

Guy's and St Thomas' NHS Foundation Trust

Green Travel Plan 2023-27



Foreword



Lawrence Tallon, Deputy Chief Executive Guy's and St Thomas' NHS Foundation Trust and Chair of the Trust's Sustainability Steering Committee

I am delighted to introduce Guy's and St Thomas' NHS Foundation Trust first Green Travel Plan which sets us on a pathway to reduce our carbon emissions. The plan also aligns with our sustainability strategy 2021 to 2031, and delivering a net zero NHS.

Approximately 3.5% of all vehicle miles in England are made by someone either working for the NHS or using an NHS service, contributing to around 14% of the NHS's total carbon footprint (source: NHS England).

As one of the largest NHS Trusts in England with over 25,300 members of staff and over 2.6 million patient contacts each year, we recognise the need to reduce our impact through travel and transport. This includes using cleaner, greener forms of transport to reduce carbon emissions and local air pollution as well as looking at ways in which our patients and staff travel and whether they need to travel at all.

Our Green Travel Plan sets the foundation for how we will deliver sustainable travel, working in collaboration and supporting one other, acting with integrity, and striving to be the best.

The travel hierarchy sets out how we will prioritise decisions around patient and staff travel, from the least to most carbon intensive methods.

We're committed to improving active travel infrastructure at our acute hospitals and community sites to encourage people to walk, cycle or wheel. This will help reduce carbon emissions and support our staff's health and wellbeing resulting in fewer sick days, better productivity, increased work

satisfaction and, ultimately, an improved experience for our patients.

We also acknowledge the significant impact of the cost of living crisis on our patients and staff, with active and sustainable modes often the cheapest ways of getting around compared to car use (source: Sustrans). We will continue to invest in a variety of cost-saving options for travel including our staff Cycle to Work scheme, public transport season ticket loans and lift-sharing apps – putting the needs of the most vulnerable patients and staff first.

“ We're committed to improving active travel infrastructure to encourage people to walk, cycle or wheel

We will ensure that our patients and staff can access the information they need to make the best possible travel choices. And we look forward to working closely with as many of you as possible to help us all travel as sustainably as we possibly can.

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Executive Summary

Guy's and St Thomas' NHS Foundation Trust new Green Travel Plan sets out how we will improve sustainable travel for patients, visitors and staff across our acute hospitals and community sites, from 2023 to 2027.



Background

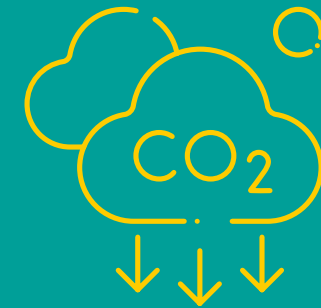
It is estimated that the NHS is responsible for 4% of the United Kingdom's total carbon footprint, of which 14% comes from road transport for patient care, either directly through patients travelling to and from appointments, receiving emergency care, or indirectly through staff travelling to and from work.

As one of the largest NHS Trusts in England, the Trust is also a large contributor to indirect emissions from staff commuting to and from work and business travel.

The Trust has over 25,300 staff working across 5 acute hospital sites – Guy's, St Thomas', Evelina London Children's, Royal Brompton and Harefield, and in over 100 community sites with the majority based in Lambeth and Southwark.

The central London acute sites are particularly well-served by public transport and attract high levels of walking and cycling as reported in staff travel surveys.

However, this differs at Harefield and community sites due to fewer public transport options and varying on-site and on-street conditions for active travel.



It is estimated that the NHS is responsible for **4%** of the United Kingdom's total carbon footprint, of which 14% comes from road transport related to patient care.

Approach

The Trust will adopt a flexible and adaptable approach in delivering sustainable travel initiatives throughout the lifecycle of this Plan. This approach also acknowledges factors outside of the Trust's immediate control including local authorities delivering cycle lanes, the Ultra-Low Emission Zone expansion, road-user charging of which may have unintended benefits (or impacts) on delivering the Green Travel Plan.

Assessing current conditions

To reduce our carbon emissions from travel, we have assessed the standard (baseline) conditions of:

- Walking – conditions for pedestrians, local walking routes
- Cycling – local cycling network conditions, cycle parking, showers, lockers at Trust sites
- Public transport – local public transport accessibility and services
- Parking – availability and split of on-site parking.

We completed a high-level summary of the above for community sites where the Trust owns the freehold, as well as securing data from patient and staff travel surveys.

Targets and actions

From the baseline conditions, the Green Travel Plan sets out a range of targets for sustainable modes of travel structured around the sustainable travel hierarchy.

A sample of key targets for each mode of travel can be found on the next page.



Targets and actions



Travel avoidance

Ensure that all staff have viable remote working options, in line with the NHS People Plan targets by 2024



Cycling

Provide e-bikes for community-based staff at a minimum of 4 locations to carry out their home visits, and train at least 50 staff at Bikeability Level 3 by 2024



Public transport

Ensure that at least 70% of all journeys between Trust sites are made by public transport by 2027, monitored through annual staff travel surveys



Walking

Ensure that all of our acute hospital sites exceed all minimum standards for pedestrian comfort and safety by 2025



Motor vehicles

Achieve a year-on-year reduction in staff private car use by 2027



Flights

Ensure that rail travel is the default mode for all domestic mainland business journeys that cannot be done virtually by 2024

The action plan sets out the ways in which the Trust will meet these targets. Any costs associated with actions are provided in the context of the 'Triple Bottom Line' – the economic, social and environmental benefits from investment to help balance sustainable outcomes against financial outlay.

Examples of short and long-term actions in the Plan are:

- By 2023: Develop a calculation methodology for patient travel avoidance
- By 2024: Carry out an accessibility audit of all acute sites and produce a report recommending accessibility improvements for people walking and using mobility aids
- By 2025: Invest in cycle parking and supporting infrastructure such as showers and lockers at acute and community sites where necessary
- By 2026: Investigate a staff shuttle bus between Harefield Hospital and key public transport hubs
- By 2027: At least 75% of community sites to respond to annual patient travel surveys.

Conclusion

The Green Travel Plan sets out targets and actions based on existing travel habits and conditions with the aim of significantly reducing the Trust's carbon footprint generated from staff and patient travel by 2027.

To achieve this, we will work with our diverse workforce, internal networks and key stakeholders across clinical and non-clinical teams.

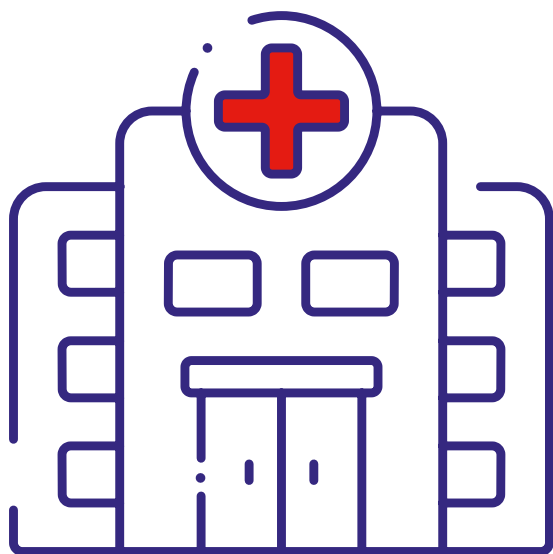
We will provide information to patients and visitors on sustainable travel options and the impact of carbon-intensive travel modes as part of our ongoing focus on modal shift.

Partnership working and sharing best practice with other Trusts, local authorities, transport authorities and other groups such as accessibility groups is key to achieving wider benefits including improvements to the infrastructure, streets and public transport.



1. Background to our Trust

Guy's and St Thomas' NHS Foundation Trust is one of the largest NHS Trusts in England, situated in central London across two main hospitals – St Thomas' and Evelina London Children's Hospital in Lambeth and Guy's Hospital in Southwark – with an annual turnover of £2.8 billion in 2022/23.



