



Calderdale and Huddersfield NHS Foundation Trust

Travel Plan

March 2021

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Travel Plan

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1 Introduction

This Travel Plan has been produced for Huddersfield Royal Infirmary (HRI) and Calderdale Royal Hospital (CRH). The hospitals are just over five miles (8km) apart and are both part of the Calderdale and Huddersfield NHS Foundation Trust, which provides acute hospital and community services for two populations; Greater Huddersfield which has a population of approximately 250,000 people and Calderdale with a population of approximately 200,000. The Trust estimate that there are currently 3,317 staff based at HRI and 2,642 at CRH.

1.1 What is a Travel Plan?

A Travel Plan is a site-specific package of practical measures designed to improve access to a site by sustainable modes of travel. Travel Plans can reduce the linked social and environmental impacts of a development and can help to reduce economic costs. Travel Plans in the workplace are important to help implement measures to support a healthy lifestyle, they can promote active travel on commutes and help to tackle obesity.

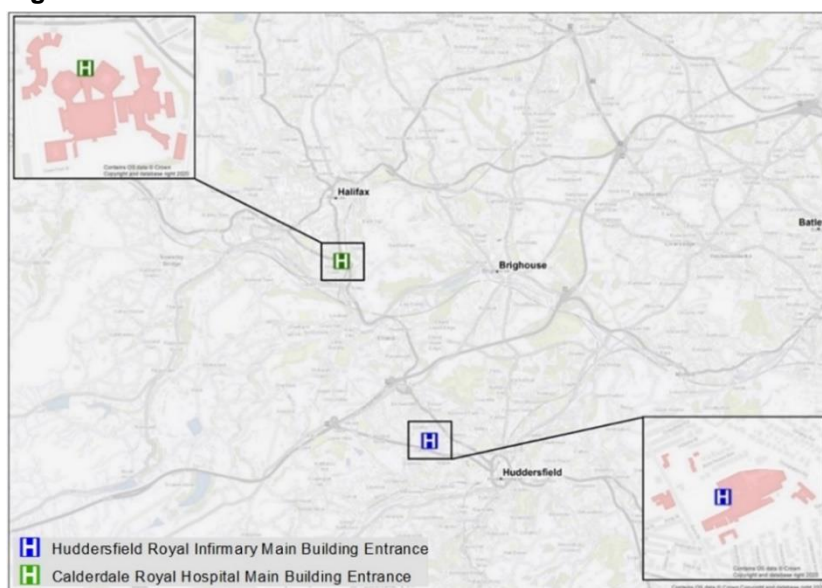
It is important to note that a Travel Plan is not a static document developed to address a transport problem at a single point in time. It will be required to evolve and accommodate the changing characteristics of the sites.

The aim of the Travel Plan is to promote, actively encourage and support the use of public transport, walking, cycling, and car sharing to all staff, patients and visitors in completing their trips to and from the hospitals. This Travel Plan is intended to provide key information in an easy to read format.

1.2 Site Locations

HRI is located on Acre Street, Lindley, HD3 3EA, approximately 3km north-west of Huddersfield town centre. CRH is located on Dryclough Lane, Salterhebble, Halifax, HX3 0PW, approximately 2.5km south of Halifax town centre.

Figure 1.1: Site Locations



Source: Mott Macdonald

2 Site Audits

2.1 Trust Wide Initiatives

A number of Trust wide initiatives support travel to, from and between sites. For staff these are advertised on the Trust's intranet and on posters at the General Offices at both sites.

- **Cycle to Work Scheme** - Staff can purchase a bike and pay for it through salary sacrifice arrangements.
- **Salary Sacrifice / Car Benefit Scheme** - Allows employees to drive a brand-new car and pay for it directly out of their salary with the option to choose an electric vehicle.
- **Parking Permits** - Staff can pay for their parking permit through a benefits scheme, meaning their permits cost them less each month.
- **Discounted Metrocards** - Staff can save 12% of the cost of travel with a Corporate Metrocard, valid on buses and trains throughout West Yorkshire and can pay through their salary.
- **Shuttle Bus** - There is a free shuttle bus service for staff that runs between CRH and HRI between 06:30 and 22:00 Monday to Friday and between 13:00 and 21:00 Saturday and Sunday.
- **Active Hospitals** - The Trust is a full partner in [Active Calderdale¹](#) and [Active Hospitals²](#), which supports hospitals to design, deliver, maintain, embed and fund activities and create policy and infrastructure changes to encourage people to move more.
- **Fleet Vehicles** - The Trust has a small fleet of 46 vehicles and they are committed to the use of ultra-low emission vehicles, with 4 electric vehicles and 15 hybrid vehicles within the fleet.
- **Cycle Training** - The Trust offers bespoke cycle training sessions for staff to increase cycling as a mode of transport.

2.1.1 Community Transport

Community transport services also operate to support travel to and from both sites.

