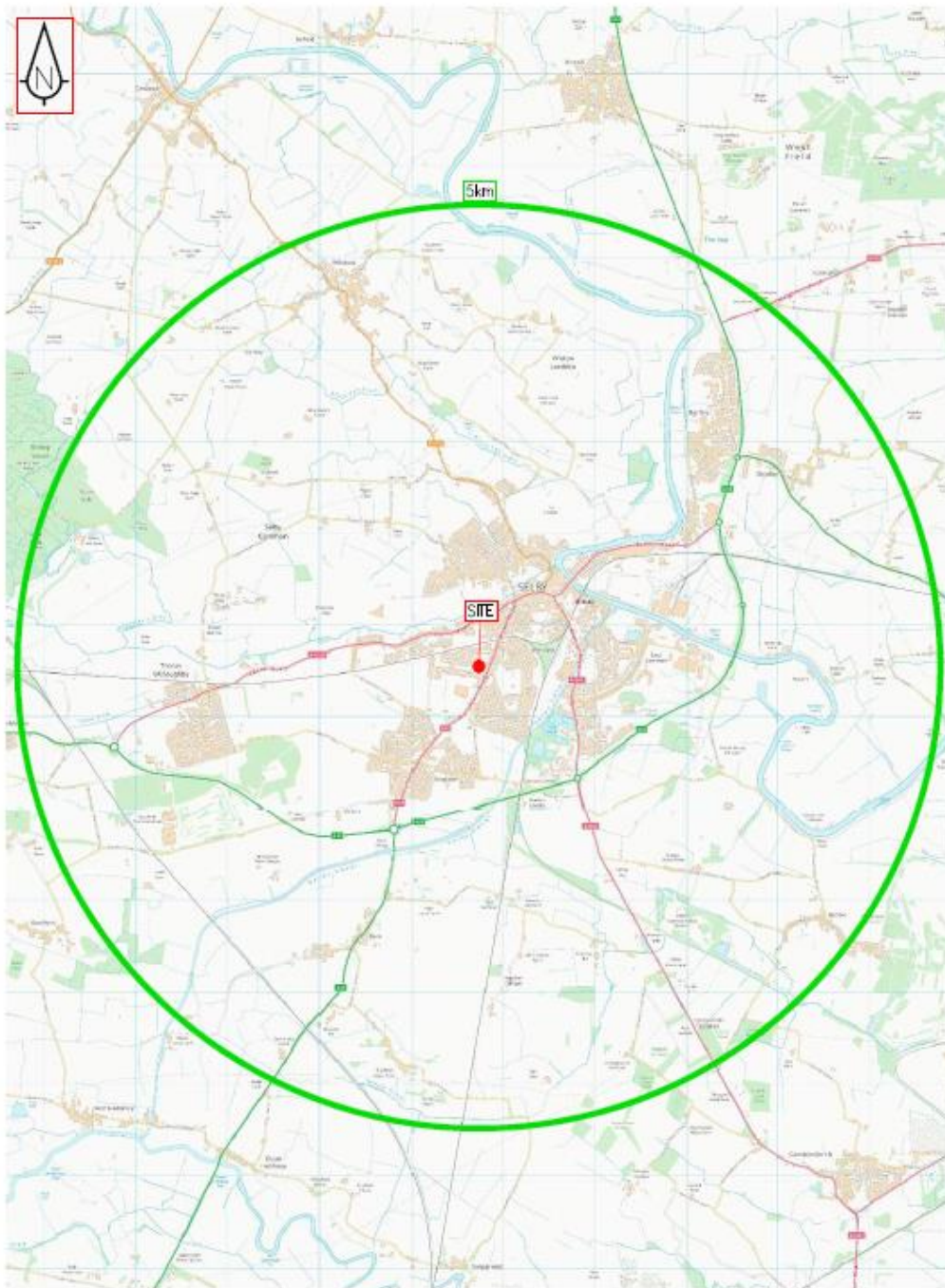


Figure C2
5km indicative cycling distance
Selby Hospital, Doncaster Road, Selby



Figure C3
Location of public transport / key bus stops
Selby Hospital, Doncaster Road, Selby

APPENDIX D – Malton Community Hospital

Site Specific Assessment

Figure D1 – 500m 1km & 2km Walking Radius Plan

Figure D2 – 5km Cycling Radius Plan

Figure D3 – Bus Stop Location Plan

Malton Community Hospital – Site Specific Assessment

D1.1 Walking - Existing Situation

D1.1.1 The Institution of Highways and Transportation publication 'Providing for Journeys on Foot' contains a range of desirable, acceptable and preferred maximum walking distances for a variety of types of journeys. For commuting journeys the walking distances vary between 500, 1000 and 2000m. These distances, centred on the hospital site, are shown on the plan attached at Appendix D (Figure D1). It is noted that walking routes will not follow the simple radius of this plan and the plan is provided as an indication of where residential areas and local facilities are located and the general extent to which these and the site can be accessed on foot.

D1.1.2 The roads within the immediate vicinity of the hospital are provided with footways and are street lit. Tactile paving and dropped kerbs are provided at appropriate locations.

D1.1.3 Within the hospital site, pedestrian routes are provided at key locations which link to the main access route from Middlecave Road / Hospital Road.

D1.2 Walking – Site Specific Initiatives

D1.2.1 At this stage no site specific initiatives have been developed. However, the TPC will look to develop a “walking” package for staff in conjunction with the local authority, consisting of walk to work promotion, staff champions etc.

D2.1 Cycling - Existing Situation

D2.1.1 In relation to the Malton site; cycling distances from local residential centres within 5km, along with the corresponding cycle time based on 12 km per hour are detailed overleaf. The plan attached at Appendix D (Figure D2) details a 5km radius of possible destinations and as such shows the extent to which the site is accessible by cycle.

Origin/Destination	Distance	Time
Malton	0.7km	3 ½ minutes
Norton	2.2km	11 minutes
Old Morton	2.4km	12 minutes
Broughton	2.5km	12 ½ minutes
Swinton	2.9km	14 ½ minutes
Amotherby	3.8km	19 minutes

It must be noted that safe cycle routes to the hospital site (i.e. off road) are not available from many of the areas listed above. Cycling as an alternative to driving will still be promoted to staff for consideration, but any modal shift will be at the discretion of the individual.

D2.1.2 There are 15 cycle parking spaces provided in two dedicated areas on the site which are available for both staff and patients/visitors. These consist of Sheffield Stands within covered shelters.

D2.1.3 The existing cycle facilities do not appear to be well used and our observations noted that 13 spaces were available with no cycles being left in un-designated areas during our visit to site. However, a motor-scooter was observed in one shelter which may indicate a lack of alternative facilities being available for this type of vehicles and this will be monitored.

D2.2 Cycling - Proposed Measures and Initiatives

D2.2.1 At this stage no site specific initiatives have been developed. However, the TPC is in the process of developing a “cycling” package for staff, consisting of cycle to work promotion, training programmes and staff champions etc., dependent on what is available via the local authority.

D3.1 Public Transport - Existing Situation – Bus Accessibility

D3.1.1 A bus stop is located on Hospital Road some 100 metres from the main entrance to the hospital. The plan attached at Appendix D (Figure D3) shows its location and details of the facilities provided at the stop along with the available services are provided below:

Hospital Road	
Reference:	32004668
Distance to stop from main entrance:	88 metres
Direction of travel:	Southbound
Facilities:	Pole and flag
Services:	193

D3.1.2 A summary of the bus services which operates in the vicinity of the site are provided below:

193 – Malton & Norton Town Circular
Monday – Saturday 09:17, 10:52, 12:22 & 13:47

D3.1.3 As can be seen from the above bus services are limited and appear to be primarily aimed at patient travel to the hospital.

D3.1.4 Travel advice is provided on the hospital website which can be accessed via: https://www.yorkhospitals.nhs.uk/our_hospitals/malton_community_hospital/getting_here/

D3.2 Public Transport – Site Specific Initiatives – Bus Accessibility

D3.2.1 The Trust will, via the Travel Plan Coordinator, liaise with North Yorkshire Council to establish the viability of increasing bus services to the hospital to cover staff start and finish times.

D4.1 Public Transport - Existing Situation – Rail Accessibility

D4.1.1 The closest train station to the development site is Malton, located approximately 1.2km south-east of the site.

D4.1.2 Malton station has sheltered seated waiting areas, a customer help point, refreshment facilities, ticket office, ticket counter, ticket machines, pay phones, public Wi-Fi, post box and a taxi rank. Staff are also available to provide assistance and ramps are available for mobility impaired travellers. The station also has a 39 space car park with 2 accessible spaces available.

D4.1.3 This station is under the management of TransPennine Express and provides services to Leeds, Manchester, Scarborough, Liverpool Lime Street, York and many local areas.

D4.1.4 The station is well within cycling distance and there are 19 cycle parking spaces available around the station which are secure with CCTV coverage provided.

D4.1.5 Travel advice for rail uses is provided on the hospital website which can be accessed via the link below:

https://www.yorkhospitals.nhs.uk/our_hospitals/malton_community_hospital/getting_here/

D4.2 Public Transport - Proposed Measures and Initiatives – Rail Accessibility

D4.2.1 To maximise awareness of public transport links between the rail station and the hospital, up to date information will be prominently displayed within communal staff and public areas. This will also be included in the general public transport information which will be sent out with appointment and other literature including staff pay slips.

D5.1 Car Sharing – Existing Situation

D5.1.1 At present there is no staff car share offer.

D5.2 Car Sharing - Proposed Measures and Initiatives

D5.2.1 A new staff car share offer will be looked at (see Objective 4, Target 8).

D6.1 Car Parking – Existing Situation

D6.1.1 At present, there are 101 marked parking spaces on the site, including 7 accessible spaces. Parking is free of charge and there is a drop off zone directly outside the hospital main entrance.

D6.2 Car Parking – Site Specific Initiatives

D6.2.1 The Trust recently undertook a full review of all car parking and sustainable travel options, in association with the hospital unions and key strategic partners within both Ryedale District Council and North Yorkshire Council.

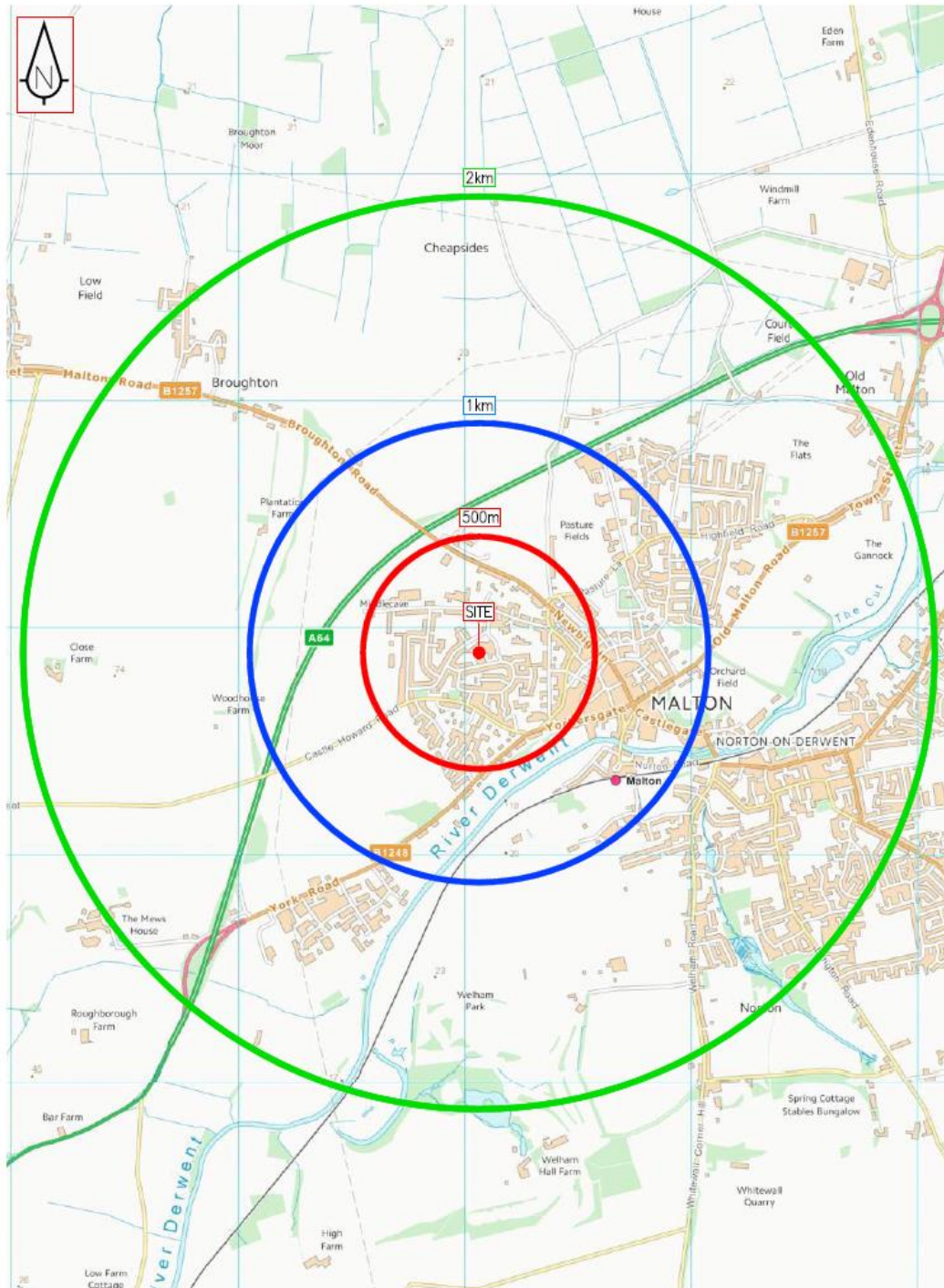


Figure D1
500m, 1km and 5km indicative walking plan
Malton Hospital, Hospital Road, Malton