The Trust also runs children and adults' community health services at over 100 sites, the majority of which are based in the London Boroughs of Lambeth and Southwark, with some as far afield as Leatherhead in Surrey and Tunbridge Wells in Kent. Guy's and St Thomas' is part of King's Health Partners Academic Health Sciences Centre, a collaboration between King's College London, Guy's and St Thomas', King's College Hospital and South London and Maudsley NHS Foundation Trusts.

On 1 April 2022, our new Trust operating model came into effect with our clinical services structured under four large clinical groups. Two of these groups bring together the management of clinical services at Royal Brompton and Harefield with those provided at Guy's and St Thomas' sites.

The Trust employs around 25,300 staff with more than 2.6 million patient contacts in acute, specialist hospital and community services each year. And there are over 200 clinical services provided by the Trust. Non-clinical staff are primarily based at a number of different offices in Lambeth

and Southwark, the largest of which are The Education Centre and Becket House in Waterloo, 200 Great Dover Street in in Borough High Street and Gassiot House on the St Thomas' Hospital site. Clinical support staff are also located in the community at a variety of different sites.

To find out more about the Trust [visit our website](#).



The Trust employs around 25,300 staff with more than 2.6 million patient contacts each year.

2. Why do we need a Green Travel Plan?

According to [NHS England](#), approximately 3.5% (9.5 billion miles) of all road travel in England relates to patients, visitors, staff and suppliers to the NHS, contributing around 14% of the system's total emissions.

A Travel Plan for Royal Brompton and Harefield Hospitals was produced in January 2021, the key elements of which have been incorporated in to this Green Travel Plan to produce a Trust-wide plan.

There are many reasons why we have created a Trust-wide Green Travel Plan including to significantly reduce carbon emissions from travel and transport, support sustainable, active modes of travel and improve the health and wellbeing of our staff, patients and visitors.

Our Plan is supported by a number of policies at national, regional, local, sector and Trust levels. This includes:

Central government

[HM Government's Gear Change Agenda](#)

The Government has pledged to invest £2bn in walking and cycling infrastructure and supporting services over the next five years, to unlock the potential for more cycling across the United Kingdom. It pledges to work more closely with the NHS to help tackle health inequalities and reduce the demand on NHS services by facilitating better health through regular, everyday cycling.

[UK Transport Decarbonisation Plan](#)

Investing in active travel could provide significant financial savings to the NHS. It is estimated that physical inactivity currently costs the NHS over £1bn per year, with over £8bn worth of indirect costs. The Government has a target for 50% of all journeys in towns and cities to be walked or cycled by 2030.

[UK Chief Medical Officer's physical activity guidelines](#)

Adults should engage in moderate physical activity, including active travel, for at least

150 minutes per week (or 2 x 10 minute intervals per day). Regular physical activity can deliver cost savings to the NHS, and has wider social and health and wellbeing benefits for individuals and communities.

[Ministry of Housing, Communities and Local Government – Travel Plans, Transport Assessments and Statements](#)

The Trust's Green Travel Plan is prepared in line with government guidance on the need for and preparation of a Travel Plan, to promote and encourage sustainable modes of travel.

Sector-specific

[Delivering a Net Zero NHS](#)

NHS England has set out a roadmap to achieve net zero carbon emissions from direct sources by 2040, and indirect sources by 2045. Transport (scope 1 – Carbon Footprint) and travel (scope 3 indirect – Carbon Footprint Plus) emissions account for around 14% of the NHS's overall carbon footprint. All Trusts must produce a Green Travel Plan as part of their annual planning and reporting.

[NHS Standard Contract 2022/23](#)

The NHS Standard Contract sets out a target for all Trusts to develop and operate expense policies for staff which promote sustainable travel choices.

[South East London ICS Green Plan](#)

A key commitment across NHS Trusts within the South East London Integrated Care System (ICS) is to reduce and decarbonise travel and transport, whilst prioritising sustainable, safe and active modes of travel for patients, visitors and staff. Trusts within the ICS should explore whether additional facilities to support active travel (such as cycle parking, lockers, showers and drying areas) are needed by March 2024

[NHS People Plan 2020/21](#)

The NHS People Plan acknowledges how working patterns and care delivery have changed as a result of the COVID-19 pandemic. Flexible working has been made the default for all job roles across NHS England as of January 2021, and digital transformation has allowed for more online consultations for patients in primary and

secondary care, with a target of 25% of outpatient follow-up appointments to be conducted remotely by 2023. These new ways of working and delivering care could have significant benefits for avoiding travel.

Regional

[Mayor's Transport Strategy](#)

The Mayor of London's Transport Strategy (MTS), launched in March 2018, aims for 80% of all travel in London to be made by sustainable modes (walking, cycling, public transport) by 2041. The baseline scenario in 2018 was 62% of all journeys being made by sustainable modes.

Notably the MTS set a target for London to reach net zero emissions by 2050. However, the Mayor has brought this forward to 2030, recognising the significant impact of road transport emissions on climate change. To achieve this, a 27% reduction in vehicle kilometres driven is required by 2030, even accounting for an increased uptake of electric vehicles.

[Transport for London](#)

To set London on a pathway to achieve 80% of all journeys by walking and cycling, Transport for London (TfL) published a [Walking Action Plan](#) and a [Cycling Action Plan](#) in 2018, with accompanying strategic analyses of walking and cycling to determine priority investment in areas with the highest walking and cycling potential.

TfL produces annual Travel in London Reports to analyse changing trends in Londoner's travel habits, assessed against the Mayor's Transport Strategy targets. The latest edition, [Travel in London Report 15](#), published in October 2022, focuses on fluctuating transport modal shares during and after the COVID-19 pandemic. Sustainable modes account for lower modal share overall compared to pre-pandemic levels due to the huge fall in public transport ridership and rise in private car travel (though still lower than 2000 and 2010). However, the number of active travel trips have increased by around 40% compared to pre-pandemic, having been largely static between 2014-19. These figures indicate the following:

- More people making local journeys by walking and cycling
- Infrastructure to support sustainable travel as a response to the pandemic (Low Traffic Neighbourhoods, cycle lanes) is helping more people make active choices
- Some people are still hesitant about using public transport, particularly those with underlying health conditions
- Hybrid working accounts for lower public transport use.

Vision Zero Action Plan

TfL aims to eliminate all road casualties by 2041, and all casualties caused by or on London's buses by 2030, through a number of interventions such as safer vehicles, more and better-quality active travel infrastructure, cycle training, professional driver training and safer speed limits on TfL's road network. This will help deliver the MTS targets by making Londoners safer and increasing their confidence with using sustainable and active modes of travel.

Local

Borough Local Implementation Plans:

It is a statutory requirement for all local authorities in London to produce a Local Implementation Plan (LIP) to establish how they intend to deliver the Mayor's Transport Strategy targets. Guy's and St Thomas' operates extensively across four local authorities in London: Lambeth, Southwark, Kensington and Chelsea and Hillingdon.

Borough	Trust sites	LIP targets for sustainable mode share (2041)
Lambeth	St Thomas', Evelina London, community sites	85%
Southwark	Guy's, community sites	87%
Kensington and Chelsea	Royal Brompton	85%
Hillingdon	Harefield	56%

Table 1: Borough LIP targets for sustainable transport modes 2041

Other relevant local authority policies: Lambeth:

COVID-19 Emergency Transport Strategy has earmarked funding and delivery of several new Low Traffic Neighbourhoods and Healthy Routes for walking and cycling across the borough. At the time of writing, Lambeth has implemented five new Low Traffic Neighbourhoods and several Healthy Route interventions.

Climate Action Plan was co-produced by local people and sets out 20 key actions to achieve net-zero emissions by 2030, including transport, which accounts for around a quarter of all of Lambeth's emissions (over half of which are from private cars or taxis).

Big Shift Programme has secured funding to deliver a range of different behaviour change initiatives across the borough, to support local people make the transition away from private car use.