Service	Description
Home to Hospital Service³	Community Transport Calderdale and Age UK Calderdale work in partnership to offer a free 'Home from Hospital' service to elderly and vulnerable patients in Calderdale and Greater Huddersfield. This operates from both hospital sites with bookings made through staff on the hospital ward.
Community Car Service⁴	Community Car Service supports the older and vulnerable who may struggle to leave their home and need to attend medical appointments. There is a minimum charge of £2.25 per journey, with a mileage charge of 45p / mile after 5 miles.
Patient Transport Service (PTS)⁵	Yorkshire Ambulance PTS provides NHS funded transport for eligible patients who are unable to travel to their healthcare appointment by other means due to their medical condition. The service undertakes almost one million non-emergency journeys every year, making it one of the largest providers in the UK.

¹ <https://active.calderdale.gov.uk/>

² <https://movingmedicine.ac.uk/active-hospitals/>

³ <https://www.ctcalderdale.co.uk/seamless-home-from-hospital>

⁴ <https://www.ctcalderdale.co.uk/community-car-service>

⁵ <https://www.yas.nhs.uk/our-services/patient-transport-service-pts/managing-your-booking/>

2.2 Huddersfield Royal Infirmary Site Audit

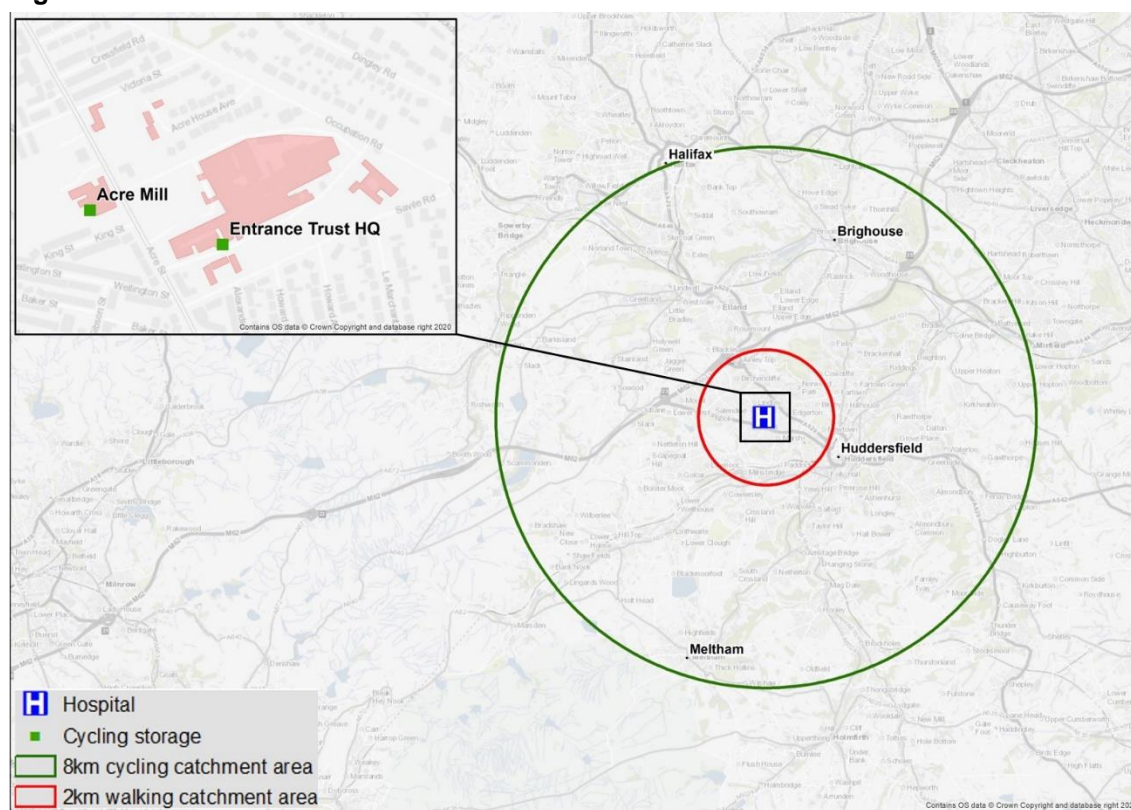
2.2.1 Walking

HRI benefits from good pedestrian accessibility to public transport services and local amenities. Pedestrians can access the site via Acre Street or Occupation Road, which both lead to an extensive internal network of footways within the site, including zebra crossings and dropped kerbs. There are no major issues preventing short local walking trips being made to the site. Figure 2.1 shows the location of the hospital and a 2km walking isochrone based on the Department for Transport's (DfT's) recommended walking distance. This suggests that for people living in the surrounding residential areas, such as Birkby, walking to the hospital could be a suitable option, although it is acknowledged that distance is only one factor in travel choice.

2.2.2 Cycling

People travelling to the hospital from the urban areas of Brighouse and Halifax in the north and the towns of Huddersfield and Meltham to the south are within the DfT's recommended 8km cycling distance, suggesting that cycling could be an option for staff who live in these areas. On site there are three cycle storage areas, one at Acre Mill and two at the Trust Headquarters (HQ) with lockers, providing a combined storage for approximately 19 bicycles. Trust HQ facilities are difficult to find and not in a natural access point for the main hospital building. This may inhibit use of the cycling facilities. The locker room and shower facilities are mainly used by clinical staff and are not signposted.