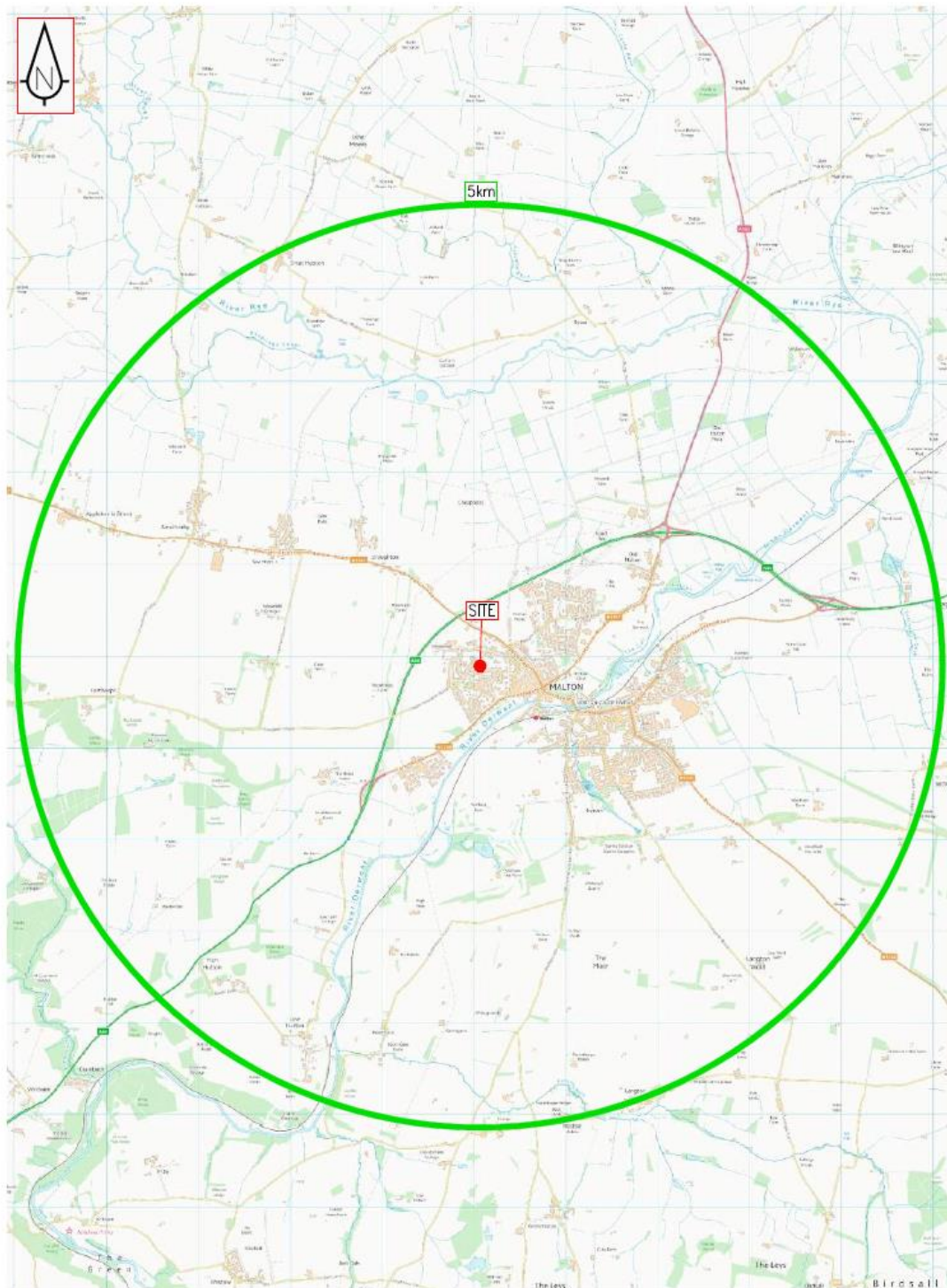


Figure D2
5km indicative cycling distance
Malton Hospital, Hospital Road, Malton



Figure D3
Location of public transport / key bus stops
Malton Hospital, Hospital Road, Malton

APPENDIX E - Bridlington and District Hospital

Site Specific Assessment

Figure E1 – 500m 1km & 2km Walking Radius Plan

Figure E2 – 5km Cycling Radius Plan

Figure E3 – Bus Stop Location Plan

Bridlington and District Hospital – Site Specific Assessment

E1.1 Walking - Existing Situation

E1.1.1 The Institution of Highways and Transportation publication ‘Providing for Journeys on Foot’ contains a range of desirable, acceptable and preferred maximum walking distances for a variety of types of journeys. For commuting journeys, the walking distances vary between 500, 1000 and 2000m. These distances, centred on the hospital site, are shown on the plan attached at Appendix E (Figure E1). It is noted that walking routes will not follow the simple radius of this plan and the plan is provided as an indication of where residential areas and local facilities are located and the general extent to which these and the site can be accessed on foot.

E1.1.2 Within the hospital site, pedestrian facilities exist with zebra crossing points at key locations which link to the car parking areas. There is also a pedestrian route from Bessingby Road (adjacent to the eastbound bus stop) which links direct to the main entrance of the hospital.

E1.1.3 Formal controlled crossing points are provided across Bessingby Road, at the junction with Thornton Road.

E1.2 Walking – Site Specific Initiatives

E1.2.1 At this stage no site specific initiatives have been developed. However, the TPC will look into developing a “walking” package for staff, dependent on what is available via the local authority sustainable transport initiative.

E2.1 Cycling - Existing Situation

E2.1.1 In relation to the Bridlington site; cycling distances from local residential centres within 5km, along with the corresponding cycle time based on 12 km per hour are provided overleaf. The plan attached at Appendix E (Figure E2) details a 5km radius of possible destinations and as such shows the extent to which the site is accessible by cycle.

Origin/Destination	Distance	Time
Bridlington Town Centre	1.8km	9 mins
Bridlington Train Station	1.9km	9 ½ mins
Bessingby	2.1km	10 ½ mins
Easton	2.3km	11 ½ mins
Carnaby	3.0km	15 mins
Boynton	4.6km	23 mins
Wilsthorpe	4.7km	23 ½ mins
Sewerby	5.0km	25 mins

It must be noted that safe cycle routes to the hospital site (i.e. off road or roads with designated cycle lanes) are not available from many of the rural areas listed above. Cycling as an alternative to driving will still be promoted to staff for consideration, but any modal shift will be at the discretion of the individual.

E2.1.2 There are several pockets of cycle parking for both staff and patients / visitors across the site. These consist primarily of covered shelters.

E2.1.3 The existing cycle facilities are relatively well used and our observations noted that spaces were available with no cycles being left in un-designated areas.

E2.1.4 Cycle lanes are present on Bessingby Road which allow access to the site from the highway network.

E2.2 Cycling – Site Specific Initiatives

E2.2.1 At this stage no site specific initiatives have been developed. However, the TPC is in the process of developing a “cycling” package for staff, consisting of cycle to work promotion, training programmes and staff champions etc., dependent on what is available via the local authority.

E3.1 Public Transport - Existing Situation - Bus Accessibility

E3.1.1 Bus services 505 and 506 run into the Bridlington Hospital site with additional stops being available on Bessingby Road which are located within 150m from the main entrance to the Hospital.

E3.1.2 The plan attached at Appendix E (Figure E3) shows the location of the stops in the vicinity of the site and details of the facilities provided at each of these stops along with the available services are provided below:

Bus stop reference:	2200426
Location:	Directly outside main entrance
Distance to stop:	Directly outside main entrance
Direction of Travel:	Circular
Facilities:	Pole, timetable information, bench
Bus services:	3

Bus stop reference:	22000425
Location:	Bessingby Road
Distance to stop:	Within 140m from main entrance
Direction of Travel:	Buses travelling eastbound
Facilities:	Shelter, timetable information, marked bus stop bay, seating and raised kerbs
Bus services:	3, 45, 45A, 121

Bus stop reference:	22000424
Location:	Bessingby Road
Distance to stop:	Within 160m from main entrance
Direction of Travel:	Buses travelling westbound
Facilities:	Shelter, timetable information, marked bus stop bay, seating and raised kerbs
Bus services:	45, 45A

E3.1.3 A summary of the bus services which operate in the vicinity of the site are provided below:

45 – York, Pocklington, Driffield, Bridlington	
Monday – Saturday	Hourly
Monday – Saturday Evening	No Service
Sunday	No service

121 – Bridlington, Driffield, Beverley, Hull	
Monday – Saturday	60 minutes
Monday – Saturday Evening	No Service
Sunday	Hourly

3 – Bridlington Town Centre – Health Centre – West Hill – Hospital – Bridlington Town Centre	
Monday – Saturday	60 minutes
Monday – Saturday Evening	No Service
Sunday	No service

E3.1.4 As can be seen from the above there is a frequent level service with a total of 3 buses per hour during the weekday daytime.

E3.1.5 Travel advice is provided on the hospital website which can be accessed via the link below:

https://www.yorkhospitals.nhs.uk/our_hospitals/bridlington_hospital/getting_here/

E3.2 Public Transport – Site Specific Initiatives – Bus Accessibility

E3.2.1 The Travel Plan Coordinator will work with the Local Authority and local bus companies to ascertain the viability of park and ride schemes / staff minibus service, to the hospital.

E4.1 Public Transport - Existing Situation – Rail Accessibility

E4.1.1 The closest train station to the development site is Bridlington Railway Station located approximately 1.24km east of the site.

E4.1.2 Bridlington Railway Station is operated by Northern Rail and has sheltered seated waiting areas, waiting rooms, refreshment facilities, toilets with baby change facilities, a ticket office and ticket machines, pay phones and a post box. There are also lifts and ramps for those with impaired mobility; staff are also on hand to help. The station also has a dedicated 43 space car park with accessible spaces available.

E4.1.3 This station provides services to Sheffield, Hull, Scarborough, Doncaster and many local stations along the route.

E4.1.4 The station is well within cycling distance and the station has covered CCTV monitored cycle stands with parking for 52 cycles.

E4.1.5 Travel advice for rail uses is provided on the hospital website which can be accessed via the link below:

https://www.yorkhospitals.nhs.uk/our_hospitals/bridlington_hospital/travel/

E4.2 Public Transport – Site Specific Initiatives – Rail Accessibility

E4.2.1 To maximise awareness of public transport links between the rail station and the hospital, up to date information will be prominently displayed within communal staff and public areas. This will also be included in the general public transport information which will be sent out with appointment and other literature including staff pay slips.

E5.1 Car Sharing - Existing Situation

E5.1.1 At present there is no staff car share offer

E5.2 Car Sharing - Proposed Measures and Initiatives

E5.2.1 A new staff car share offer will be looked at (see Aim 4)

E6.1 Car Parking – Existing Situation

E6.1.1 There are 222 marked parking spaces on the site, with staff and visitor car parking mixed and enforced by the ANPR technology system.

E6.1.2 There are 5 accessible bays that are available to both staff and visitors, with visitors required to add their blue badge permit to the ANPR system which can be done via the Main Entrance Reception Desk.

E6.1.3 Hospital staff have access to the Bridlington Pool Cars located outside the Estates building.

E6.1.4 Car parking charges apply for visitors between the hours of 8am – 8pm (7 days per week). Enforcement of these charges is through the ANPR technology.

Service User & Visitor Charges	Bridlington
Up to an hour	£1
Up to 2 hours	£2
Up to 3 Hours	£3
Up to 4 Hours	£4
Up to 6 Hours	N/A
All day	£5.40

E6.1.5 ANPR is in operation at the hospital and enforcement notices are also given to cars parked improperly by the security team, for example on the pavement or not in a designated bay, or without payment. Penalty charges are £50, or £25 if paid within 14 days, and are administered and managed by the Trusts strategic partners GroupNexus.

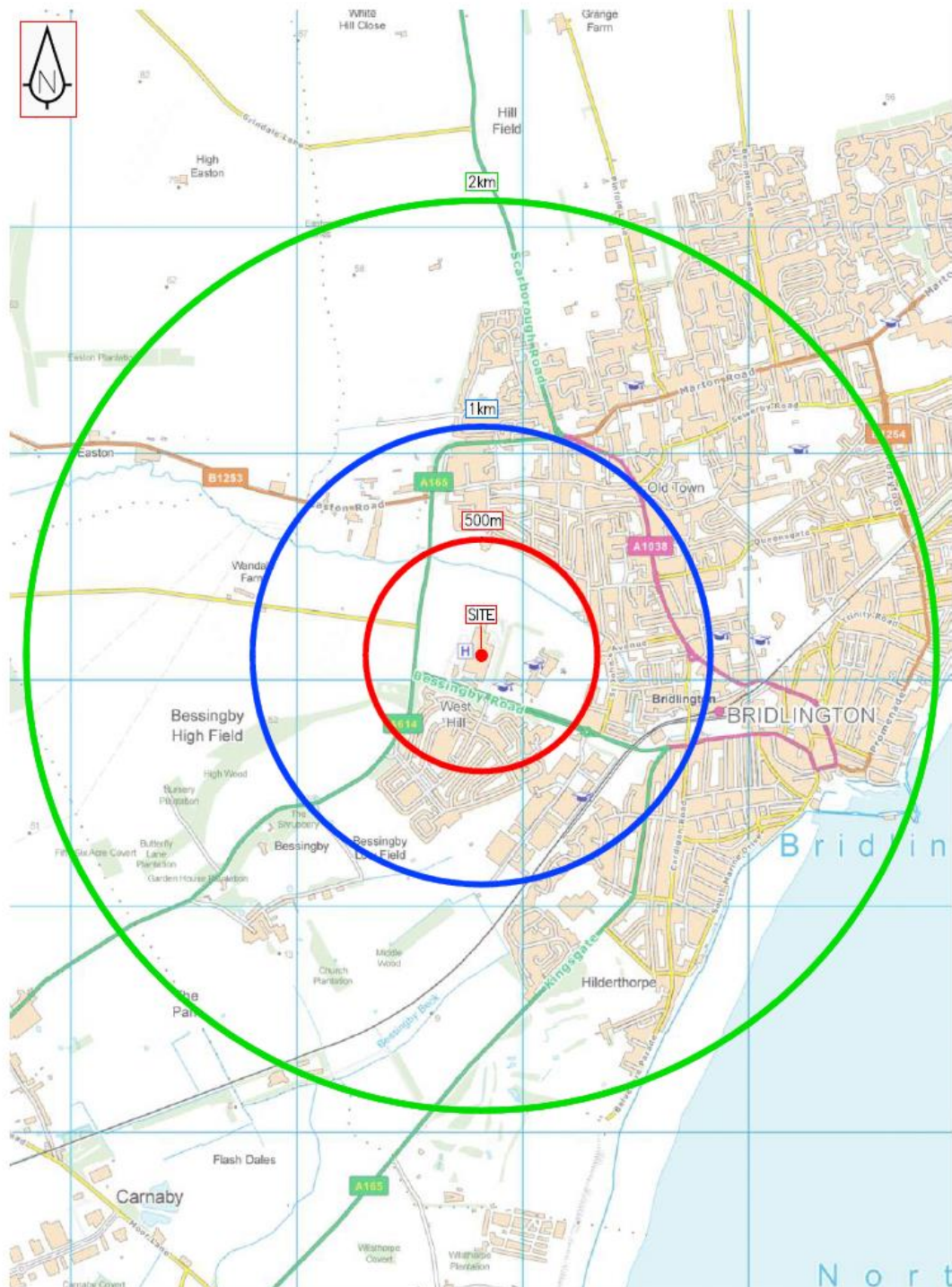


Figure E1
 500m, 1km and 5km indicative walking plan
 Bridlington Hospital, Bessingby Road, Bridlington