Kerbside Strategy determines fairer use of kerbside space that reflects very low car ownership, and a repurposing of kerbside

space for sustainable uses. This unlocks more potential for on-street cycle storage, parklets, green infrastructure and EV charging that will provide benefits for Trust staff and the local community.

Southwark:

Movement Plan sets out the key principles for changing the way people move around the borough around a framework of people (prioritising physical and mental wellbeing), place (prioritising street space for social interaction, reducing traffic) and experiences (positive experiences on Southwark streets)

Climate Change Strategy determines that road transport accounts for around 15% of Southwark's carbon footprint, and that sustainable and active travel will become the default modes for short-distance journeys in order to reach net-zero emissions by 2030

Sustainable Transport Strategy (forthcoming 2023)

Kensington and Chelsea:

Climate Change Action Plan states that 16% of the borough's emissions are from road transport, with various commitments to encouraging more sustainable travel such as monthly Dr Bike surgeries, installing additional cycle parking, participating in the pan-London e-scooter trial and considering installation of modal filters for traffic reduction on residential streets

Hillingdon:

Strategic Climate Action Plan sets out a pathway to net-zero emissions by 2030, with various measures to encourage sustainable travel such as better connectivity with bus services, identifying cycleways and improved public rights of way.

Sustainable Transport Strategy (forthcoming TBC)

Internal

Trust Sustainability strategy (Jun 2021)

Our Sustainability strategy sets out how we will reduce our impact on the environment, and the steps to get as far as possible to net-zero by 2031. As well as eliminating emissions from our own fleet, we have committed to making a significant reduction in travel emissions from staff, patient and vehicles by 2031.

As well as a commitment to producing the Green Travel Plan, the Sustainability strategy has accelerated policy implementation for transport and travel in the following areas:

Vehicle Renewal Policy – a specific element relating to sustainable travel within the policy states that all Trust-operated vehicles whose average annual mileage is below 3,750 miles (around 15 miles per working day) will no longer have the option of automatic lease renewal. Alternative modes such as e-bikes and e-cargo bikes will be offered as replacements.

Vehicle Salary Sacrifice Scheme – as of 1 January 2023, Trust staff can only lease electric vehicles through the salary sacrifice scheme.

Staff Cycle Parking and Charging Policy – improving the quality and safety of cycle parking provision for staff across all our sites and setting out safe modes of operation for e-bike battery charging for Trust-owned bikes, as well as a commitment to improve provision for non-standard and adapted cycles

Trust Clean Air Plan – in partnership with King’s College Hospital NHS Foundation Trust, Guy’s and St Thomas’ has published a joint Clean Air Plan with the aim to reduce local air pollution and raise awareness amongst those most vulnerable to its effects on health. The Plan includes transport as a focus area and highlights the benefits to local air quality of modal shift and fleet electrification.

Guy’s and St Thomas’ produced a Sustainable Travel Plan in 2016, which will be superseded by this Green Travel Plan. Royal Brompton and Harefield Hospital (RBH)’s Travel Plan was drafted prior to the Trust’s Sustainability Strategy becoming adopted, so the Green Travel Plan provides the opportunity to harmonise the suggested actions and interventions from RBH’s Travel Plan into one overarching, Trust-wide plan with specific actions and interventions for each of our sites.

Showing We Care About You – the Trust’s Health and Wellbeing offer centred around ‘5 ways to a Healthier You’ provides financial support through the Cycle to Work scheme, funding through the Guy’s and St Thomas’ Charity for the Dr Bike programme, as well as promotion of all of the Trust’s active travel initiatives.



3. Transport assessments of our sites

Guy's Hospital site is bounded by St Thomas' Street to the north, Weston Street to the east, Snowfields and Newcomen Street to the south and Borough High Street to the west. The site is shared with King's College London, where Guy's Campus is based.

St Thomas' Hospital site, which includes the Evelina London Children's Hospital, is bounded by Westminster Bridge Road to the north, Westminster Bridge roundabout to the north-east, Lambeth Palace Road to the east and the River Thames path to the

south and west. The Prideaux Building to the south of the site is one of King's College London's campuses.

Royal Brompton Hospital is split across two sites, the main building on Sydney Street and the Fulham Wing on Fulham Road. The site is bound by Cale Street to the north, Britten Street to the south, Dovehouse Street to the west, and is accessed principally from Sydney Street to the east, which runs north-south between Fulham Road and King's Road.

Harefield Hospital site is located on Hill End Road, which can be accessed via Rickmansworth Road. Additionally, there is a secondary access from Rickmansworth Road to the south of the site. To the west of the site the arterial road network can be accessed via the North Orbital Road (A412) via Park Lane from Rickmansworth Road. The M25 can be accessed via Junction 17 to the north west of the hospital.

Site plans for the four acute hospital sites are provided in Appendices 1 to 3.



Walking

Guy's Hospital

Guy's Hospital has several high-quality walking routes within easy reach of the hospital, being a 5-minute walk along the Thames Path between London Bridge and Tower Bridge. There is very clear wayfinding signage from TfL and Network Rail from London Bridge station, a 2-minute walk away from the main hospital campus.



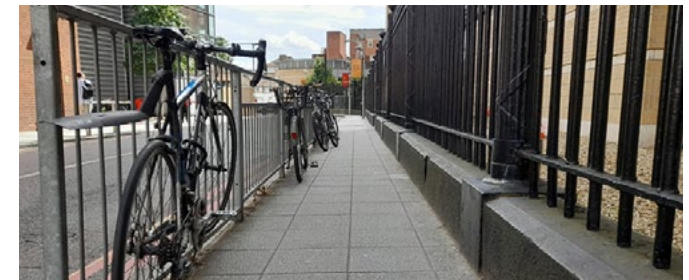
Footways and crossings

There are footways on each side of the main access roads to Great Maze Pond, which services Guy's Hospital and King's College London. To the north, St Thomas' Street runs east-to-west with a signalised crossing between London Bridge station and Great Maze Pond.

To the south, there are two zebra crossings with tactile paving and dropped kerbs either side of the junction of Great Maze Pond and Newcomen Street / Snowsfields. A modal filter has been installed at the junction of Newcomen Street and Borough High Street as part of the Cycleway 14 route, removing the potential for rat-running vehicles between Borough High Street and Long Lane and keeping vehicle flows on this two-way section of Newcomen Street to access-only. Snowsfields is eastbound only for general traffic on the section adjacent to the Guy's Cancer Centre, with a westbound contraflow lane for cyclists. Vehicle flows are generally higher on this section due to Guy's site access to Great Maze Pond via Long Lane and Crosby Row, and local access further east.

The footways on Great Maze Pond and Collingwood Street - the two access roads to the Hospital and King's College London - vary in condition and provision. The King's College Science Gallery development at the northern end of Great Maze Pond features a pedestrian-only section with a long seating area, low-level lighting and street trees, which is a high-quality pedestrian

gateway to the hospital from London Bridge station. To the south, there is seating and street trees outside the Cancer Centre, with smooth block paving and dropped kerbs with minimal upstands elsewhere to facilitate patients getting into and out of ambulance and patient transport vehicles. At its widest, Great Maze Pond is around 4 metres wide on the eastern footway outside the Cancer Centre but at its narrowest, on the western approach to the Guy's Tower, the footway is only 1.5 metres which is made narrower still with pedestrian guard railing.



There are two zebra crossings on Great Maze Pond; one on the north-western corner of the Cancer Centre, and another to the south of the junction with Collingwood Street. Both zebra crossings have dropped kerbs and tactile paving.



Figure 1: Guy's Hospital local walking routes, Source: Footways London

Collingwood Street runs east-to-west at the junction with Great Maze Pond, and serves as an access-only route for site vehicles. The footways are narrow on the northern side, with an effective width of around 1.4 metres, but much wider on the southern side on the approach to the King's College London main plaza at around 2.8 metres.