Figure 2.1: 2km/8km Isochrones from HRI



Source: Mott MacDonald

2.2.3 Public Transport

Huddersfield railway station is situated approximately 3.1km (2.7km when travelling on foot) from the hospital site in the town centre.

HRI benefits from several bus stops within the vicinity of the site, within the recommended 400m⁶. These provide local connections into Huddersfield as well as to Halifax, Hebden Bridge and Meltham. Table 2.1 shows the available bus services and their frequencies. Figure 2.2 shows the closest available bus stops.

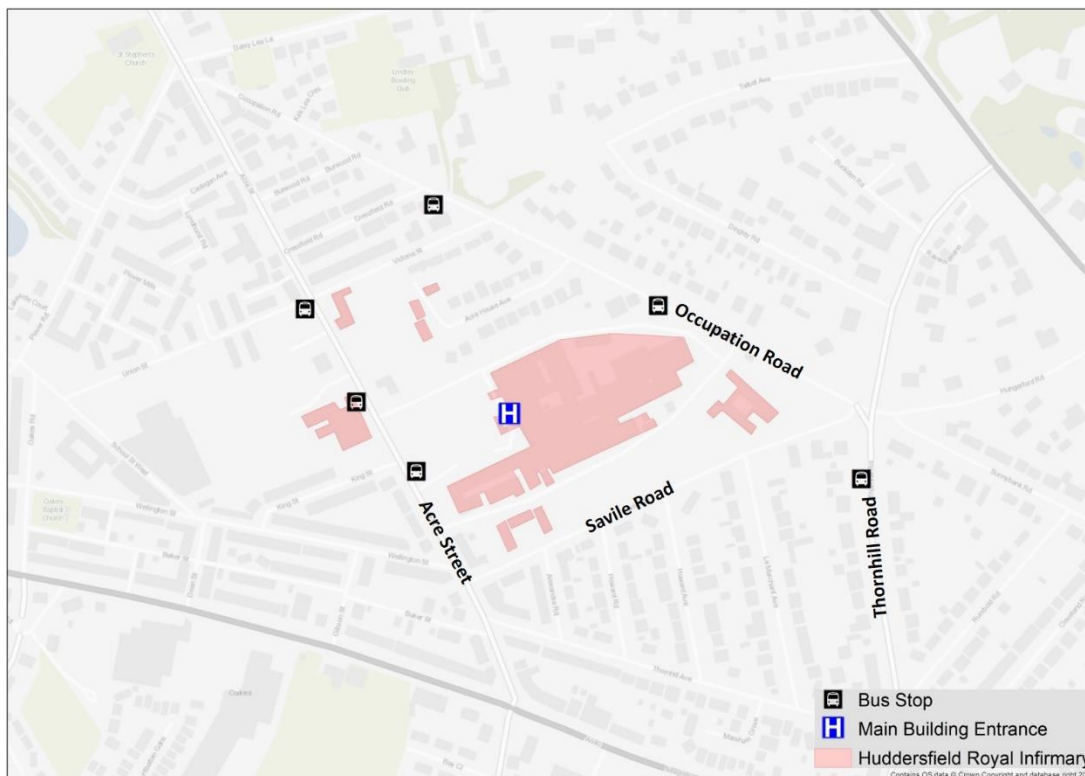
Table 2.1: HRI available bus services*

Route	Frequency Monday to Saturday Daytime (Minutes)	Frequency Evening and Sundays (Minutes)
317 Lindley - Almondbury	Limited Service	-
343 Huddersfield - Royal Infirmary - Elland - Halifax	60	-
360 Brackenhall - Huddersfield - Huddersfield Royal Infirmary	30	-
370 Rawthorpe – Huddersfield – Lindley Circular	20	60
371 Lindley - Huddersfield - Dalton	20	60
372 Almondbury - Huddersfield - Lindley	10	60 (evening) 20 (Sun)
378 Huddersfield - Lindley - Mount	60	-
388 Huddersfield Royal Infirmary - Milnsbridge - Meltham	60	-
501 Huddersfield - Lindley – Elland - Halifax	-	60 (evening)
503 Halifax - Ainley Top - Huddersfield	10 (Mon-Fri), 12 (Sat)	30
536 Huddersfield - Stainland - Halifax	2 per day	120
537 Huddersfield - Marsh - Halifax	2 per day	120
900 Huddersfield - Ripponden - Hebden Bridge	Limited Service	Limited Service
901 Huddersfield - Stainland - Ripponden - Mytholmroyd - Hebden Bridge	Limited Service	Limited Service

Source: [Metro | Metro \(wymetro.com\)](https://www.metro.co.uk/metro/wymetro.com), accessed December 2020. *Please note that as of April 2020 services are operating at a reduced level and in some cases have been suspended because of the ongoing coronavirus pandemic

⁶ The Institution of Highways and Transportation (IHT) publication 'Guidelines for Planning for Public Transport in Developments' recommends a maximum walking distance to bus stops of 400m, with a preference for less than 300m