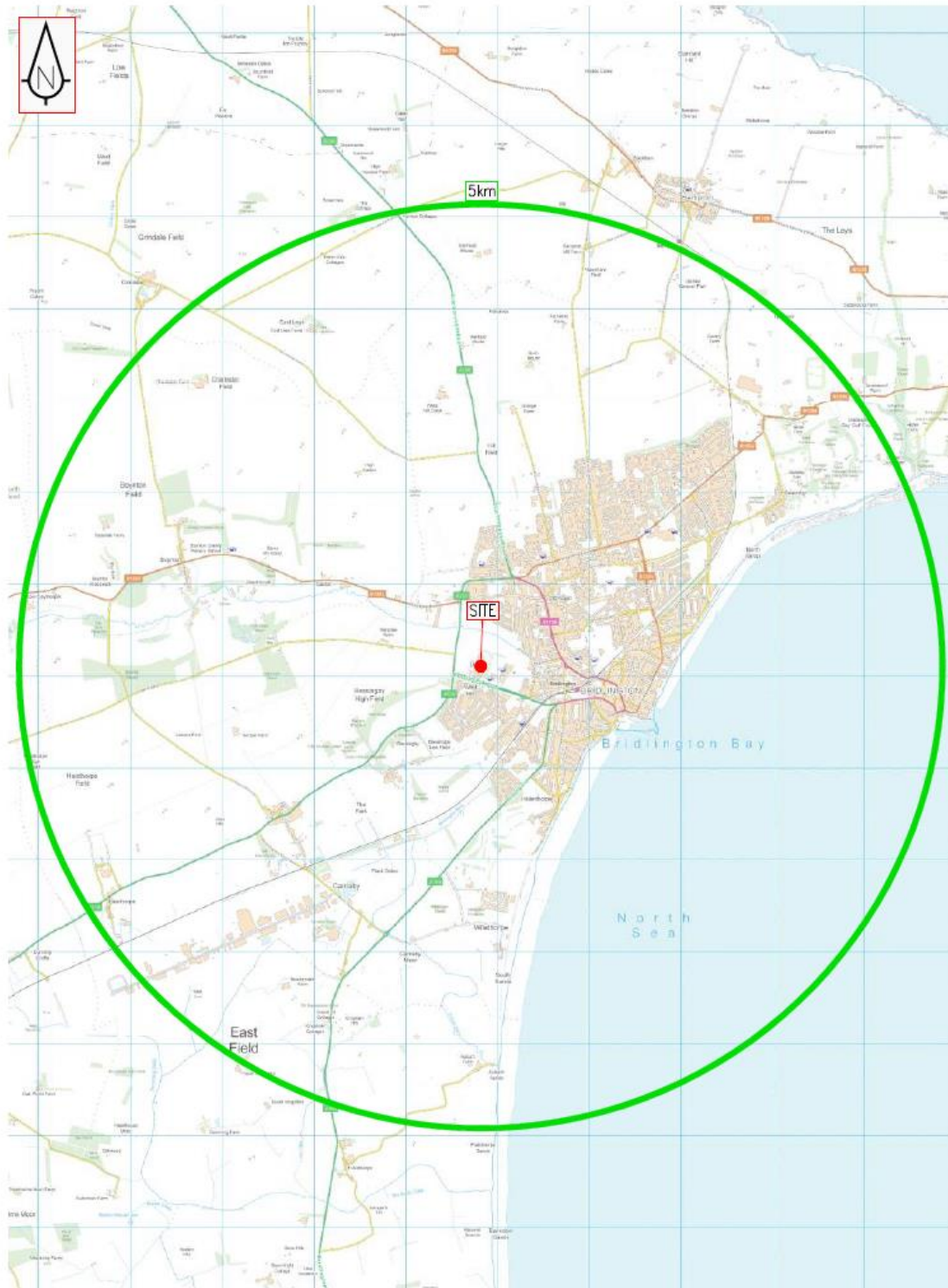


Figure E2
5km indicative cycling distance
Bridlington Hospital, Bessingby Road, Bridlington



Figure E3
Location of public transport / key bus stops
Bridlington Hospital, Bessingby Road, Bridlington

APPENDIX F – GLOSSARY

Key definitions relating to NHS Long Term Plan and NHS Standard Contract clause SC18:

Business mileage is travel completed by NHS staff in the course of business or work, other than the daily commuting between home and the workplace. This includes, but is not limited to, staff travelling to patients' homes, to attend meetings, on training courses and visiting other Trust premises. Business mileage may be undertaken in NHS fleet or by other means including public transport, taxi, hire cars and grey fleet.

Fleet is any vehicle owned or leased by the Trust for Trust business purposes (including patient conveyancing, medical transport/tri services, logistics, maintenance, driver training, patient support vehicles, pool vehicles, etc.) Hire vehicles that are hired for longer than five days and dedicated “car club” vehicles (i.e. where the Trust has secured preferential access to the vehicle) should be counted as NHS fleet.

Low emission vehicles (LEV) are vehicles that meet current 'Euro Standards'. Euro 3 for motorcycles, mopeds, motorised tricycles and quadricycles; Euro 4 for petrol cars, vans, minibuses and other specialist vehicles; Euro 6 for diesel cars, vans and minibuses and other specialist vehicles; Euro VI for lorries, buses and coaches and other specialist heavy vehicles

Ultra-low emission vehicles (ULEV) are vehicles that emit tailpipe emissions of less than 50g CO₂/km. Electric vehicles (including battery electric, plug-in hybrid electric or hydrogen fuel cell) all meet this criteria.

APPENDIX G

Attendances for Financial Year 2023 – 2024

	Trust	York	Scarborough	Bridlington	Malton	Selby
Emergency Department Attendances - total	237,293	111,525	70,631	19,276	11,071	24,790
Emergency Department Attendances - type 1	121,246	73,407	47,839	0	0	0
Emergency Department Attendances - type 2	4,454	3,887	567	0	0	0
Emergency Department Attendances - type 3	111,593	34,231	22,225	19,276	11,071	24,790
Outpatient Attendances - first	212,376	116,702	39,317	10,313	12,997	7,277
Outpatient Attendances - follow up	706,161	380,045	123,507	41,683	24,136	34,475
Inpatients - non elective	69,206	44,251	22,750	759	0	390
Inpatients - elective / ordinary	7,669	4,878	1,800	787	45	14
Inpatients - elective / day	82,952	56,468	20,983	4,036	544	524
Total per site	1,552,950	825,394	349,619	96,130	59,864	92,260

APPENDIX H – Summary of patient and visitor survey results

The patient and visitor travel survey was conducted between 19th February and 6th March 2024 via survey monkey. A link to the survey was sent to the following groups for distribution to members / patients:

- Healthwatch York
- Healthwatch North Yorkshire
- Healthwatch East Riding
- York Carers Centre
- Carers Plus Yorkshire
- York Older Peoples Assembly
- Community First Yorkshire
- Coast and Vale Community Action
- Bridlington Health Forum
- Dementia Forward
- York Disability Rights Forum
- York Racial Equality Network
- Survivors Network
- Age UK Scarborough
- Ageing Without Children York
- Refugee Council York
- Kyra Women's Project
- York LGBT Forum
- My Sight York
- York Mind
- York Against Cancer
- Coast and Country MVP
- Wilberforce Trust
- Wilfward Trust
- Wolds Valley Warbler
- Next Steps Ryedale
- SWR Mind
- Scarborough Disability Action Group
- Whitby Disability Action Group
- Headway East Coast
- Revival North Yorkshire
- Up for Yorkshire
- Selby District Vision
- Yorkshire Coast Sight Support
- York Enhanced Bus Partnership
- CYC taxi operators network
- Posters displayed in prominent patient areas at Trust sites.

The survey received 425 responses. The next iteration will be in March 2025.

Question One - Home postcodes
Question Two - Thinking about your most recent visit please tell us, Which site did you travel to: York Hospital 22.9%, Scarborough Hospital 31.75%, Bridlington Hospital 27.25%, Malton Hospital 8.53%, Selby Hospital 0.24%, Other (please specify) 9.24% Observation: 'Other' sites included Hull Royal, Castle Hill (Hull) and Archways Physio Unit.
Question Three - Did you visit as an Outpatient 68.3%, Inpatient 3.33%, Visitor 7.62%, Emergency department 8.57%, Volunteer 1.19%, Other (please specify) 10.95% Observation: Majority of 'Other' responses were Carer and Transporting friend / family member.
Question Four - On what date did you visit? (Open answer)
Question Five - Did you arrive on time at your appointment? Yes 80.09%, No 7.35%, N/A 12.56% If no, was this because of a transport or parking issue? Please tell us in the box below: Observation: Reasons given for missed appointments included Traffic delays, Heavy congestion on Wigginton Road stopping access to patient car park, unreasonable travel distances for early appointments, cancelled trains.
Question Six - How did you travel to Hospital? Walk 2.85%, Cycle 0.24%, Bus 4.51%, Car – as a driver (no passengers) 28.27% , Car – as a passenger 33.02%, Car driver with passenger 14.73%, Electric car (as driver or passenger) 0.95%, Taxi (as passenger) 5.23%, Motorbike 0 % E-scooter or E-bike 0%, Train 3.56%, Community transport provider 0.24%, York Wheels 0% Yorkshire Ambulance Service provision 1.43%, Other (please specify) 4.99% Observation: 'Other' responses included multi modal journeys i.e. bus and walk / train and walk.
Question Seven - How open would you be to trying alternative travel options (should they be suitable for your journey)?

(Yes / No / Maybe for all)

Walk 13.26%, Cycle 5.42%, Bus 29.75%

If **no** please state why (open answer)

If you have answered **maybe** to any of the options above, please state what would persuade you to change

Observation: Reasons given for 'no' or maybe' included distance too far to travel by alternative methods, lack of public transport options, will only travel by car with children or elderly relatives, not physically able, wheelchair user, want a stress-free journey.

Question Eight - Thinking about the advice and information you were given in your appointment, do you think this could have been given to you by a telephone/video consultation at home instead?

Yes 13.94%, No 86.06%

Question Nine - The Trust now has Automatic Number Plate Recognition (ANPR) technology in hospital car parks at York and Scarborough hospitals.

If you have visited these sites and used the car park(s), has the ANPR technology improved your experience of using these car parks?

Yes 32.46%, No 21.96%, Not applicable 30.55%

Any other comments – please tell us more below 15.04%

Observation: Any other comments included ANPR equipment not working so worried about receiving a fine, refusal to pay on an app, paying machines are difficult to understand, car parking should be free, lack of blue badge spaces, parking too expensive.

Question Ten - This question is for Blue Badge holders. If you do not hold a Blue Badge for parking, please go to the next question.

Did you know that you can register your Blue Badge with our ID & Car Parking teams to give easier access to our car parks?

Yes 45.5%, No 33.06%

Any other comments – please tell us more below 21.49%

Observation: Disabled parking not adequate at Scarborough or Malton, staff at Bridlington reception very helpful, having a blue badge is very helpful

Question Eleven - If you would like to tell us more about your experience of travel, transport and car parking at our hospital sites, please use the comment box below: Main / recurring issues raised:

Why can't services be the same Trust-wide?

Bridlington Hospital is being mismanaged / mistreated, meaning patients have to travel elsewhere for treatment. More Bridlington outpatient services are needed.

Travel is too expensive.

More car parking is needed at Malton.

Road surfaces are terrible to travel on.

Some journeys can take 2-3 hours if relying on buses.

The York hospital entrance is always blocked (on Wigginton Road).

Car parking at Scarborough is terrible.

Why can't Doctors travel to the coast instead of patients needing to travel?

Overall, good.

Older patients are not considered for when travel is needed for appointments.

Dropping off for route mobility limited passengers could be better signposted.

There aren't enough Disabled Parking Spaces at Scarborough or York. As a good percentage of Out-Patients are elderly more spaces are needed.

York hospital is terrible for parking especially for my appointment at 3pm, arrived a good 90 minutes before the parking to make sure I wasn't late.

Too expensive to pay for parking. Petrol costs are too expensive for such a long drive. It wastes nearly a full day to get there as you have to set off so early to account for traffic.

Bus non-access a challenge for so many patients.

No issues.

More buses needed.

Waits are expected, even with an appointment. The staff....from the receptionist, nurses, HCAs, doctors are all brilliant.

Not enough car park spaces.

Quite satisfied with the current arrangements.

Difficult to park at Castle Hill.

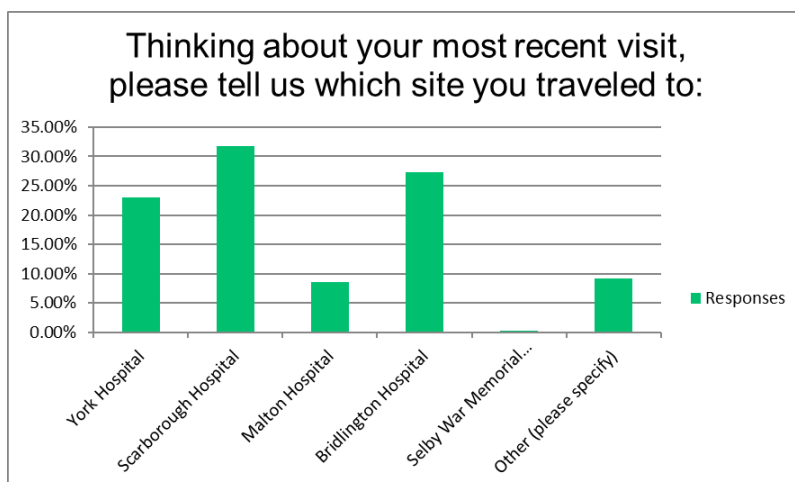
Q1

Home postcodes

Q2

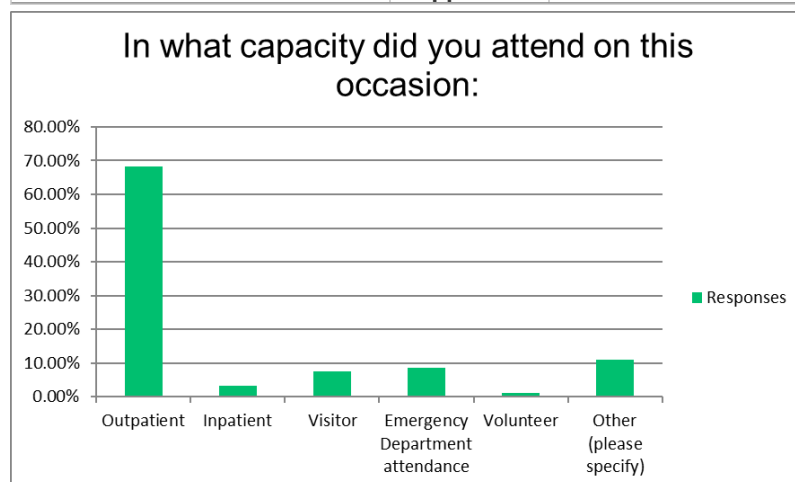
Thinking about your most recent visit, please tell us which site you travelled to:

York Hospital	22.99%	97
Scarborough Hospital	31.75%	134
Malton Hospital	8.53%	36
Bridlington Hospital	27.25%	115
Selby War Memorial Hospital	0.24%	1
Other (please specify)	9.24%	39
	Answered	422
	Skipped	3

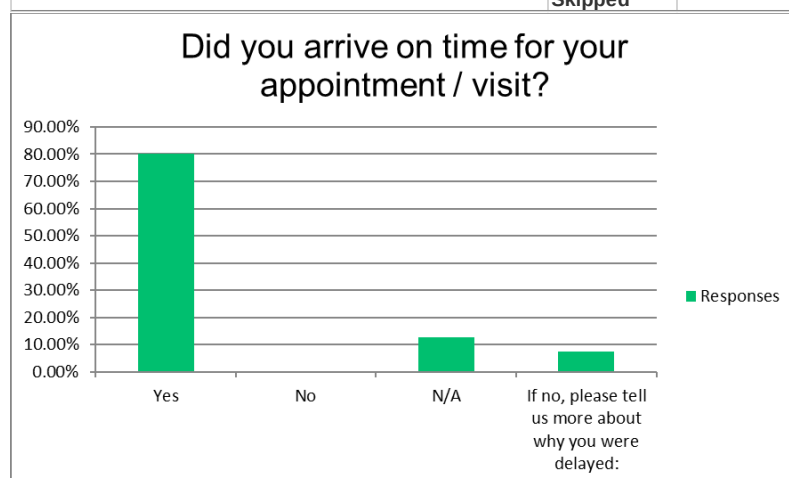


Q3**In what capacity did you attend on this occasion:**

Outpatient	68.33%	287
Inpatient	3.33%	14
Visitor	7.62%	32
Emergency Department attendance	8.57%	36
Volunteer	1.19%	5
Other (please specify)	10.95%	46
Answered		420
Skipped		5