There are two zebra crossings on Collingwood Street; one between the southern entrance to the Counting House and the King's College plaza, and another at the eastern arm of the junction with Great Maze Pond. Both crossings have tactile paving and dropped kerbs on the southern sides, but are lacking in both on the northern sides.

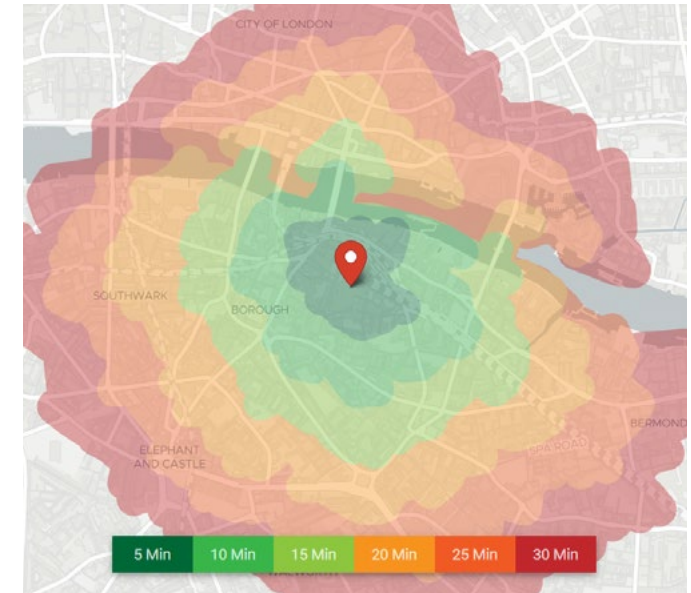


Figure 2: Isochrone map of 30 minutes walking catchment from Guy's Hospital. Source: © Targomo, © OpenStreetMap contributors, © MapTiler

Walking to Guy's Hospital

Figure 1 shows high-quality walking routes around Guy's Hospital, including public toilets and water fountains.

Figure 2 shows the walking catchment for journeys to Guy's Hospital of up to 30 minutes, in 5-minute intervals, assuming a walking speed of 1.3m/s.

St Thomas' Hospital and Evelina London Children's Hospital

St Thomas' is very accessible for pedestrians. There are three entrances to the hospital site; the main entrance on Westminster Bridge Road at the northern end of the site, the entrance to the A&E on Lambeth Palace Road and a second entrance further south on Lambeth Palace Road, serving Evelina London Children's Hospital. The western perimeter of the site is on the Thames Path.

Footways and crossings

The footways on Westminster Bridge Road are generous on each side, with an effective width of around 4m on the southern side at the main entrance. The signalised crossing is very wide with dropped kerbs, tactile paving and pedestrian countdown displays, to accommodate pedestrians crossing the northern side of Westminster Bridge Road and Belvedere Road, which is filtered for general traffic with a private access gate. There are segregated with-flow cycle tracks on each side of Westminster Bridge Road with pedestrian islands between the cycle track and the carriageway, which form a bus-stop bypass for cyclists. The risk of



conflict from bus alighters and cyclists is mitigated with zebra crossings. The main entrance to the hospital is step-free.

The A&E entrance on Lambeth Palace Road also has very wide footways, at around 4.5m on the western side. As with Westminster Bridge Road, the signalised crossing is wide, with tactile paving, dropped kerbs and pedestrian countdowns, as well as the same arrangement for cyclists and pedestrians alighting buses. There is also step-free access via a ramp to the A&E main entrance from street level.

The southern entrance to the site on Lambeth Palace Road features wide footways at around 3.9m on each side. There are two informal crossings either side of the vehicle access point to the

Evelina site, but only the northernmost of these has tactile paving and dropped kerbs. Lambeth Palace Road is part of the Transport for London Road Network, which generally prioritised the smooth flowing of vehicles as part of TfL's Network Management Duty. Given that the nearest southbound bus stop is closer to the A&E entrance, it is likely that pedestrians alighting the bus will cross at the signalised crossing before heading southbound to the Evelina London entrance on the western side of Lambeth Palace Road, or access it via St Thomas' Hospital.

On its western side, the hospital site is bounded by the Thames Path, recessed to river level below St Thomas' Hospital. This is a popular route with pedestrians, but it should be noted that there is no step-free access to Westminster Bridge and should not be officially listed as an accessible pedestrian route to the site. There is step-free access at the southern end of the Thames Path, just north of Lambeth Bridge, but this involves an approximately 200m detour to access the Evelina London and Prideaux Building entrances.



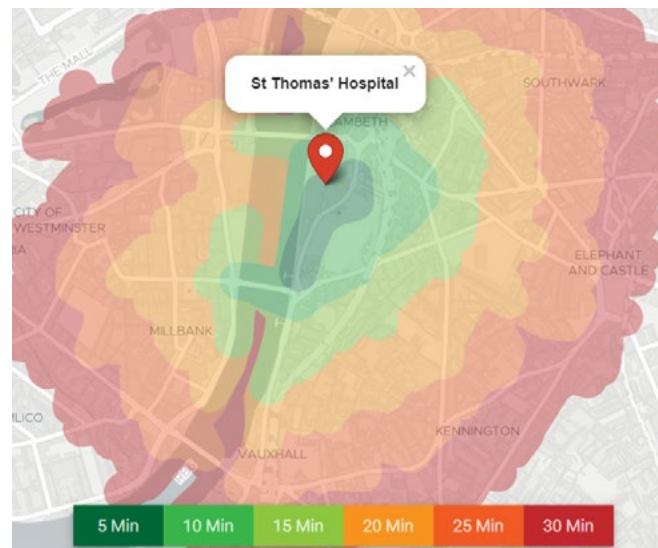
Figure 3: St Thomas' Hospital local walking routes. Source: Footways London

Walking to St Thomas' and Evelina London

Figure 3 shows high-quality walking routes around St Thomas' Hospital, including public toilets and water fountains.

Figure 4 shows the catchment for walking journeys to St Thomas' Hospital of up to 30 minutes, in 5-minute intervals, assuming a walking speed of 1.3m/s.

Figure 4: Isochrone map of 30 minutes walking catchment from St Thomas' Hospital. Source: © Targomo, © OpenStreetMap contributors, © MapTiler



Royal Brompton Hospital

Both sites at Royal Brompton have excellent walking connections, both to the site itself and the wider area.

Footways and crossings

Footways are provided on both sides of the road on all roads surrounding the hospital, with dropped kerbs and tactile paving at crossing points on Sydney Street and a zebra crossing within the vicinity of Cale Street to the south east. Fulham Road and King's Road are both busy single carriageway two-way streets, however a number of junction crossing facilities accommodate safe pedestrian permeability. Due to the central London location and excellent pedestrian permeability through the local area, there are numerous public transport services, recreational and commercial opportunities falling within a 25-minute walking time from the site.

Walking to Royal Brompton Hospital

Figure 5 shows high-quality walking routes around Royal Brompton Hospital, including public toilets and water fountains.

Harefield Hospital

Harefield Hospital has a number of different walking routes, though access to the site is limited to two entrances on Hill End Road.

Footways and crossings

Throughout the village of Harefield there are footways on both sides of the carriageway on the roads surrounding the hospital. Zebra crossings are provided on three of the four arms of the Rickmansworth Road/Breakspear Road/High Street/Park Lane roundabout located 260m south of the hospital in the centre of the village, giving pedestrians priority.

Pedestrian links to the south connect the hospital with Harefield South, and the residential areas of Denham Green and Denham Garden Village can be accessed via Moorfield Road which features a footway along the southern edge.