Figure 2.2: HRI Bus Stops



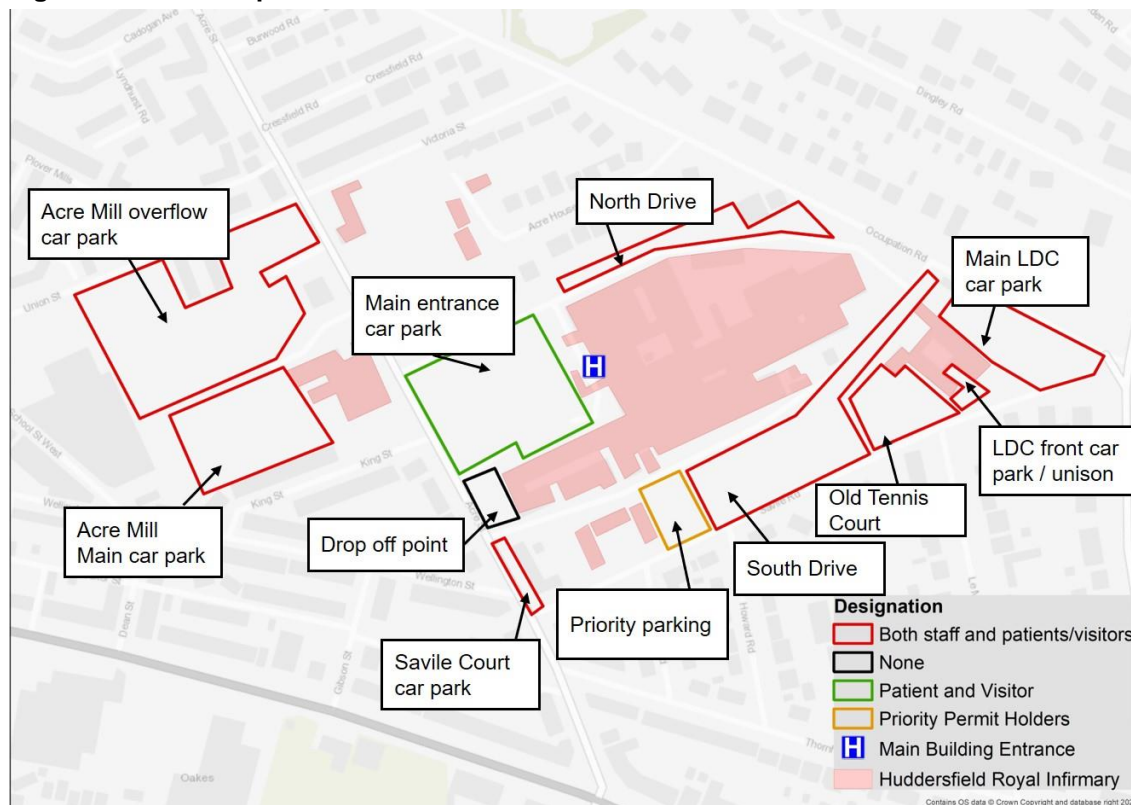
Source: Mott MacDonald

2.2.4 Car Parking

In total at the main HRI site there are 863 parking spaces (including 54 blue badge bays) and a total of 709 parking spaces (including 10 blue badge bays) at Acre Mill. Figure 2.3 shows the designation of each car park. There are three vehicular access points into the main site from Acre Street and one from Occupation Road. The Acre Mill site is accessed via Acre Street, approximately 130m north of the hospital's main entrance.

There are four dual 7.5kw Electric Vehicle (EV) charging stations available across the site. Two at Acre Mill for use by the general public and two on the two estates / deliveries yards on South Drive for fleet and contractor vehicles. At all four stations electricity is not charged at the point of use.

Figure 2.3: HRI Car parks



Source: Mott Macdonald

2.3 Calderdale Royal Hospital Site Audit

2.3.1 Walking

CRH benefits from good pedestrian accessibility to public transport services and local amenities. Pedestrians can access the site via Dryclough Lane, Godfrey Road or Dudwell Lane. There is an extensive network of footways within the hospital grounds, including zebra crossings and dropped kerbs. There are no issues preventing short local trips to be made to the site. Figure 2.4 shows a 2km walking isochrone around the hospital. This suggests that for people living in the surrounding residential areas, such as Salterhebble and Halifax, walking to the site could be a suitable option, although it is acknowledged that distance is only one factor in travel choice.