**Q4****What date did you attend?****Q5****Did you arrive on time for your appointment / visit?**

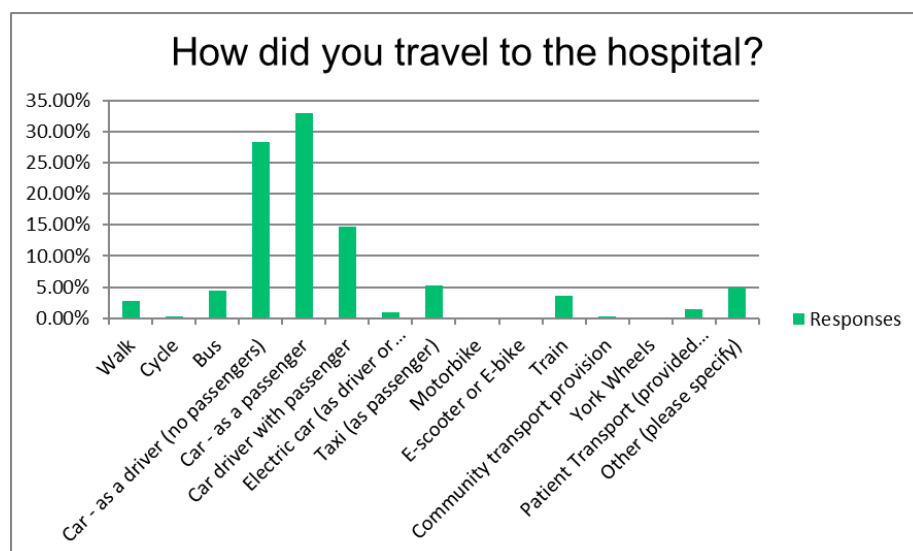
Yes	80.09%	338
No	0.00%	0
N/A	12.56%	53
If no, please tell us more about why you were delayed:	7.35%	31
Answered		422
Skipped		3



Q6

How did you travel to the hospital?

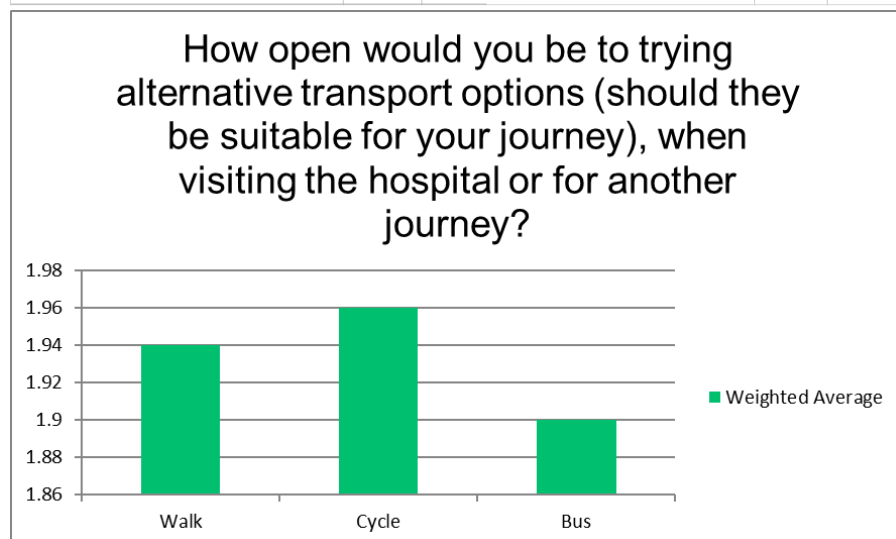
Walk	2.85%	12
Cycle	0.24%	1
Bus	4.51%	19
Car - as a driver (no passengers)	28.27%	119
Car - as a passenger	33.02%	139
Car driver with passenger	14.73%	62
Electric car (as driver or passenger)	0.95%	4
Taxi (as passenger)	5.23%	22
Motorbike	0.00%	0
E-scooter or E-bike	0.00%	0
Train	3.56%	15
Community transport provision	0.24%	1
York Wheels	0.00%	0
Patient Transport (provided by Yorkshire Ambulance Service)	1.43%	6
Other (please specify)	4.99%	21
	Answered	421
	Skipped	4



Q7

How open would you be to trying alternative transport options (should they be suitable for your journey), when visiting the hospital or for another journey?

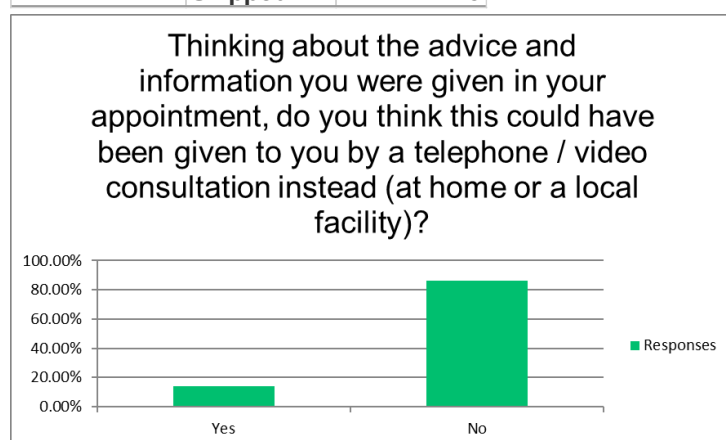
		Yes	No	Maybe	Total	Weighted Average		
Walk	13.26%	46	79.54%	276	7.20%	25	347	1.94
Cycle	5.42%	18	92.77%	308	1.81%	6	332	1.96
Bus	29.75%	119	50.75%	203	19.50%	78	400	1.9
If you have answered 'no' or 'maybe', please state why:							305	
							Answered	414
							Skipped	11



Q8

Thinking about the advice and information you were given in your appointment, do you think this could have been given to you by a telephone / video consultation instead (at home or a local facility)?

Yes	13.94%	58
No	86.06%	358
	Answered	416
	Skipped	9

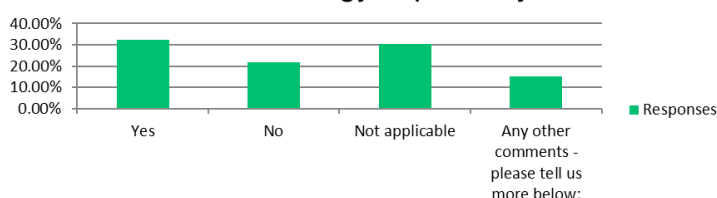


Q9

The Trust now has an automatic number plate recognition (ANPR) system in car parks at Bridlington, Scarborough and York hospitals. If you have visited these sites and used the car park(s), has the ANPR technology improved your experience of using these facilities?

Yes	32.46%	136
No	21.96%	92
Not applicable	30.55%	128
Any other comments - please tell us more below:	15.04%	63
	Answered	419
	Skipped	6

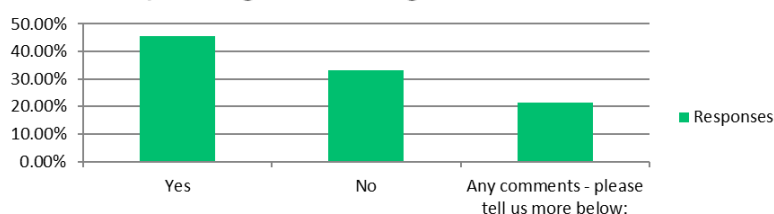
The Trust now has an automatic number plate recognition (ANPR) system in car parks at Bridlington, Scarborough and York hospitals. If you have visited these sites and used the car park(s), has the ANPR technology improved your...

**Q10**

This question is for blue badge holders. If you do not hold a blue badge for parking, please go to the next question. Did you know that you can register your blue badge with our ID and car parking teams to give easier access to our car parks?

Yes	45.45%	55
No	33.06%	40
Any comments - please tell us more below:	21.49%	26
	Answered	121
	Skipped	304

This question is for blue badge holders. If you do not hold a blue badge for parking, please go to the next question. Did you know that you can register your blue badge with our ID and car parking teams to give easier access...

**Q11**

Any other comments

APPENDIX I - Summary of staff travel survey results

Around 80% of staff are based at the key hospital sites York, Scarborough, Bridlington, Malton and Selby, (including those with flexible Working From Home patterns), with the remaining 20% being spread throughout the York and East and North Yorkshire areas.

The survey was conducted in November 2023 and had 771 responses, which is around 7.6% of the Trust-wide 10,141 staff body. The next iteration will be in March 2025.

The key findings were:

Observation: The majority of respondents were based at York (64.1%), with further respondents mostly at Scarborough (and further received Trust-wide).

Observation: Majority of responses received were from full-time admin, clerical and Allied Health Professionals (AHP) staff, working traditional hours i.e. 9-5

Observation: Many of the respondents travelled to other Trust sites (mostly York to Scarborough) using their own vehicle. Public transport was the second most preferred option, and pool cars third.

41.8% car (own vehicle, no passengers), 14.8% walk, 13.9% cycle, 6.1% car sharing were given as the most popular modes to travel to work. Car travel, walking and bus use were favoured if the normal mode of transport were not available.

Observation: Around 50% of responders stated that they would try more sustainable transport modes. The most favoured to try were train, with walking, car sharing, cycling and bus equally preferred.

Observation: There was an evenly split response to whether respondents would try car sharing, with free parking and a designated car share journey database given as the main reasons respondents would try it.

Observation: As expected for a large number of staff distance to work and childcare offers a barrier to modal shift to active travel options. For those that would be willing to try, shower and changing rooms, better cycle paths and secure cycle parking facilities offered the most incentive.

Question one - Email address
Question Two - Where are you based? 64.1% York, 18.3% Scarborough, 2.6% Bridlington, Malton Selby, 8.1% mixed site / WFH, 13.7 other Observation: The majority of respondents were based at York (64.1%), with further responders mostly at Scarborough (and further received Trust-wide).
Question Three – What is your job? Admin and clerical 41.4%, AHP 18.1%, Nurse 9.6%, 4.8% LLP Observation: Majority of responses received were from full-time admin, clerical and AHP staff, working traditional hours i.e. 9-5
Question Four – Is your job full time / part time? 71% full time, 7% part time, 22% other
Question Five – Please specify your working pattern 74% Traditional working hours / 9-5, 11% rotational shifts, 15% other
Question Six – Does your job require you to work at other Trust premises? 39.8% Yes, 60.1% No

Question Seven – If yes to Q6, please state which site 39.4 Scarborough, 15.6 York, 37.5 Community, rotation based, multiple sites etc Observation: Many of the respondents travelled to other Trust sites (mostly York to Scarborough), mostly using their own vehicle. Public transport was the second most preferred option, and pool cars third.
Question Eight - What is the frequency of your inter-site travel? 8.71% Daily, 33.71% Frequently, 13.20% Fortnightly, 17.70% Monthly, 26.69% Less than once a month
Question Nine – Which site do you most often travel to from your home base? 57.7% York, 22.3% Scarborough
Question Ten – How do you travel between sites? 46.4% private car alone, 12.4% Trust pool car alone, 6.9% Trust pool car with colleague, 14.3% public transport
Question Eleven – Do you have any mobility issues that affect your travel choices? 7.5% Yes, 92.7 No
Question Twelve – Home postcodes See below
Question Thirteen – How long is your journey to work? 22.1% 1-2 miles, 18.6% 3-5 miles, 18.1% 2-3 miles, 12.2% 5-10 miles, 12.5% 20 miles plus Observation: The majority of responders lived under 5 miles from their place of work, with 40.2% living within 1-3 miles.
Question Fourteen - How do you normally travel to work? 41.8% car (own vehicle, no passengers), 14.8% walk, 13.9% cycle, 6.1% car sharing
Question Fifteen – How do you travel to work if your normal mode is not available? 26.1% car (own vehicle, no passengers), 22.3% walk, 21.1% bus, 10.8% car share
Question Sixteen – If your drive to/from work on your own, would you be willing to try more environmentally-friendly travel options? 55.4% yes, 44.5% no Observation: There was pretty much an even split response to the notion of modal shift to more environmentally friendly transport options. The most favoured to try were train, with walking, car sharing, cycling and bus equally preferred.
Question Seventeen – Which sustainable travel options would you be willing to try? (Weighted average answers) – 4.5% train, 3.9% walking, 3.7% car share, 3.7% cycle, 3.3% bus
Question Eighteen – Would you car share if the option was available? 45.5% yes, 54.5% No Observation: There was an evenly split response to whether responders would try car sharing, with free parking and a designated car share journey database given as the main reasons responders would try it.

Question Nineteen – What changes would encourage you to car share?

41% free parking, 35.2% a designated car share database, 23% other

Question Twenty – Are there any barriers that prevent you from using more environmentally friendly transport options?

28.4% location / distance to site, 15% access to public transport, 13.2% child care

Observation: As expected for a large number of staff distance to work and childcare offers a barrier to modal shift to active travel options. For those that would be willing to try, shower and changing rooms, better cycle paths and secure cycle parking facilities offered the most incentive.

Question Twenty One – What would encourage you to walk or cycle to work?

40% nothing, 30% shower and changing rooms, 24.3% better cycle connectivity, 22.1% small incentives, 20.3% secure bike parking

Question Twenty Two – What would encourage you to use public transport to travel to work?

46.5% reduced cost pass, 44.1% Better times connections to fit with work patterns, 25% nothing, 24% additional bus routes

Observation: Reduced bus travel was given as the best incentive to use buses to travel to work. 35% stated they had used the free York and Scarborough bus offer in Summer 2023, of which 53% had not use the bus previously

Question Twenty Three – Did you use the free bus offer in York or Scarborough over the last five months?

35.3% yes, 64% no

Observation:

Question Twenty Four – If ‘yes’ to Q23, did you use the bus prior to the free travel offer?

46.3% yes, 53.6% no

Observation:

Question Twenty Five – additional comments. Main / recurring issues raised:

Free bus travel should be retained throughout the Trust.

Childcare prevents using alternative / active options.

Expand the discounted bus offer in more Trust regions.

Better cycle provision, with paths, access and more storage needed.

Free staff car parking needed.

Improved footpaths needed at Trust sites.

EV chargers needed for York.

More staff car parking needed at York.

More Scarborough buses needed in the £1 offer.

Staff car share scheme needs to be reinstated.

More bus services needed in York.

Staff car park permit system needs to be improved.

Staff shower and changing facilities needed at main Trust sites.

Discounted bus offer is great.

Re-instate the P&R shuttle bus to York Hospital.