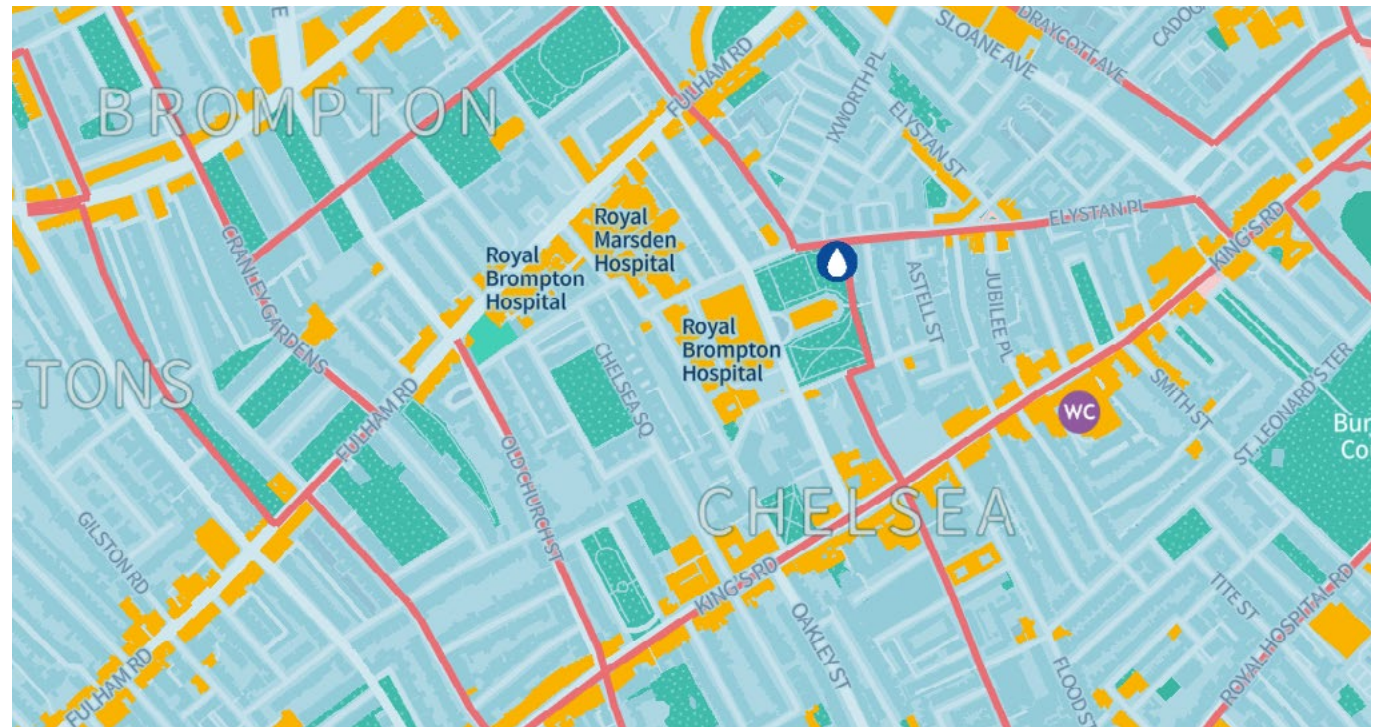


Figure 5: Royal Brompton local walking routes. Source: Footways London

Walking to Harefield Hospital

Figure 6 over the page shows the catchment for walking journeys to St Thomas' Hospital of up to 30 minutes, in 5-minute intervals, assuming a walking speed of 1.3m/s.

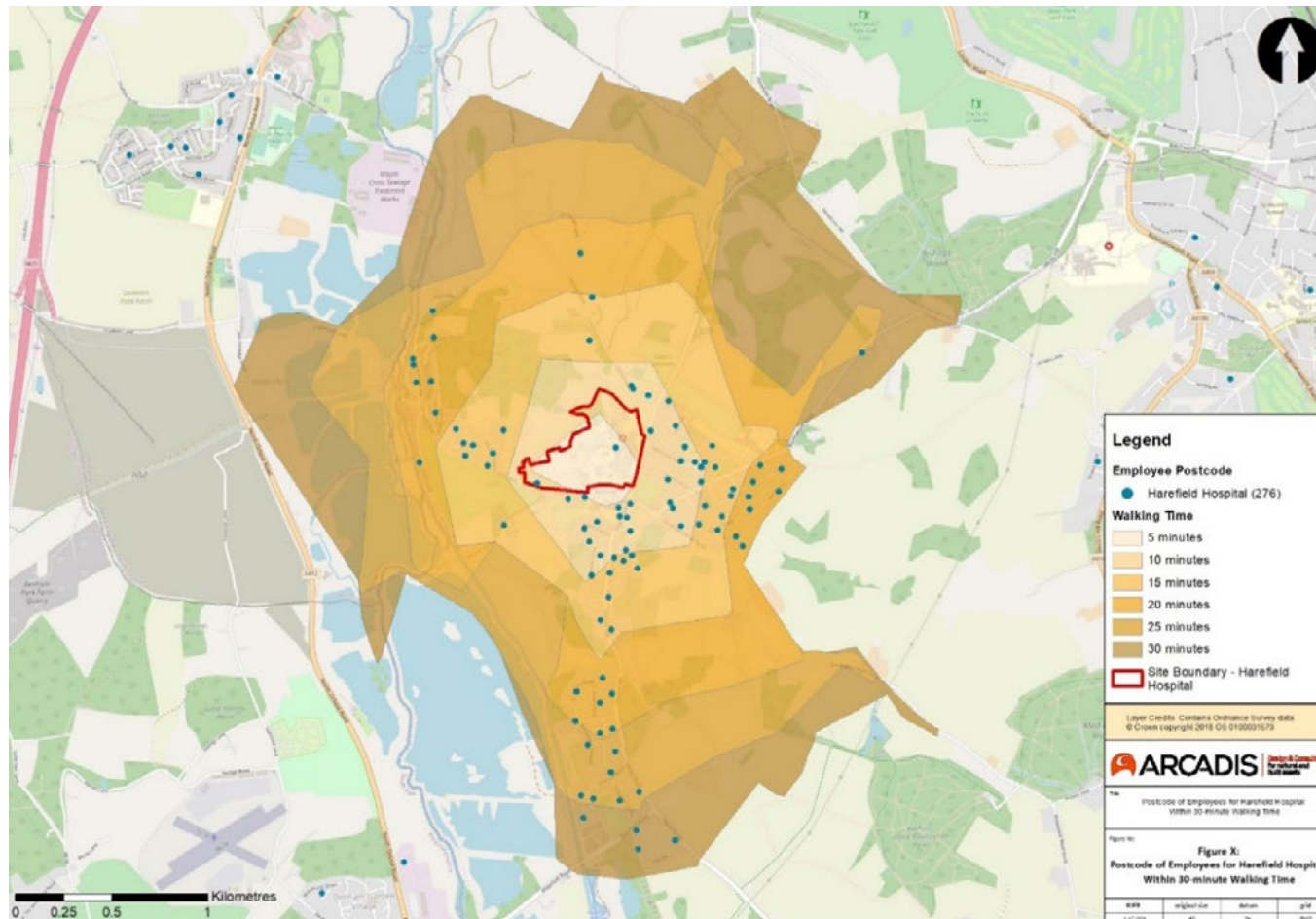


Figure 6: Isochrone map of 30 minutes walking catchment from Harefield Hospital.
 Source: © Targomo, © OpenStreetMap contributors, © MapTiler

How the Trust supports pedestrians Wellbeing Walks

The Trust’s Health and Wellbeing team host regular Wellbeing Walks for staff at lunchtime across different sites. The walks are linked to relevant health and wellbeing campaigns, and are designed to give staff some time to relax, connect with nature and their immediate surroundings, and showcase some of the best walking routes available to them in the local area.



Walking maps

Maps showcasing walking routes between Guy’s and St Thomas’ hospitals, as well as local routes with the lowest air pollution, are available to staff on the Guy’s and St Thomas’ intranet. A copy of the map can be found in Appendix 4.

Cycling

Guy's Hospital

Guy's is a popular cycling destination, within easy reach of high-quality cycling infrastructure and cycle parking available on site for staff, patients and visitors.