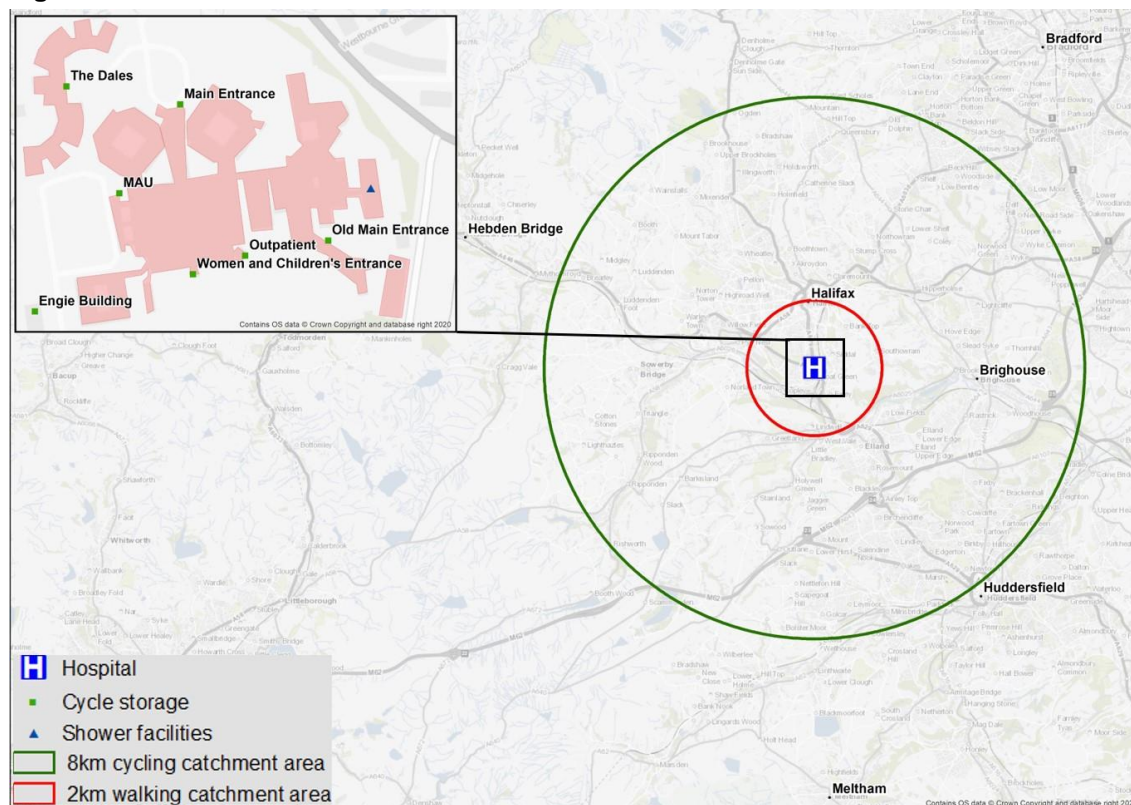
2.3.2 Cycling

People travelling to the site from Sowerby Bridge, Elland, Brighouse and north eastern parts of Huddersfield are within the DfT's recommended 8km cycling distance of the site, suggesting cycling could be an option for staff from these communities. The site has benefitted from improved cycling accessibility thanks to the recent [A629 Salterhebble to Shaw Hill project](http://calderdalenextchapter.co.uk/projects/a629-salterhebble-shaw-hill)⁷.

There are seven cycle storage facilities across the site providing storage capacity for approximately 21 bicycles. There are female and male locker rooms, each with four showers, on the top floor of Block L that are primarily used by clinical staff.

⁷ <http://calderdalenextchapter.co.uk/projects/a629-salterhebble-shaw-hill>

Figure 2.4: 2km/8km Isochrones from CRH



Source: Mott Macdonald

2.3.3 Public Transport

Halifax railway station is approximately 1.8km (walking distance) from the hospital and is located east of Halifax town centre.

CRH benefits from several bus stops located within the recommended 400m⁸ walking distance of the site. These services provide local connections into Halifax as well as to Huddersfield, Sowerby Bridge and Elland. Table 2.2 shows the available bus services and their frequencies. Figure 2.5 shows the closest available bus stops.

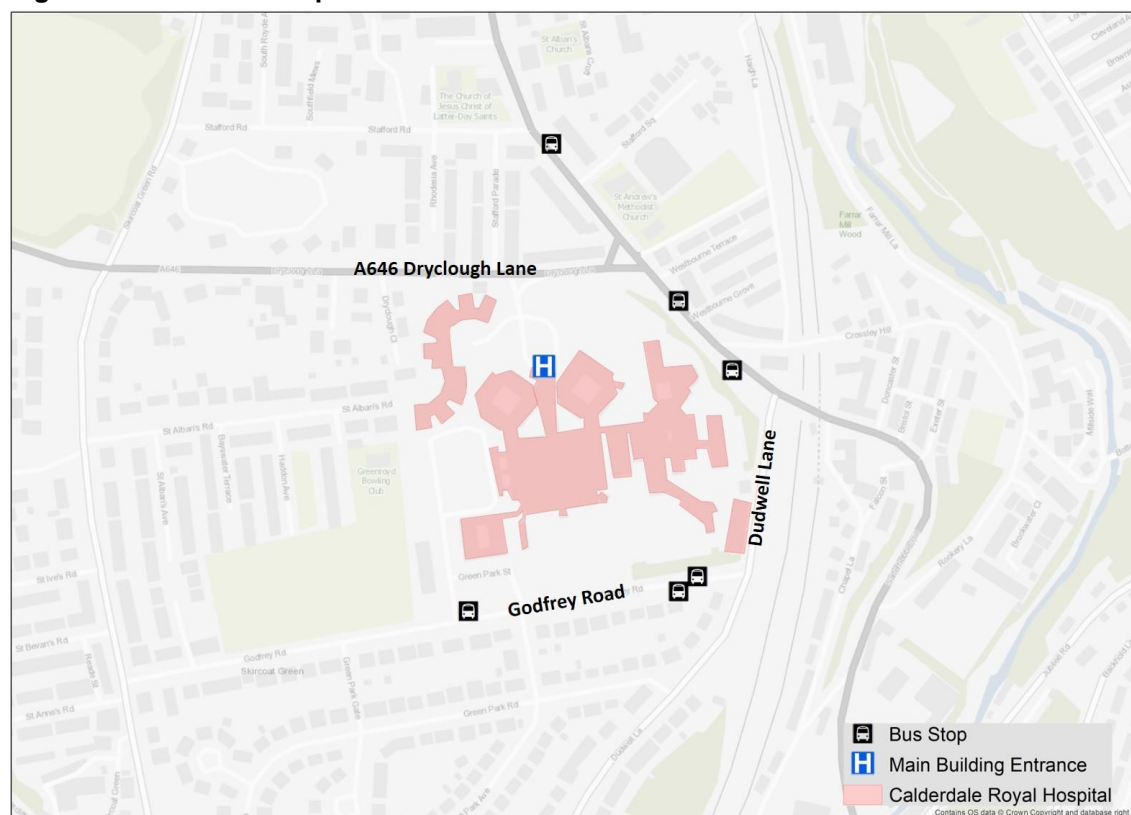
⁸ The Institution of Highways and Transportation (IHT) publication 'Guidelines for Planning for Public Transport in Developments' recommends a maximum walking distance to bus stops of 400m, with a preference for less than 300m