Bus provision needs to meet work shift patterns.

Train discounts needed.

More motorcycle parking needed at York.
 A York to Scarborough shuttle bus is needed.
 A Monks Cross to York Hospital bus link is needed.
 Rural home locations make modal shift difficult or impossible.
 Share booking details for Enterprise pool car bookings so journey sharing can be done.

Staff survey responder home postcodes:

Postcode district	Post town	Coverage	Number of staff postcodes (per 2023 staff travel survey responses)
YO32	YORK	Haxby, Huntington (North), Wigginton, New Earswick, Stockton-on-the-Forest, Strensall	64
YO12	SCARBOROUGH	Seamer	59
YO30	YORK	Bootham, Clifton, Skelton, Linton-on-Ouse	59
YO31	YORK	Heworth, Huntington (South), The Groves, Layerthorpe	52
YO24	YORK	Acomb, Dringhouses, Woodthorpe	44
YO26	YORK	Acomb, Leeman Road Area, Upper Poppleton, Nether Poppleton, Green Hammerton	43
YO23	YORK	South Bank, Bishopthorpe, Copmanthorpe, Rufforth	30
YO10	YORK	Fishergate, Fulford, Heslington, Osbaldwick, Tang Hall	21
YO11	SCARBOROUGH	Cayton	20
YO13	SCARBOROUGH	Scalby, Burniston, Cloughton	19
YO61	YORK	Easingwold	17
YO8	SELBY	Barlby, Brayton, Bubwith, Cawood, Camblesforth, Drax, Selby, Thorpe Willoughby	16
YO19	YORK	Dunnington, Escrick, Wheldrake, Murton, Riccall, Stillingfleet, Warthill	14
YO42	YORK	Pocklington, Barmby Moor, Melbourne, Seaton Ross	13
YO41	YORK	Elvington, Full Sutton, Stamford Bridge, Sutton upon Derwent, Wilberfoss	12

YO17	MALTON	Norton	10
YO25	DRIFFIELD	Driffield	10
HU5	HULL	Hull, The Avenues	9
YO18	PICKERING	Pickering, Thornton-le-Dale	8
YO1	YORK	City Centre	7
YO14	FILEY	Filey	7
LS22	WETHERBY	Collingham, Linton, Wetherby	6
LS24	TADCASTER	Saxton, Stutton, Ulleskelf, Church Fenton, Oxtan, Tadcaster, Toulston, Wighill, Ryther cum Ossendyke	6
HU15	BROUGH	Elloughton-cum-Brough, South Cave, Welton	5
HU16	COTTINGHAM	Hull, Cottingham, Eppleworth, Raywell, Skidby	5
YO7	THIRSK	Dalton, Hambleton, Thirsk, Topcliffe	5
DN14	GOOLE	Goole, Carlton, Eggborough, Hensall, Howden, Pincheon Green, Pollington, Rawcliffe, Snaith, Sykehouse, Whitley, Whitley Bridge	4
HU4	HULL	Hull, Anlaby Common, Anlaby Park, Gipsyville	4
YO15	BRIDLINGTON	Bridlington, Bempton, Buckton, Carnaby, Flamborough, Fraisthorpe, Sewerby, Wilsthorpe	4
YO16	BRIDLINGTON	Bridlington, Bempton, Bessingby, Boynton, Buckton, Carnaby, Grindale, Sewerby	4
YO22	WHITBY	Robin Hood's Bay	4
HU12	HULL	Hedon, Patrington, Preston	3
HU14	NORTH FERRIBY	North Ferriby, Melton, Swanland	3
HU3	HULL	Hull, Spring Bank, West of Centre, Saint Andrew's Quay, Hull Royal Infirmary	3
LS8	LEEDS	Fearnville, Gipton, Gledhow, Harehills, Oakwood, Roundhay, Moortown,	3
YO21	WHITBY	Whitby, Westerdale	3

HG4	RIPON	Ripon, North Stainley, High Grantley, Masham, West Tanfield, Thornton Watlass, Thornton Steward, Sawley, Eavestone, Littlethorpe, Skelton-on-Ure, Marton-le-Moor, North Stainley, Wath, Nunwick, Melmerby, Middleton Quernhow, Bridge Hewick, Sharow, Copt Hewick, Hutton Conyers, Aldfield, Kirkby Malzeard, Leighton, Colsterdale, Gollinglith Foot, Azerley, Galphay, Winksley, Sutton Grange, Grewelthorpe, Rookwith, Low Ellington, Thirn	2
HU10	HULL	Anlaby, Kirk Ella, West Ella, Willerby	2
HU6	HULL	Hull, Dunswell, Orchard Park, Greenwood	2
HU9	HULL	Hull, Drypool, Victoria Dock, Marfleet, Preston Road, Greatfield, Bilton Grange	2
LS17	LEEDS	Alwoodley, Bardsey, East Keswick, Eccup, Harewood, Moortown, Shadwell, S laid Hill, Weardley, Wike	2
LS7	LEEDS	Beck Hill, Buslingthorpe, Chapel Allerton, Chapeltown, Little London, Lovell Park, Meanwood, Miles Hill, Potternewton, Scott Hall, Sheepscar	2
S64	MEXBOROUGH	Adwick Upon Dearne, Kilnhurst, Mexborough, Swinton	2
WF8	PONTEFRACT	Badsworth, Fitzwilliam, Hemsworth, Kinsley, South Elmsall, South Kirkby, Upton, Wentbridge	2
YO60	YORK	Sheriff Hutton	2
YO62	YORK	Helmsley, Kirkbymoorside, Nawton	2
BD14	BRADFORD	Clayton	1
BD23	SKIPTON	Carleton-in-Craven, Embsay, Thornton in Craven, Gargrave, Grassington, Hebden, Hellifield, Horton, Kettlewell, Kirkby Malham, Skipton, Threshfield, Tosside	1
DE11	SWADLINCOTE	Swadlincote, Church Gresley, Woodville, Newhall, Hartshorne, Castle Gresley, Blackfordby, Albert Village	1
DL6	NORTHALLERTON	Northallerton (east), Ingleby Cross	1

HD5	HUDDERSFIELD	Almondbury, Dalton, Kirkheaton, Moldgreen, Rawthorpe, Waterloo.	1
HG1	HARROGATE	Central, Bilton, High Harrogate, Jennyfields, Duchy, New Park	1
HG2	HARROGATE	Oatlands, Woodlands, Hookstone, Rossett, Pannal Ash, Harlow Hill, Low Harrogate, Hornbeam Park	1
HG5	KNARESBOROUGH	Knareborough, Scotton, Goldsborough, Arkendale, Allerton Mauleverer, Hopperton, Flaxby, Coneythorpe, Staveley, Ferrensby, Farnham, Calcutt, Plompton	1
HU13	HESSLE	Hull, Hessle	1
HU17	BEVERLEY	Beverley, Bishop Burton, Walkington	1
HU2	HULL	Hull, North of Centre, Wincolmlee	1
HU7	HULL	Hull, Bransholme, Kingswood, Sutton-on-Hull, Wawne	1
HU8	HULL	Hull, Garden Village, Ings, Longhill, Sutton-on-Hull	1
HX3	HALIFAX	Akroydon, Boothtown, Copley, Hipperholme, Lightcliffe, Northowram, Norwood Green, Ovenden, Shelf, Shibden, Skircoat Green, Southowram	1
LN7	MARKET RASEN	Nettleton, Caistor	1
LS14	LEEDS	Fearnville, Killingbeck, Seacroft, Scarcroft, Swarcliffe, Thorner, Whinmoor	1
LS28	PUDSEY	Bagley, Calverley, Farsley, Fulneck, Pudsey, Stanningley	1
LS4	LEEDS	Burley, Kirkstall	1
M68	MANCHESTER	Manchester	1
TS5	MIDDLESBROUGH	Middlesbrough's west: Acklam, Brookfield, Linthorpe, Whinney Banks	1
TS9	MIDDLESBROUGH	Great Ayton, Stokesley	1
WF10	CASTLEFORD	Airedale, Allerton Bywater, Castleford, Glasshoughton, Ledston, New Fryston	1
WF13	DEWSBURY	Dewsbury Moor, Ravensthorpe, Staincliffe	1

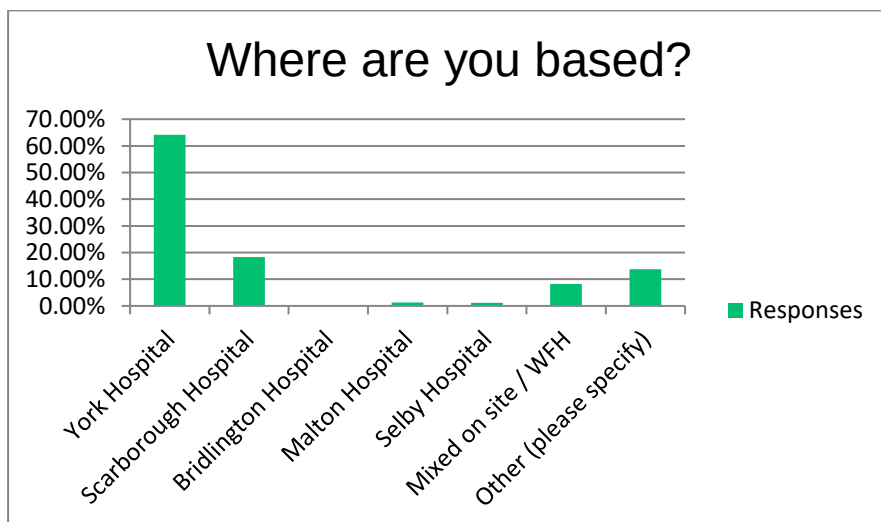
WF3	WAKEFIELD	Bottom Boat, Carlton, East Ardsley, Lofthouse, Lofthouse Gate, Robin Hood, Stanley, Thorpe, Tingley, West Ardsley	1
YO43	YORK	Market Weighton, Holme-on-Spalding-Moor	1
YO51	YORK	Boroughbridge	0

Q1 Email address

Q2

Where are you based?

Answer Choices	Responses	
York Hospital	64.16%	494
Scarborough Hospital	18.31%	141
Bridlington Hospital	0.26%	2
Malton Hospital	1.30%	10
Selby Hospital	1.17%	9
Mixed on site / WFH	8.18%	63
Other (please specify)	13.77%	106
Answered		770
Skipped		1

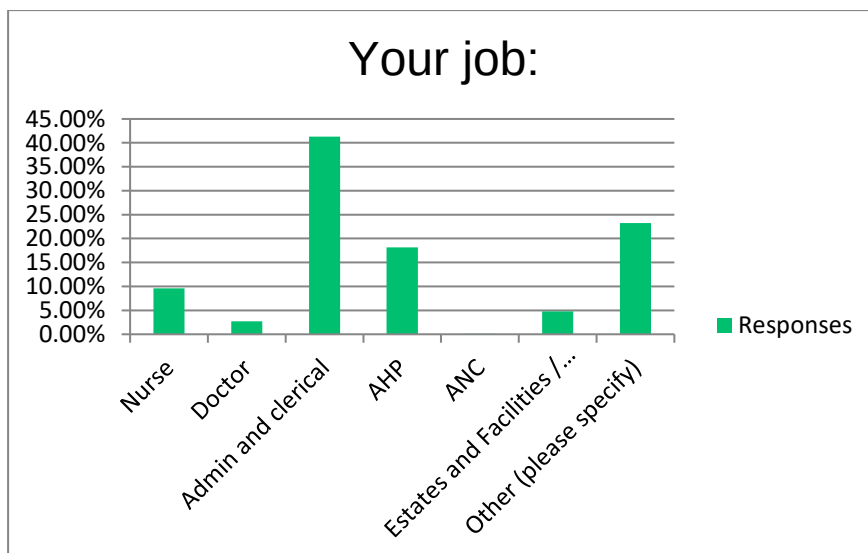


Q3

Your job:

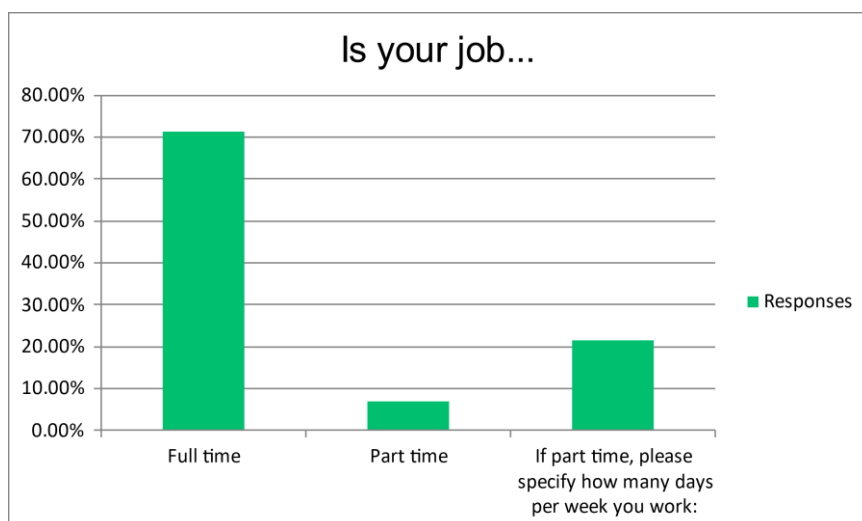
Answer Choices	Responses	
Nurse	9.61%	74
Doctor	2.73%	21
Admin and clerical	41.30%	318

AHP	18.18%	140
ANC	0.13%	1
Estates and Facilities / LLP	4.81%	37
Other (please specify)	23.25%	179
Answered		770
Skipped		1



Q4

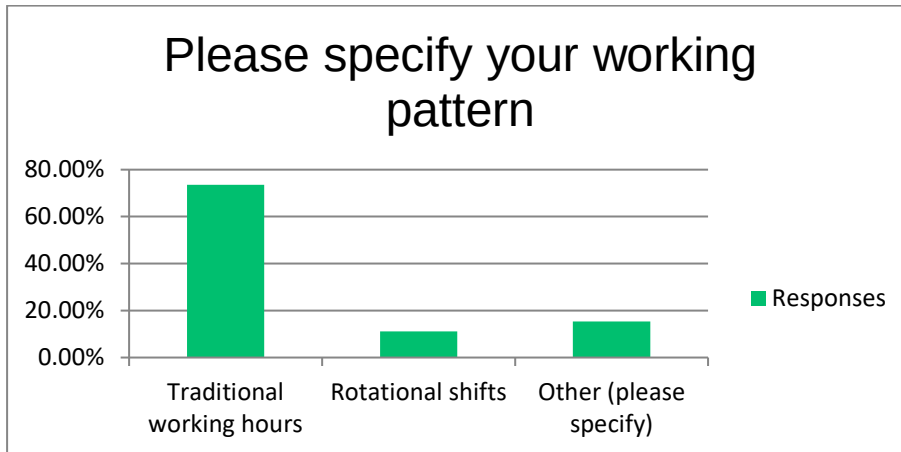
Is your job...	Answer Choices	Responses
Full time	71.35%	548
Part time	7.03%	54
If part time, please specify how many days per week you work:	21.61%	166
	Answered	768
	Skipped	3