Facilities

There are two fully-enclosed cycle parking compounds for staff on site; one outside the main entrance to the Guy's Tower and the other near the Munro Centre on Snowfields, both of which are secured by key fobs and can be accessed by registering details with the Security Management team. There are 242 long-stay spaces available for staff across the two cages. Storage is a combination of mostly two-tier horizontal gas sprung racks, as well as semi-vertical racks and Sheffield stands. Each compound is equipped with lock rails for storing bike locks, tools and track pumps.



Patient and visitor cycle parking is available across the site, with a total of 80 spaces located across 36 two-tier spaces outside the Guy's Tower main entrance, 22 Sheffield stands and a cycle repair station.

The Trust's Sustainability team has begun carrying out cycle parking capacity audits across both Guy's and St Thomas' hospital sites. The purpose of the audits is to determine long-term cycle parking usage, flag maintenance issues and identify opportunities for improvements to the facilities.

The average occupancy for Guy's cycle parking cages from June – October 2022 is presented below:

Location	Users	Capacity	Average occupancy
			Over 100% 75 – 99% Below 75%
Guy's main entrance cage (long-stay)	Staff	72	111%
Munro cage (long-stay)	Staff	170	47%
Public cycle parking spaces (short-stay)	Patients and visitors	80	117%

Table 2: cycle parking occupancy audit data, Guy's Hospital

Lockers and showers are available for staff to use in Guy's Hospital, though exact figures are difficult to determine because many of the lockers are ward-specific for clinical staff. There are currently no dedicated changing and drying facilities for staff who cycle to work, nor showers, lockers and changing facilities for visitors.

Infrastructure

There have been several upgrades to the road network around Guy's Hospital by Southwark Council and TfL, to create dedicated space for cycling. These include:

- Cycleway 14 on Newcomen Street, with a modal filter at the junction with Borough High Street and an upgraded contraflow cycle lane on Snowsfields
- Buses, cycles and taxis only between 7am-7pm Monday – Friday on London Bridge
- No eastbound through-access on St Thomas' Street between Borough High Street and Bermondsey Street



The Trust will continue to work closely with Southwark Council's Transport Strategy team and TfL to identify more infrastructure improvements that benefit staff, patients and visitors arriving by bike.

Public bike share schemes

TfL's public cycle hire scheme, Santander Cycles, operates extensively in the area. NHS staff benefit from a 50% reduction in

annual subscription costs to the scheme, to incentivise more staff to make local journeys by bike.

The extract from Santander Cycles' website below shows the number of Santander docking stations within a 500-metre radius of the hospital.

The map extract shows that there are numerous docking stations in the wider area, facilitating short local trips by bike to the hospital. Within 500 metres of the hospital, there are 7 docking stations with a total capacity of 233 bikes for hire. E-bikes were also made available to hire in September 2022, and are appearing in the Santander fleet in ever increasing numbers.

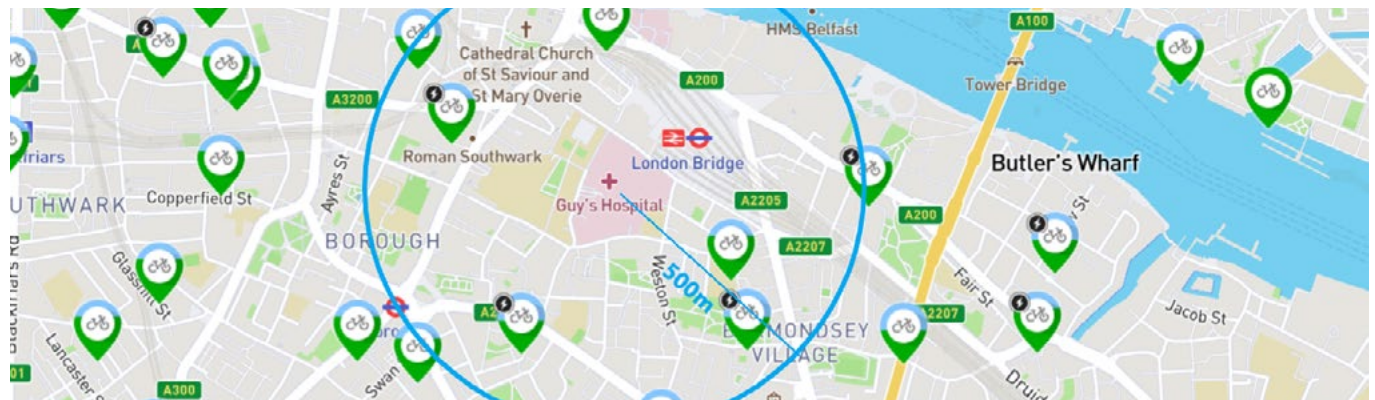


Figure 7: Santander Cycles docking stations near Guy's Hospital. Source: TfL

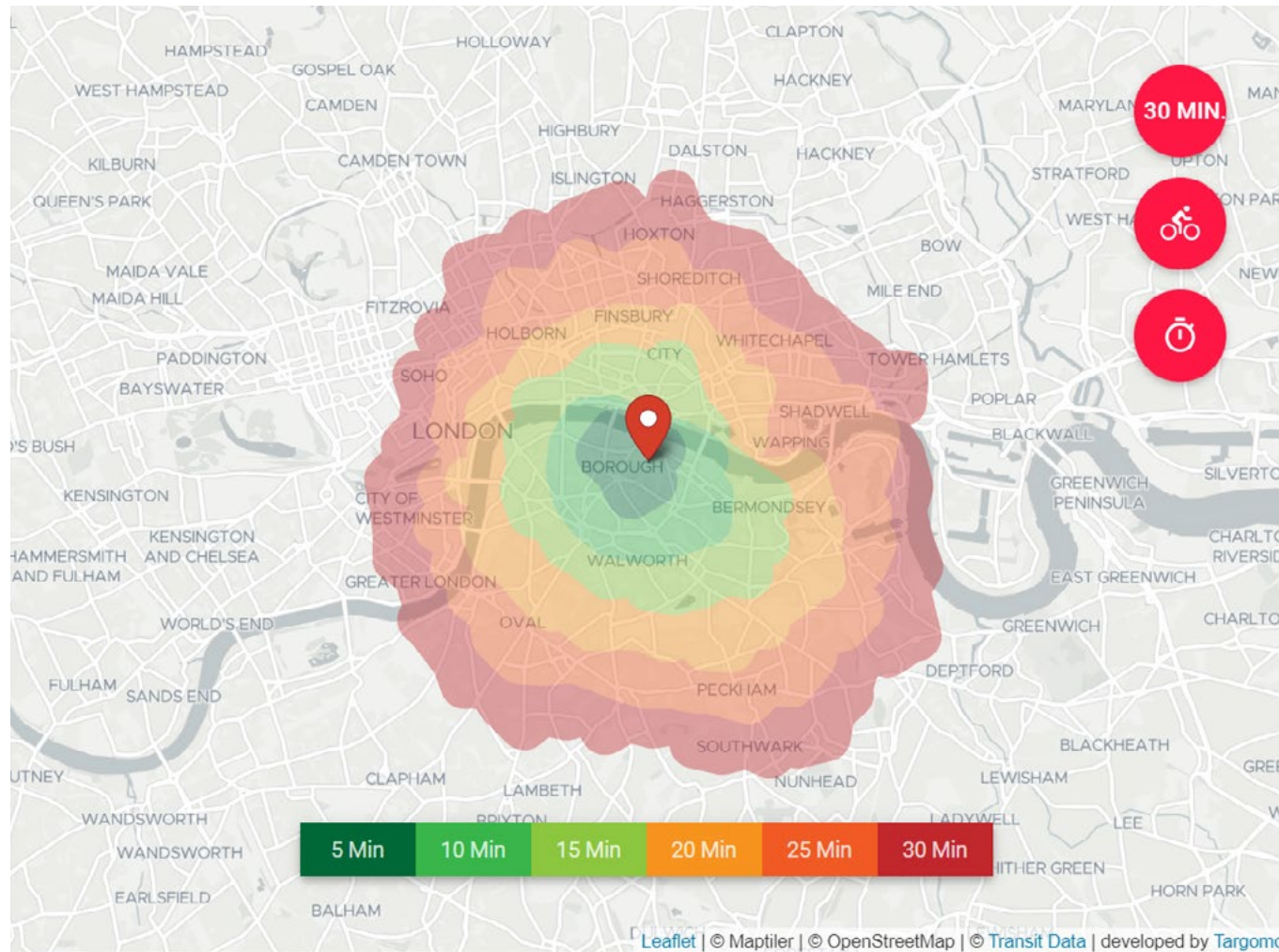


Figure 8: Isochrone map of 30-minute cycling catchment to Guy's Hospital.