Table 2.2: CRH available bus services*

Route	Frequency Monday to Saturday Daytime (Minutes)	Frequency Evening and Sundays (Minutes)
343 Halifax - Elland - Huddersfield	60	0
501 Halifax - Huddersfield Royal Infirmary - Huddersfield	0	60
503 Halifax - Elland - Edgerton	10	60
536 Halifax - Stainland - Outlane - Huddersfield	0	120
537 Halifax - Elland - Stainland - Outlane - Huddersfield	0	120
539 Stainland - West Vale - Halifax	60	0
561 Halifax - Ripponden - Sowerby Bridge - Copley - Halifax	60	60
562 Halifax - West Vale - Ripponden - Mill Bank - Sowerby Bridge - Copley - Halifax	60	60
563 Halifax - Copley - West Vale - Elland - Brighouse	60	0
563A Halifax - Copley - West Vale - Elland - Brighouse (runs during school terms only)	Limited Service	-
C35 Rastrick - Halifax	1 per day (Mon-Fri) inbound only	-

Source: [Metro | Metro \(wymetro.com\)](https://www.metro.co.uk/); [Arriva \(arrivabus.co.uk\)](https://www.arriva.co.uk/); [Yorkshire tiger \(yorkshiretiger.co.uk\)](https://www.yorkshiretiger.co.uk/), accessed December 2020. *Please note that as of April 2020 services are operating at a reduced level and in some cases have been suspended because of the ongoing coronavirus pandemic