Q5

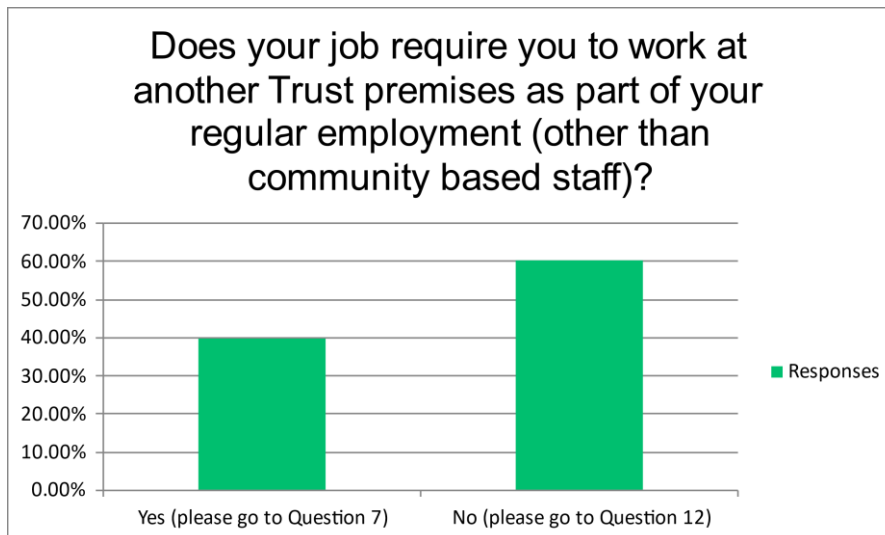
Please specify your working pattern

Answer Choices	Responses	
Traditional working hours	73.57%	565
Rotational shifts	11.07%	85
Other (please specify)	15.36%	118
Answered		768
Skipped		3



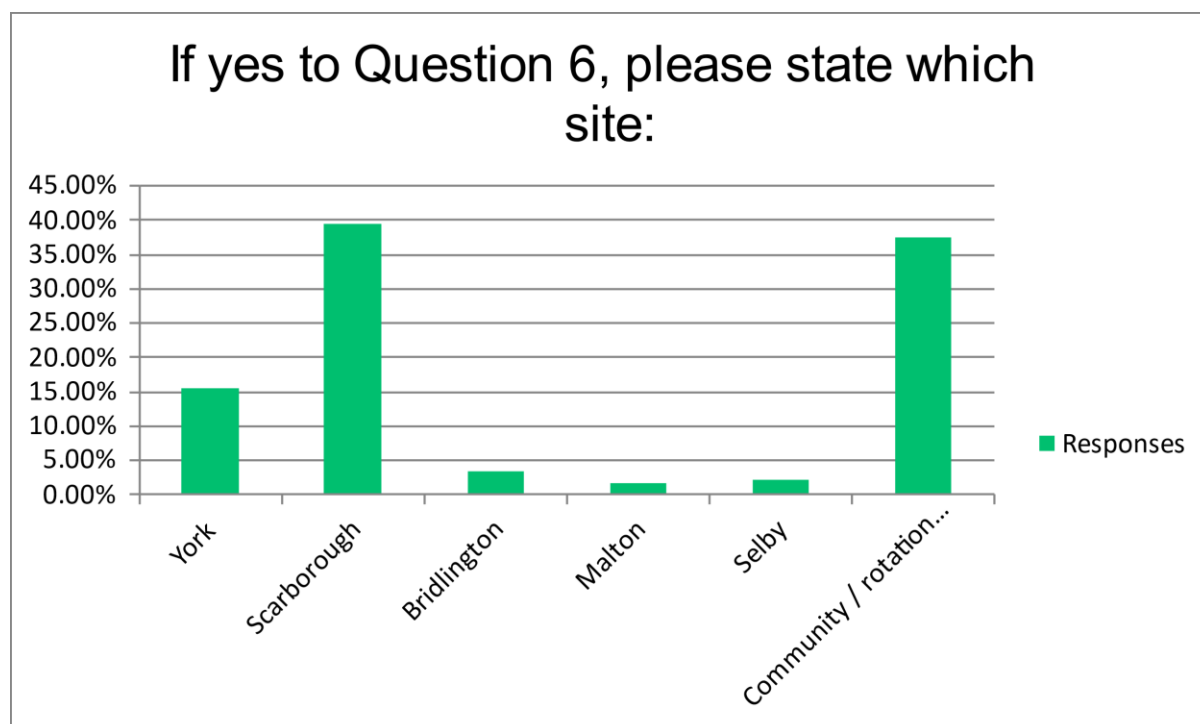
Q6

Does your job require you to work at another Trust premises as part of your regular employment (other than community based staff)?											
Answer Choices	Responses										
Yes (please go to Question 7)	39.90%	306									
No (please go to Question 12)	60.10%	461									
Answered		767									
Skipped		4									



Q7

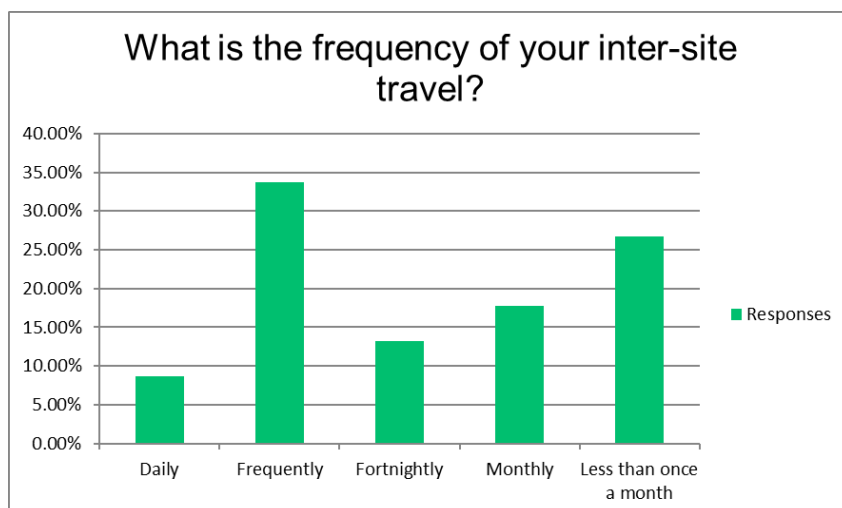
If yes to Question 6, please state which site:		
Answer Choices	Responses	
York	15.61%	49
Scarborough	39.49%	124
Bridlington	3.50%	11
Malton	1.59%	5
Selby	2.23%	7
Community / rotation based / other / multiple sites i.e. Trust wide (pl	37.58%	118
	Answered	314
	Skipped	459



Q8

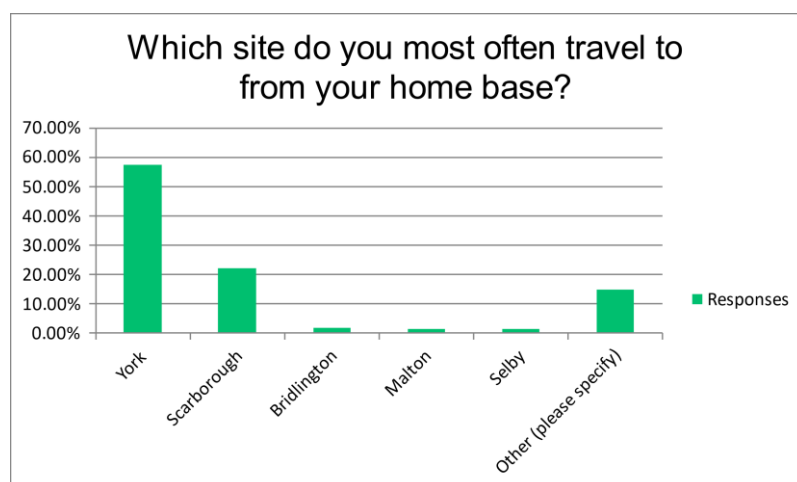
What is the frequency of your inter-site travel?

Answer Choices	Responses	
Daily	8.71%	31
Frequently	33.71%	120
Fortnightly	13.20%	47
Monthly	17.70%	63
Less than once a month	26.69%	95
	Answered	356
	Skipped	423



Q9

Which site do you most often travel to from your home base?			
Answer Choices		Responses	
York	57.71%	217	
Scarborough	22.34%	84	
Bridlington	1.86%	7	
Malton	1.60%	6	
Selby	1.60%	6	
Other (please specify)	14.89%	56	
Answered		376	
Skipped		395	

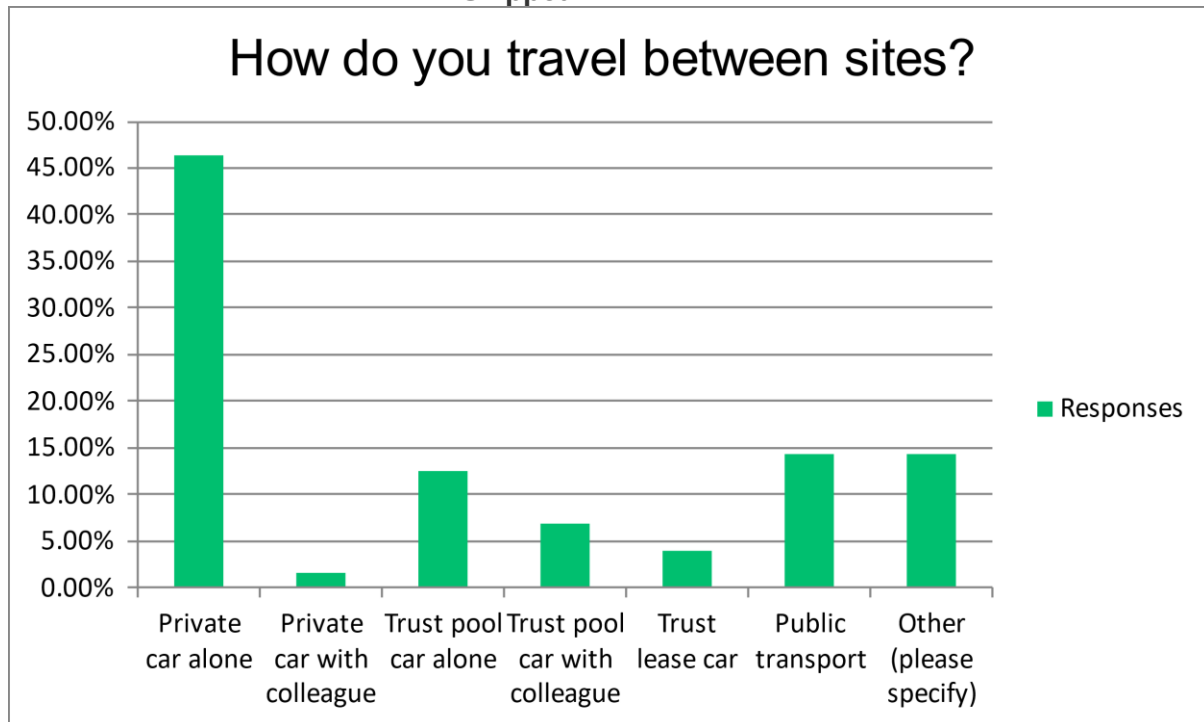


Q 10

How do you travel between sites?

Answer Choices	Responses	
Private car alone	46.41%	168

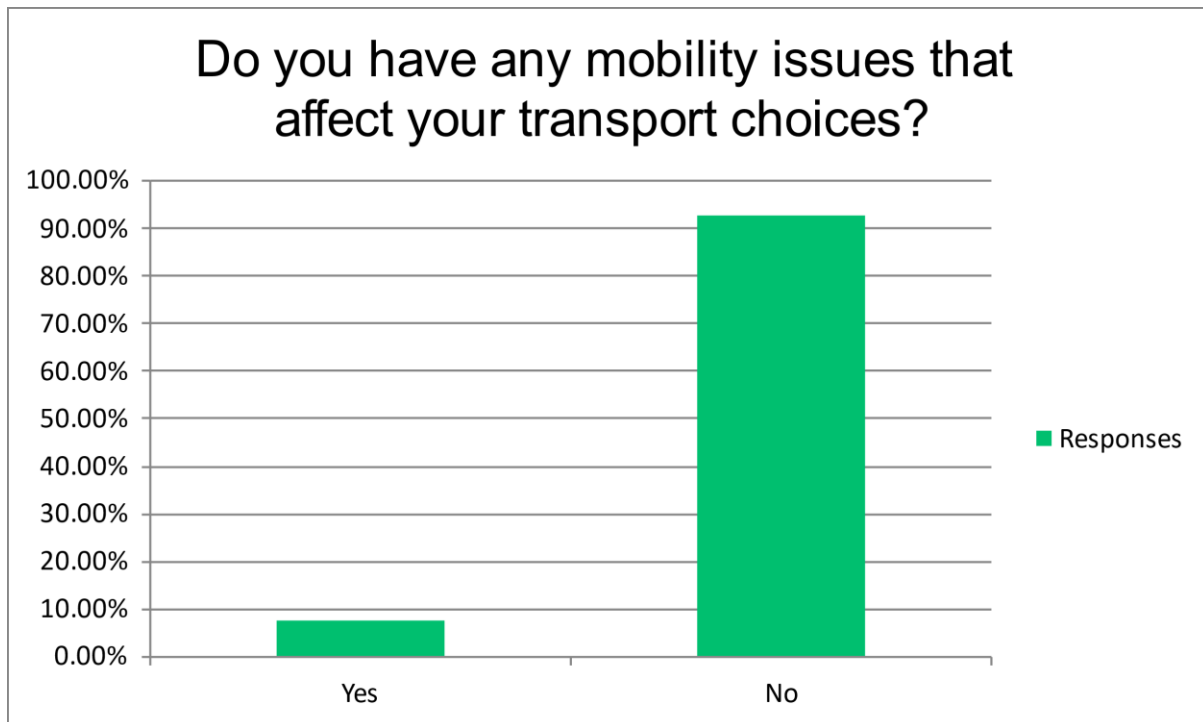
Private car with colleague	1.66%	6
Trust pool car alone	12.43%	45
Trust pool car with colleague	6.91%	25
Trust lease car	3.87%	14
Public transport	14.36%	52
Other (please specify)	14.36%	52
Answered		362
Skipped		411



Q11

Do you have any mobility issues that affect your transport choices?