Source: © Targomo, © OpenStreetMap contributors, © MapTiler

Cycling to Guy's Hospital

The map left shows the catchment for cycling journeys of up to 30 minutes, in 5-minute intervals, assuming an average cycling speed of 12km/h.

St Thomas' Hospital

Cycling to St Thomas' Hospital and Evelina London has become far safer due to significant investment in cycling infrastructure in recent years. As a result, it is a very popular mode of travel for staff, patients and visitors.

Facilities

There are two fully-covered cycle parking compounds with two-tier gas sprung horizontal racks for staff in the basement car park underneath Gassiot House. There is a third staff cycle compound in the Dunhill Fitness Centre basement, servicing Evelina London and comprised of semi-vertical wall-mounted racks. All three compounds are secured with key fob access and granted to staff who sign up with authorisation from the Security Management team.

Across the three cycle parking cages, there are 340 spaces available for staff. Track pumps and lock rails are available in all three, and a work stand is available in Bike Cage 1 underneath Gassiot House, to hold a bike upright and hands-free for simple maintenance.

There are 220 Sheffield stands for patients and visitors outside the main entrance to St Thomas' Hospital and the main entrance to Evelina London.



The average occupancy data for St Thomas' and Evelina London cycle parking cages from June – October 2022 is presented right.

Location	Users	Capacity	Average occupancy Over 100% 75 – 99% Below 75%
Bike Cage 1 – Gassiot House (long-stay)	Staff	120	98%
Bike Cage 2 – Gassiot House (long-stay)	Staff	160	46%
Dunhill Fitness Centre (long-stay)	Staff	60	72%
St Thomas' main entrance (short-stay)	Patients and visitors	140	53%
Gassiot House (short-stay)	Patients and visitors	20	82%
Evelina main entrance (short-stay)	Patients and visitors	60	51%

Table 3: cycle parking occupancy audit data, St Thomas' Hospital

Lockers and showers are available for staff to use in St Thomas' Hospital, though exact figures are difficult to determine because many of the lockers are ward-specific for clinical staff. There is currently no dedicated changing and drying facilities for staff who cycle to work. As with Guy's, there are no lockers or showers available to visitors.

Infrastructure

There have been major improvements to the cycling infrastructure on TfL's road network around St Thomas' Hospital in recent years, which represent a step-change in the quality of provision for people on bikes. These include:



- Fully segregated with-flow cycle tracks on Lambeth Palace Road, Westminster Bridge Road, Westminster Bridge and Westminster Bridge roundabout with dedicated cycle signal phases on the roundabout. This forms a continuous segregated cycle network with Cycle Superhighway 3 on Victoria Embankment and dedicated cycle lanes at Parliament Square, Birdcage Walk and beyond towards Hyde Park.

On borough roads controlled by Lambeth Council:

- Removal of through-access for motor vehicles on Hercules Road, removing a rat-run between Lambeth Road and Kennington Road
- Segregated cycle lanes on Kennington Road and Baylis Road

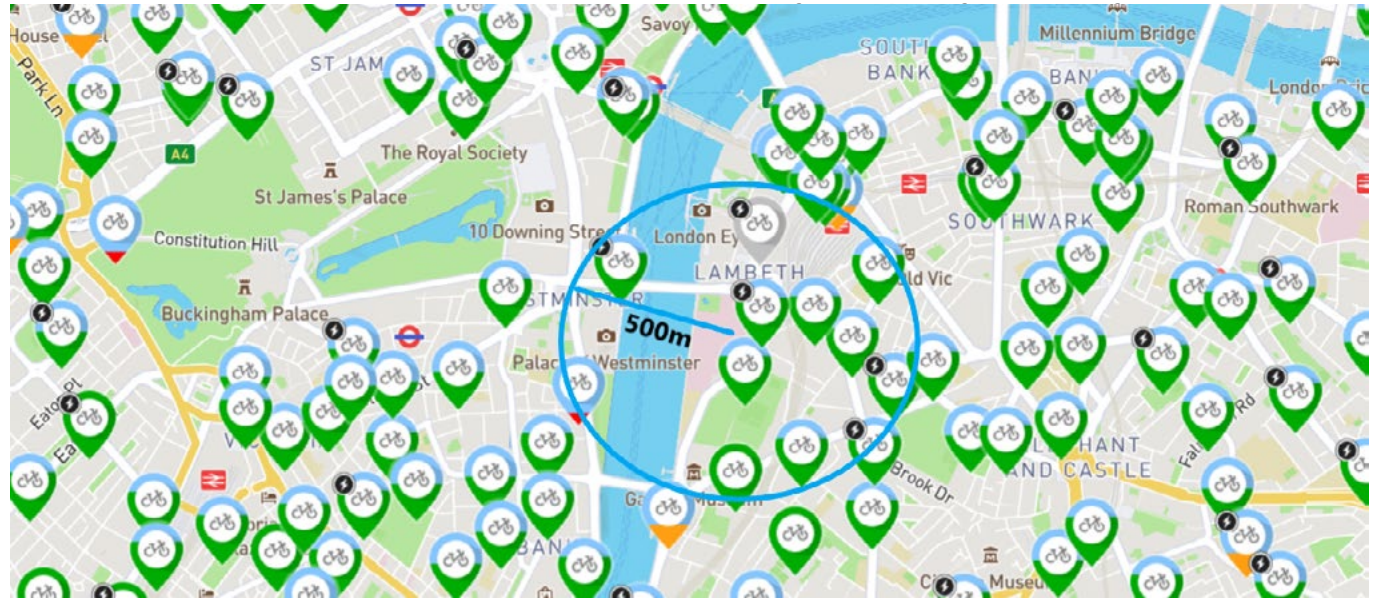


Figure 9: Santander Cycles docking stations near St Thomas' Hospital. Source: TfL

- Early-release signals for cycles at the Westminster Bridge Road / Kennington Road / Baylis Road junction to get a head start on general traffic and cross the junction safely
- Timed closure for motor vehicles on Lower Marsh to facilitate outdoor trading
- No motor vehicles on Upper Marsh

The Trust will continue to work closely with Lambeth Council's Transport Strategy team

improvements that benefit staff, patients and visitors arriving by bike.

Public bike share schemes

St Thomas' and Evelina London are very well-served by Santander Cycles. The extract from Santander Cycles' website above shows the number of Santander docking stations within a 500-metre radius of the hospital.