Figure 2.5: CRH Bus stops

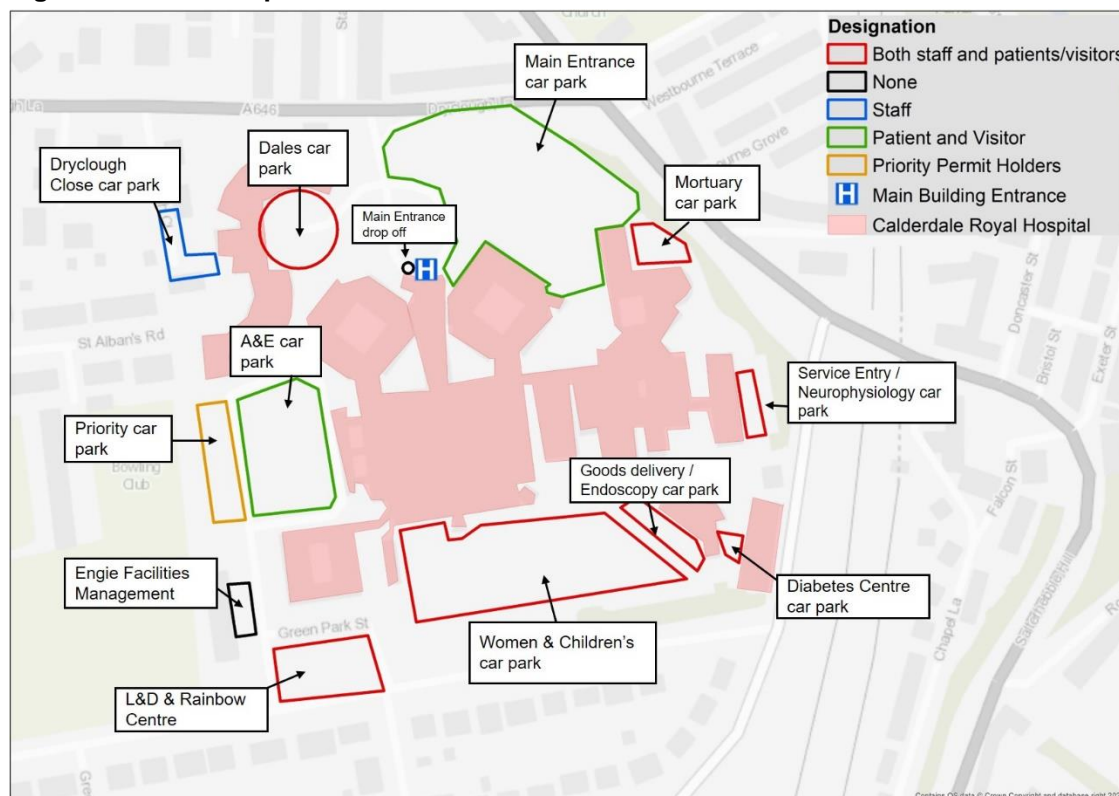


Source: Mott MacDonald

2.3.4 Car Parking

There are 809 parking spaces including 46 blue badge bays at CRH and 14 drop-off bays. Figure 2.6 shows the designation of each car park. The main entrance to the hospital is on Dryclough Lane to the north of the site. There is a barred vehicular service entrance on Dudwell Lane and two vehicular access points on Godfrey Road. There are no Electric Vehicle (EV) Charging Stations at the CRH site.

Figure 2.6: CRH car parks



Source: Mott MacDonald

3 Travel Surveys

A travel survey was undertaken by the Trust in November 2020. As the UK was still in the midst of the global Coronavirus pandemic, participants were asked to think about their travel before any current restrictions.

3.1 Staff Results

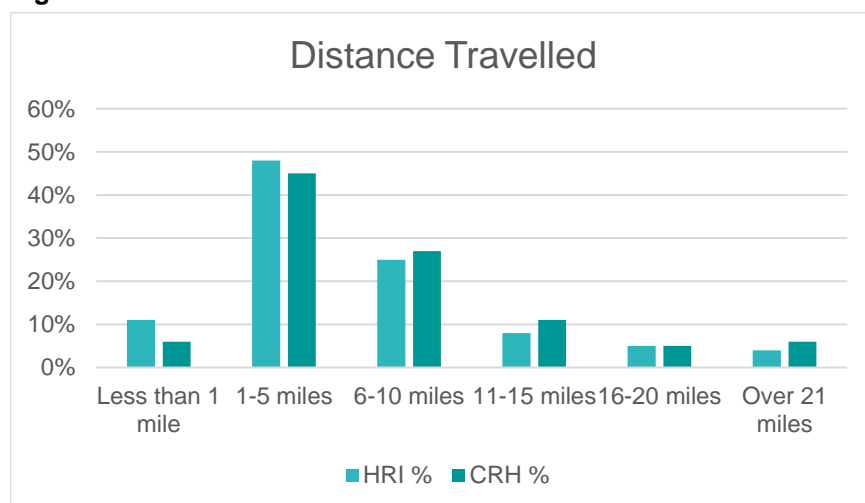
Although 59% of HRI staff and 51% of CRH staff travel 5 miles or less to work and live within the recommended cycling distance, 65% of staff still travel to work in single occupancy vehicles. The main reason for staff choosing their mode of travel was 'convenience/time savings' (18%), closely followed by 'essential for work' (10%) and 'no alternative' (11%). 6% of staff already informally car share. Staff chose having a 'guaranteed ride home if let down by car driver' and 'priority parking for car sharers' as the initiatives most likely to encourage them to car share. By partnering with a third-party car share provider, such as [Liftshare](https://business.liftshare.com/) (<https://business.liftshare.com/>), the Trust could provide a car sharing platform for all staff. The Trust is exploring the possibility of a Park and Ride scheme at CRH and staff suggested that a 'frequent service' and 'safe and secure car parks for users and vehicles' would encourage them to use such a scheme. Further promotion of the active travel and public transport Trust wide initiatives could also be beneficial in supporting and maintaining modal shift.

Table 3.1: Staff mode of travel

Mode	HRI	CRH
Car (single occupancy)	63%	66%
Cycle	1%	1%
Walk	11%	7%
Public Transport / Car Share / Shuttle Bus	20%	25%
Other	4%	2%