Answer Choices	Responses	
Yes	7.50%	33
No	92.73%	408
Answered		440
Skipped		333



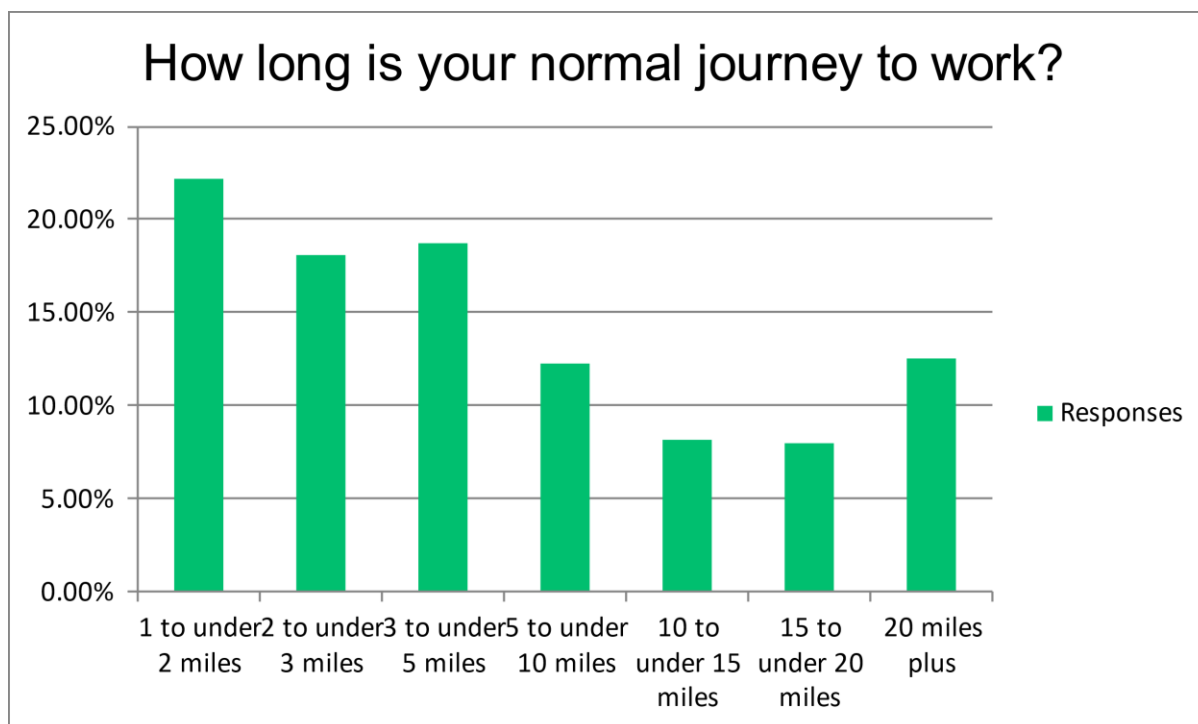
Q12

Home postcodes

Q13

How long is your normal journey to work?

Answer Choices	Responses	
1 to under 2 miles	22.19%	152
2 to under 3 miles	18.10%	124
3 to under 5 miles	18.69%	128
5 to under 10 miles	12.26%	84
10 to under 15 miles	8.18%	56
15 to under 20 miles	8.03%	55
20 miles plus	12.55%	86
Answered		685
Skipped		88

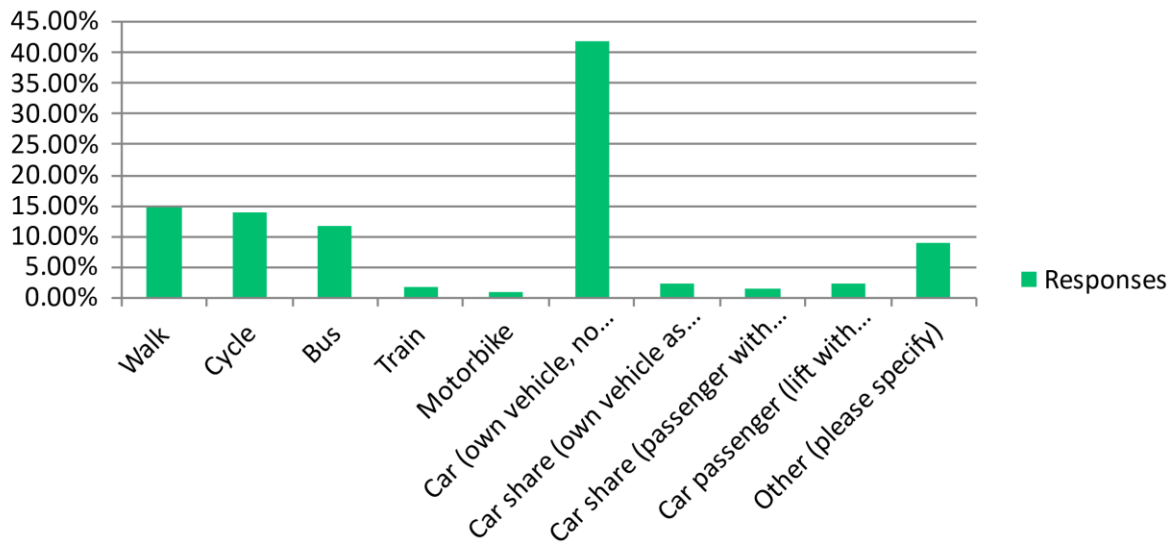


Q14

How do you currently travel to / from work?

Answer Choices	Responses	
Walk	14.80%	102
Cycle	13.93%	96
Bus	11.61%	80
Train	1.89%	13
Motorbike	0.87%	6
Car (own vehicle, no passengers)	41.80%	288
Car share (own vehicle as driver with Trust colleague)	2.47%	17
Car share (passenger with Trust colleague)	1.45%	10
Car passenger (lift with someone who isn't a Trust colleague)	2.32%	16
Other (please specify)	8.85%	61
Answered		689
Skipped		84

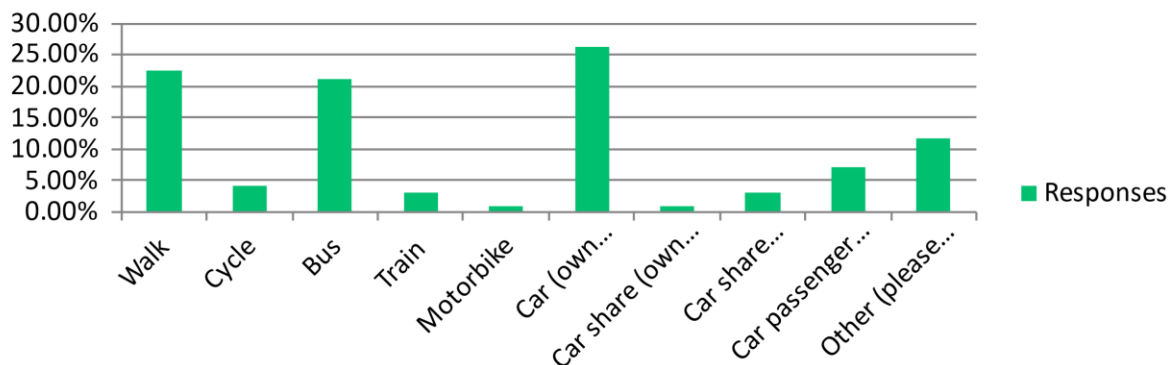
How do you currently travel to / from work?



Q15

How do you travel to / from work if your normal form of transport is not available? Please answer below and then go to Question 18 unless you've answered "Car (own vehicle, no passengers)"													
Answer Choices	Responses												
Walk	22.36%	146											
Cycle	3.98%	26											
Bus	21.13%	138											
Train	2.91%	19											
Motorbike	0.92%	6											
Car (own vehicle, no passengers) Please go to Question 16	26.19%	171											
Car share (own vehicle as driver with Trust colleague)	0.92%	6											
Car share (passenger with Trust colleague)	2.91%	19											
Car passenger (with someone who isn't a Trust colleague)	7.04%	46											
Other (please specify)	11.64%	76											
Answered		653											
Skipped		120											

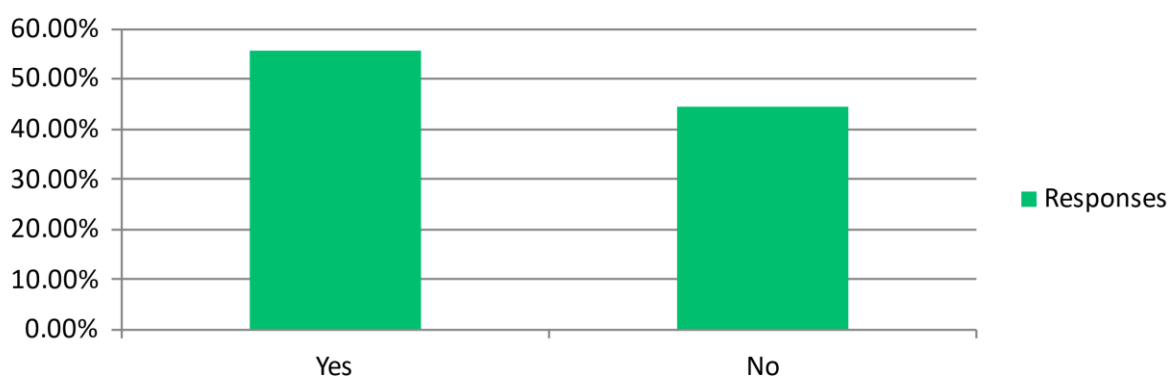
How do you travel to / from work if your normal form of transport is not available? Please answer below and then go to Question 18 unless you've answered "Car (own vehicle, no passengers)"



Q16

If you drive to / from work on your own, would you be willing to try more environmentally friendly options such as walking, cycling, public transport or car sharing some of the time?												
Answer Choices	Responses											
Yes	55.47%	228										
No	44.53%	183										
	Answered	411										
	Skipped	362										

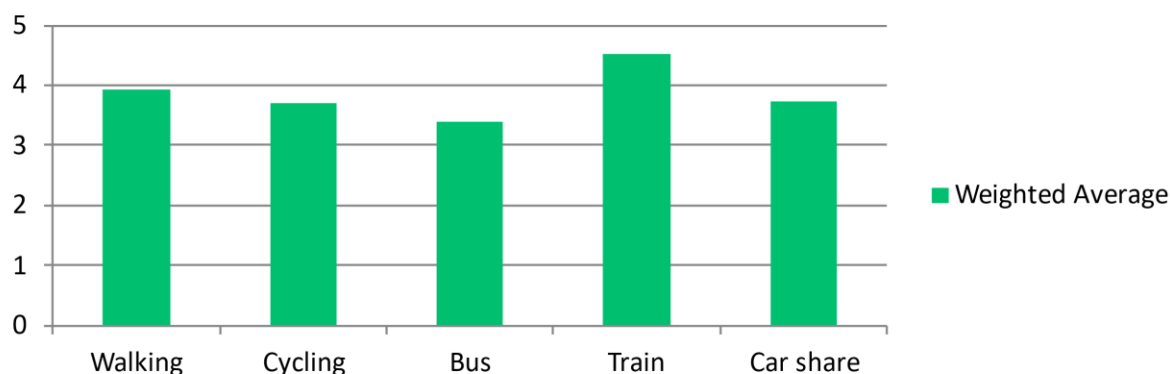
If you drive to / from work on your own,
would you be willing to try more
environmentally friendly options such as
walking, cycling, public transport or car
sharing some of the time?



Q17

If you drive to / from work on your own, would you be willing to try more environmentally-friendly options such as walking, cycling, public transport or car sharing some of the time?												
	Very easy	Quite easy	Quite difficult	Very difficult	Not possible	Total	Weighted Average					
Walking	9.38%	38	10.12%	41	10.37%	42	8.89%	36	61.23%	248	405	3.93
Cycling	11.08%	45	13.30%	54	9.36%	38	16.26%	66	50.00%	203	406	3.7
Bus	9.31%	38	16.67%	68	21.57%	88	21.32%	87	31.13%	127	408	3.39
Train	1.80%	7	3.61%	14	8.51%	33	10.05%	39	76.03%	295	388	4.53
Car share	3.33%	13	14.87%	58	22.56%	88	19.49%	76	39.74%	155	390	3.74
											Answered	420
											Skipped	353

If you drive to / from work on your own, would you be willing to try more environmentally-friendly options such as walking, cycling, public transport or car sharing some of the time?

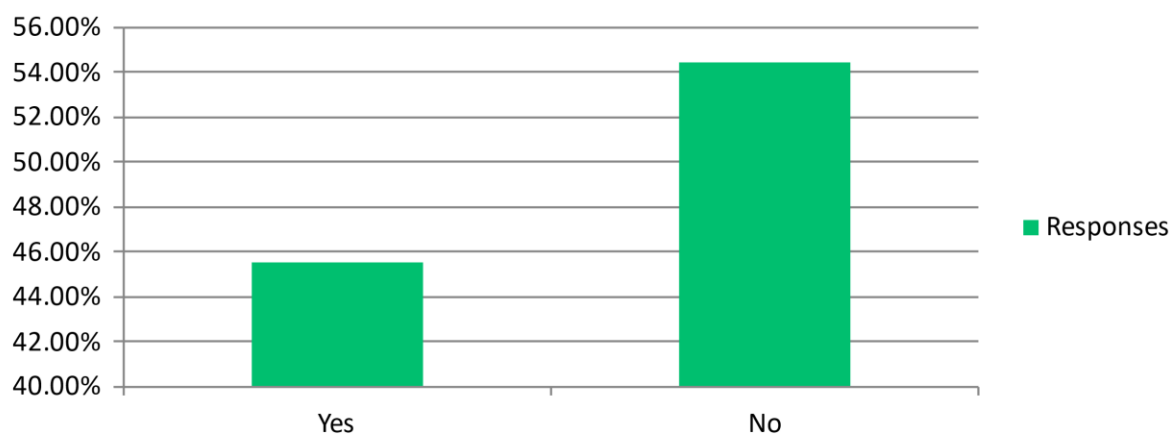


Q18

If there was a staff car sharing scheme, would you be willing to use it, either by offering a lift or being a passenger?

Answer Choices	Responses												
Yes	45.57%	288											
No	54.43%	344											
	Answered	632											
	Skipped	141											

If there was a staff car sharing scheme, would you be willing to use it, either by offering a lift or being a passenger?

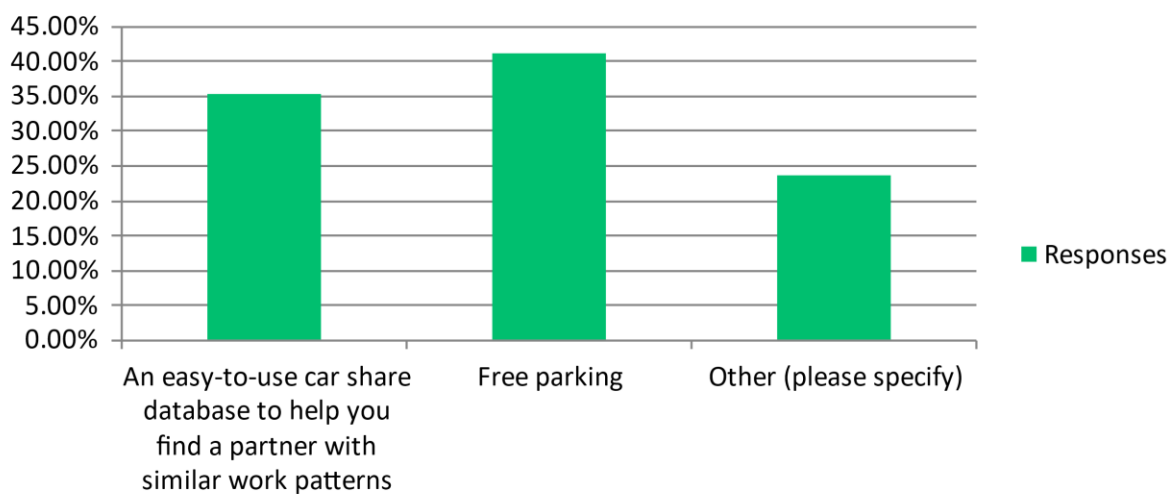


Q19

Which of the following changes would most encourage you to car share to and from work?

Answer Choices	Responses	
An easy-to-use car share database to help you find a partner with si	35.27%	200
Free parking	41.09%	233
Other (please specify)	23.63%	134
	Answered	567
	Skipped	206

Which of the following changes would most encourage you to car share to and from work?

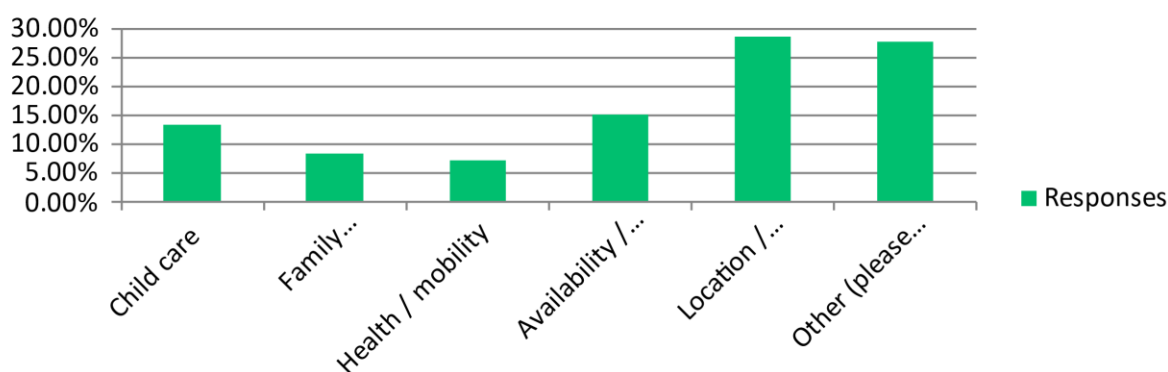


Q20

Are there any particular barriers which make it difficult for you to use more environmentally friendly options, such as walking, cycling, public transport, car sharing? If so, what are they?

Answer Choices	Responses																			
Child care	13.24%	72																		
Family commitments	8.27%	45																		
Health / mobility	7.17%	39																		
Availability / access to public transport	15.07%	82																		
Location / distance to site	28.49%	155																		
Other (please specify)	27.76%	151																		
	Answered	544																		
	Skipped	229																		

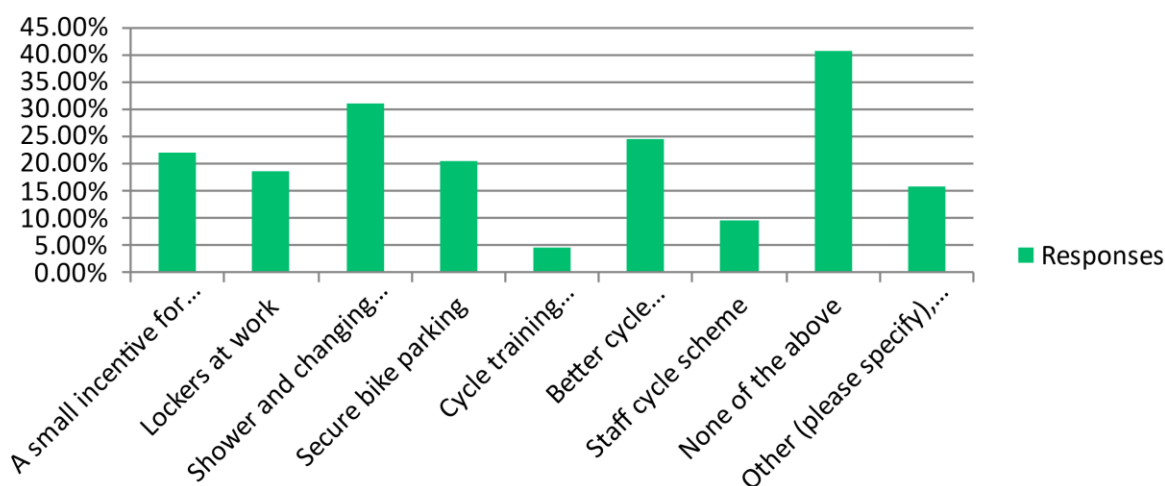
Are there any particular barriers which make it difficult for you to use more environmentally friendly options, such as walking, cycling, public transport, car sharing? If so, what are they?



Q21

Which of the following changes would most encourage you to walk or cycle to work? Please tick no more than three		
Answer Choices	Responses	
A small incentive for every time you do not drive	22.12%	138
Lockers at work	18.75%	117
Shower and changing rooms	30.93%	193
Secure bike parking	20.35%	127
Cycle training opportunities and journey advice	4.65%	29
Better cycle connectivity / paths	24.36%	152
Staff cycle scheme	9.46%	59
None of the above	40.71%	254
Other (please specify), or please add any further information to your answer	15.87%	99
Answered		624
Skipped		149

Which of the following changes would most encourage you to walk or cycle to work? Please tick no more than three

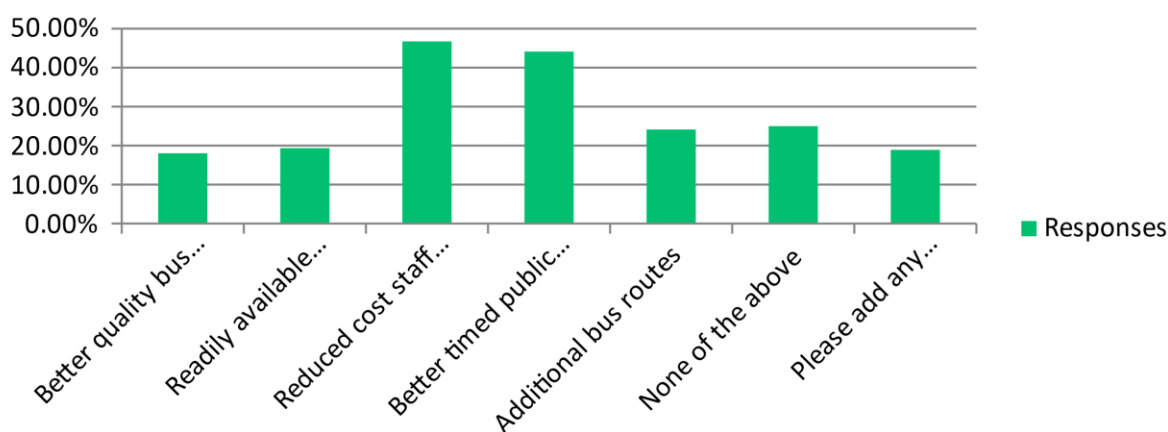


Q22

Which of the following changes would most encourage you to use public transport to or from work? Please tick no more than three

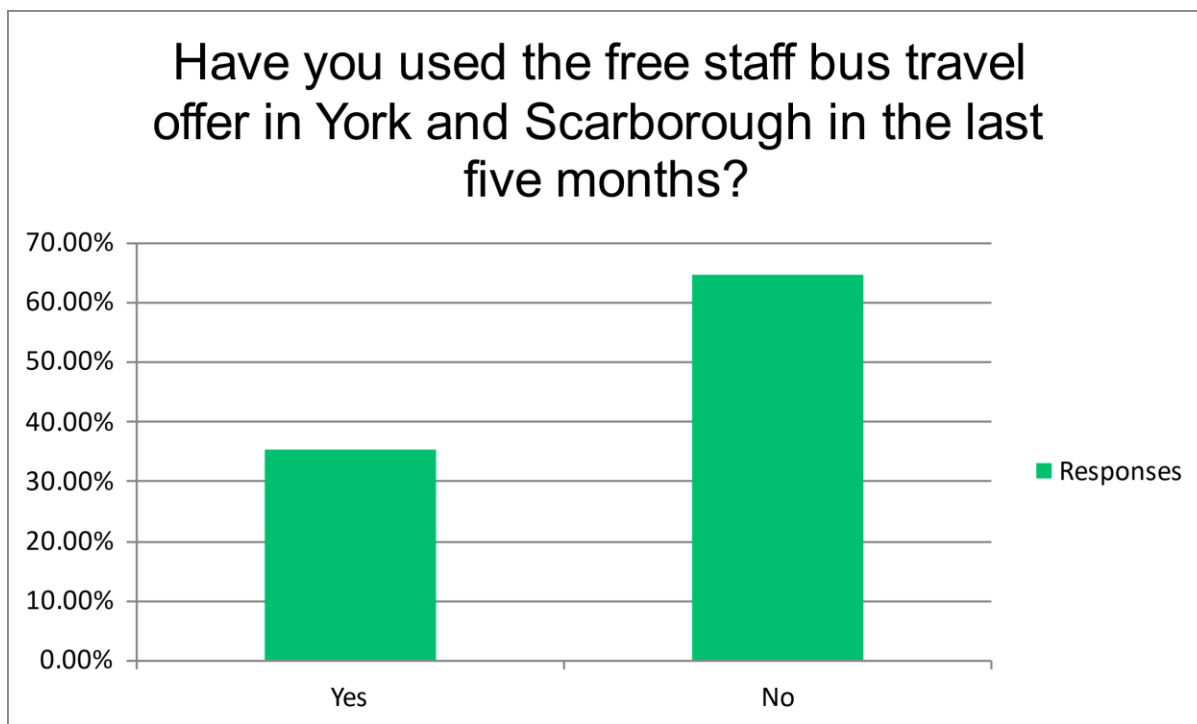
Answer Choices	Responses
Better quality bus waiting facilities	18.24% 116
Readily available bus and train timetables	19.65% 125
Reduced cost staff pass on public transport	46.54% 296
Better timed public transport connections to fit your work patterns	44.18% 281
Additional bus routes	24.21% 154
None of the above	25.00% 159
Please add any further information relevant to any of your answers	18.87% 120
Answered	636
Skipped	137

Which of the following changes would most encourage you to use public transport to or from work? Please tick no more than three



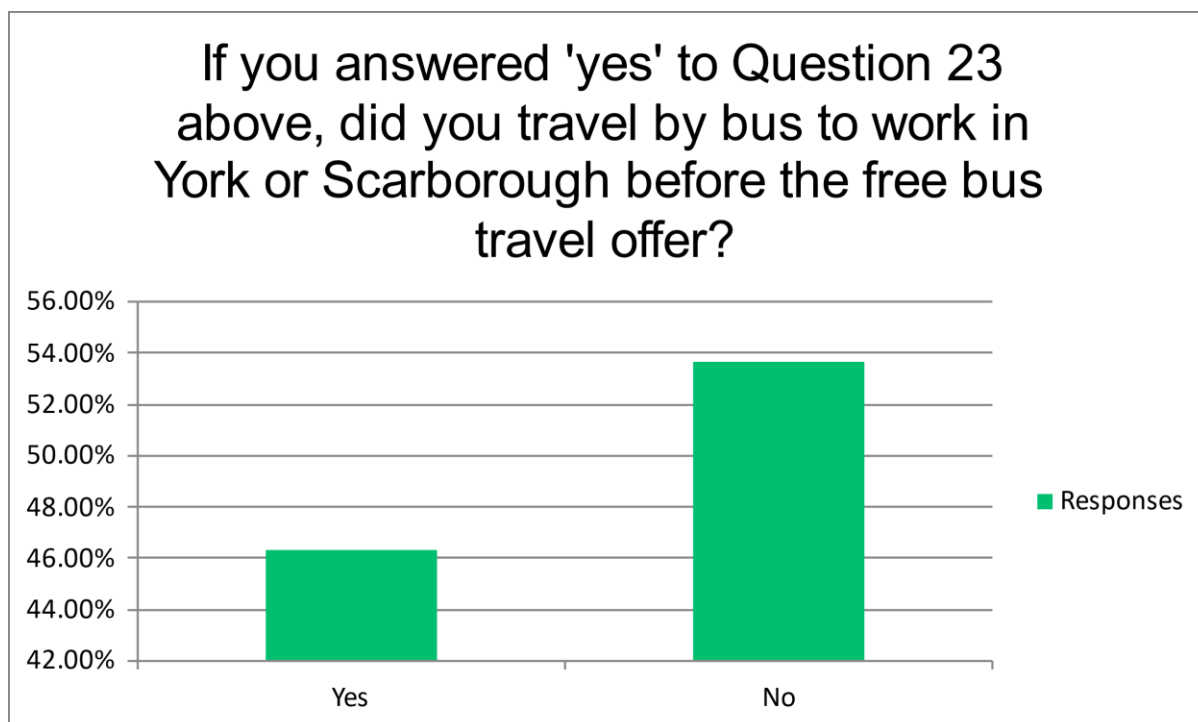
Q23

Have you used the free staff bus travel offer in York and Scarborough in the last five months?									
Answer Choices	Responses								
Yes	35.36%	238							
No	64.64%	435							
	Answered	673							
	Skipped	100							



Q24

If you answered 'yes' to Question 23 above, did you travel by bus to work in York or Scarborough before the free bus travel offer?									
Answer Choices	Responses								
Yes	46.32%	132							
No	53.68%	153							
	Answered	285							
	Skipped	488							



Q25 – additional comments:

Main / recurring issues raised:

Free bus travel should be retained throughout the Trust.
 Childcare prevents using alternative / active options.
 Expand the discounted bus offer in more Trust regions.
 Better cycle provision, with paths, access and more storage needed.
 Free staff car parking needed.
 Improved footpaths needed at Trust sites.
 EV chargers needed for York.
 More staff car parking needed at York.
 More Scarborough buses needed in the £1 offer.
 Staff car share scheme needs to be reinstated.
 More bus services needed in York.
 Staff car park permit system needs to be improved.
 Staff shower and changing facilities needed at main Trust sites.
 Discounted bus offer is great.
 Re-instate the P&R shuttle bus to York Hospital.
 Bus provision needs to meet work shift patterns.
 Train discounts needed.
 More motorcycle parking needed at York.
 A York to Scarborough shuttle bus is needed.
 A Monks Cross to York Hospital bus link is needed.
 Rural home locations make modal shift difficult or impossible.
 Share booking details for Enterprise pool car bookings so journey sharing can be done.

Open comments summary (staff survey)

The following is a list of the issues raised in the open comments section of the staff travel survey (237 responses):

Instate free bus travel for staff to Selby Hospital and Malton Hospital.
 Childcare commitments make using alternative travel options very difficult.
 Better cycle provision (access to sites, paths, storage).
 Free staff car parking.
 Improved footpaths around Trust sites.
 EV charging points for staff at York.
 More staff car park spaces needed.
 More Scarborough buses need to be included in the current £1 offer.
 Staff car share scheme needed.
 More bus services should be provided to Trust sites.
 A better permit scheme is needed for staff car parks.
 Shower and changing facilities needed at Trust sites.
 Praise for the current discounted bus offer at York and Scarborough.
 There should be Park & Ride services to York Hospital.
 Car use is the only realistic option I have to get to work.
 Bus provision should meet work patterns.
 There should be staff train discounts.
 There needs to be more motorcycle parking at York Hospital.
 There needs to be a York to Scarborough bus service.
 There needs to be a Monks Cross to York Hospital bus connection to connect the services.
 Rural home locations make using alternative travel options difficult.
 Journey sharing option needed for the Enterprise pool cars.
 Have the current £1 bus offer on other York service providers (e.g. Arriva).