Source: Staff travel survey, November 2020

Figure 3.1: Staff distance travelled



Source: Staff travel survey, November 2020

3.2 Patients and Visitors' Results

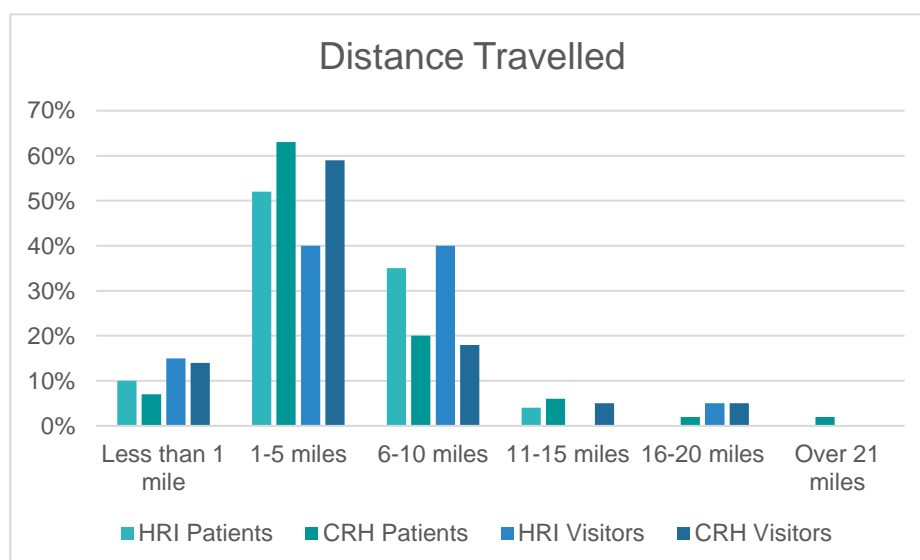
At both sites most patients and visitors travel less than 5 miles. Despite the short distance, there is a high dependency on car use, with either single occupancy vehicles or car sharing the most common modes, with the most common reason for doing so being 'convenience / time saving'. Rail services were not used to access either site, whilst bus services were only used by HRI patients (4%). Patient transport services are used by only 1% of patients at both sites. Availability of health services causes people to have to travel to Halifax for appointments when living in Huddersfield and vice versa. Mobility restrictions were highlighted as a common reason for not using active travel. Improved measures such as secure cycle parking areas, cycle maps and information as well as improved cycle paths on routes to the hospitals would encourage cycling amongst some respondents.

Table 3.2: Patient / visitor mode of travel

Mode	HRI		CRH	
	Patients	Visitors	Patients	Visitors
Car (single occupancy)	38%	40%	44%	50%
Car share	38%	50%	50%	41%
Cycle / Walk	12%	10%	3%	5%
Public Transport / Patient Transport Service	5%	0%	1%	0%
Other	7%	0%	2%	5%

Source: Patient / visitor travel survey, November 2020

Figure 3.2: Patient / visitor distance travelled



Source: Patient / visitor travel survey, November 2020

3.3 Active Travel

Staff were also asked what measures would encourage them to cycle to the site. A range of on-site measures such as: improved workplace showers and changing facilities (8%); secure cycling parking areas (7.5%); workplace lockers (5%); and discount / loans to purchase equipment (5%) were identified. Secure cycle parking was also identified by 7.5% of patients.

Measures which might encourage some staff to walk to work include: improved workplace showers and changing facilities (4.5%); workplace lockers (3%); and other people to walk with (3.5%). Walking maps and information was identified by 1% of CRH patients and 4% of CRH visitors.

4 Travel Plan Monitoring and Targets

The Travel Plan Co-ordinator will ensure that the Travel Plan is implemented, and the measures detailed in this report are put into practice, to ensure that staff, patients and visitors are provided with information to encourage the use of the public transport network and sustainable transport options.

Table 4.1: Travel Plan monitoring schedule

Action	Responsibility	Timescale	Measure
Baseline Travel Survey of staff to understand travel behaviour and to set initial modal split targets	Mott MacDonald	December 2020 (complete)	Travel Plan
Baseline Travel Survey of patients and visitors to understand travel behaviour and to set initial modal split targets	Mott MacDonald	December 2020 (complete)	Travel Plan
Full travel survey of site users and update / monitor of modal split targets	Travel Plan Coordinator	Every 2 years after baseline survey	Travel Plan measures and targets
Travel related issues to be recorded throughout the year and findings collated yearly	Travel Plan Coordinator	Annually	Travel Plan measures and targets
Travel Plan review / update. Collate, analyse and interpret all results and evidence of successes. Use to review Travel Plan effectiveness and update as necessary	Travel Plan Coordinator	Five years after baseline travel surveys	Updated Travel Plan

4.1 Targets

The target for this Travel Plan is a reduction in single occupancy vehicle use by staff of **5%** over a 5-year period. Based on the staff travel survey from November 2020 this would mean a reduction in single occupancy vehicle use at HRI from 63% to **58%** and at CRH from 66% to **61%**. The action plan identifies a range of travel planning measures which present opportunities to improve the number of arrivals to the hospital sites via public transport, walking and cycling. Biannual surveys and continuous consultation with staff, patients and visitors will ensure that the perceived benefits of active travel are collected and recorded.

5 Action Plan

A summary of the actions is provided in Figure 5.1.

Figure 5.1: Summary Action Plan

	Active Travel		Public Transport	Car	Marketing and Communications
6 months	Provide cycling maps for staff, patients and visitors	Review and update active travel information on website	Continue to promote public transport journey planning tools for staff and visitors	Monitor usage of electrical charging spaces	Awareness campaigns to promote existing active travel and public transport initiatives
12 months	Promote cycle training and cycle to work scheme for staff	Engage with Active Hospitals	Continue to promote Corporate Metrocard / Mcard scheme	Identify partnership opportunities to develop a car sharing scheme	Travel packs for new starters
3 years	Provide additional secure cycle storage for staff, patients and visitors	Review existing staff facilities and identify improvements		Investigate park and ride scheme options	