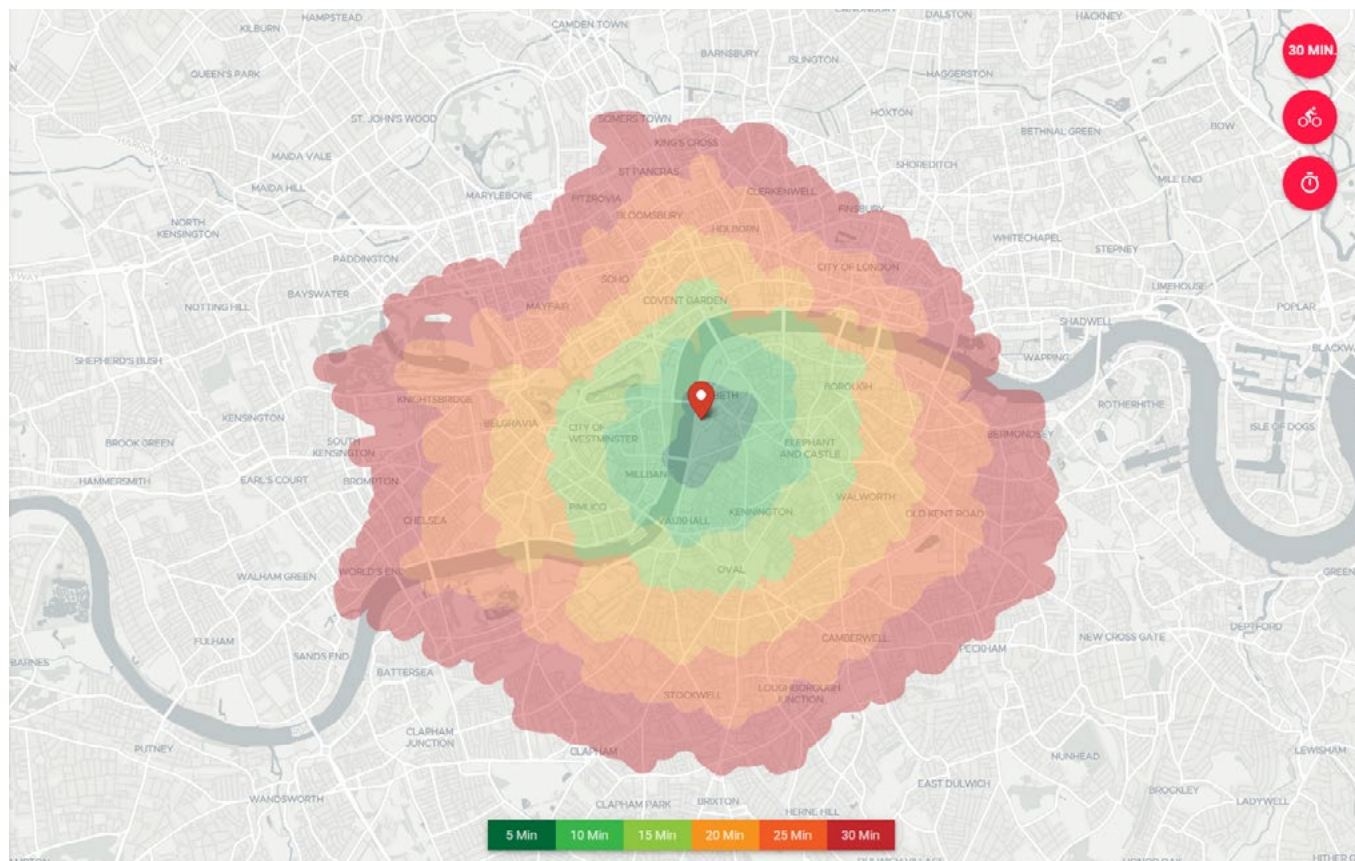


Figure 10: Isochrone map of 30-minute cycling catchment to St Thomas' Hospital.

Source: © Targomo, © OpenStreetMap contributors, © MapTiler

The map extract shows that there are numerous docking stations in the wider area, facilitating short local trips by bike to

the hospital. Within 500 metres of the hospital, there are 14 docking stations with a total capacity of 369 bikes for hire.

Cycling to St Thomas' and Evelina London

The map to the left shows the catchment for cycling journeys of up to 30 minutes, in 5-minute intervals, assuming an average cycling speed of 12km/h.

Royal Brompton Hospital

Cycling to Royal Brompton is very popular, due to the central London location and proximity to cycling infrastructure and public bike sharing options.

Facilities

The hospital has extensive cycle parking facilities for staff and visitors across each site. In total, there are 161 spaces in a mixture of two-tier and single-tier secure racks across four different locations on site.

There are 22 Sheffield stand spaces outside the main entrance to the Fulham Wing on Fulham Road but, due to the lack of footway width and the positioning of the stands so close to the building line, it is unlikely that the stands can be used at full capacity. Sydney Street has no nearby on-street short-stay provision for patients and visitors.

There are a number of showers and lockers available for staff, though these are all based in clinical areas and access to the wider workforce is unknown. There are no shower and locker facilities for patients and visitors.

Infrastructure

The hospital is well connected by cycle routes. The Quietway (Q15) runs directly to the north and west of the site, connecting to Sloane Square to the east,

running north to Kensington and Hyde park in the north, onwards via Quietway routes to areas such as Paddington, Bayswater and Wormwood Scrubs. The Q15 connects south to the National Cycle Route 4, along the Thames Path.

In summer 2023, the Royal Borough of Kensington and Chelsea consulted on proposals for advisory cycle lanes on Fulham Road which, if implemented, would serve the Fulham Wing and connect Q15 on Dovehouse Street.

Public bike share schemes

There are several Santander docking stations within 500 metres of both entrances to the Royal Brompton, as shown in the map below.



Within 500 metres of the hospital, there are 7 docking stations with spaces for 147 Santander bikes, which provides extensive bike share options to the hospital and the wider network of docking stations.

Cycling to Royal Brompton Hospital

The map over the page shows the catchment for cycling journeys of up to 30 minutes, in 5-minute intervals, assuming an average cycling speed of 12km/h.

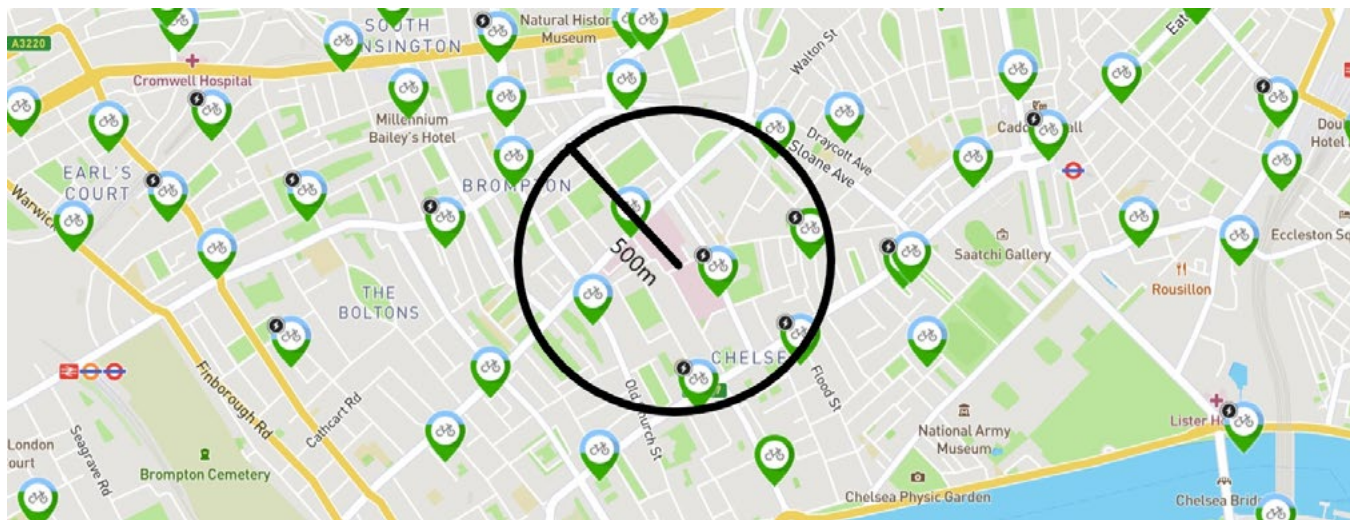


Figure 11: Map extract showing Santander docking stations within 500-metre radius of Royal Brompton Hospital. Source: TfL

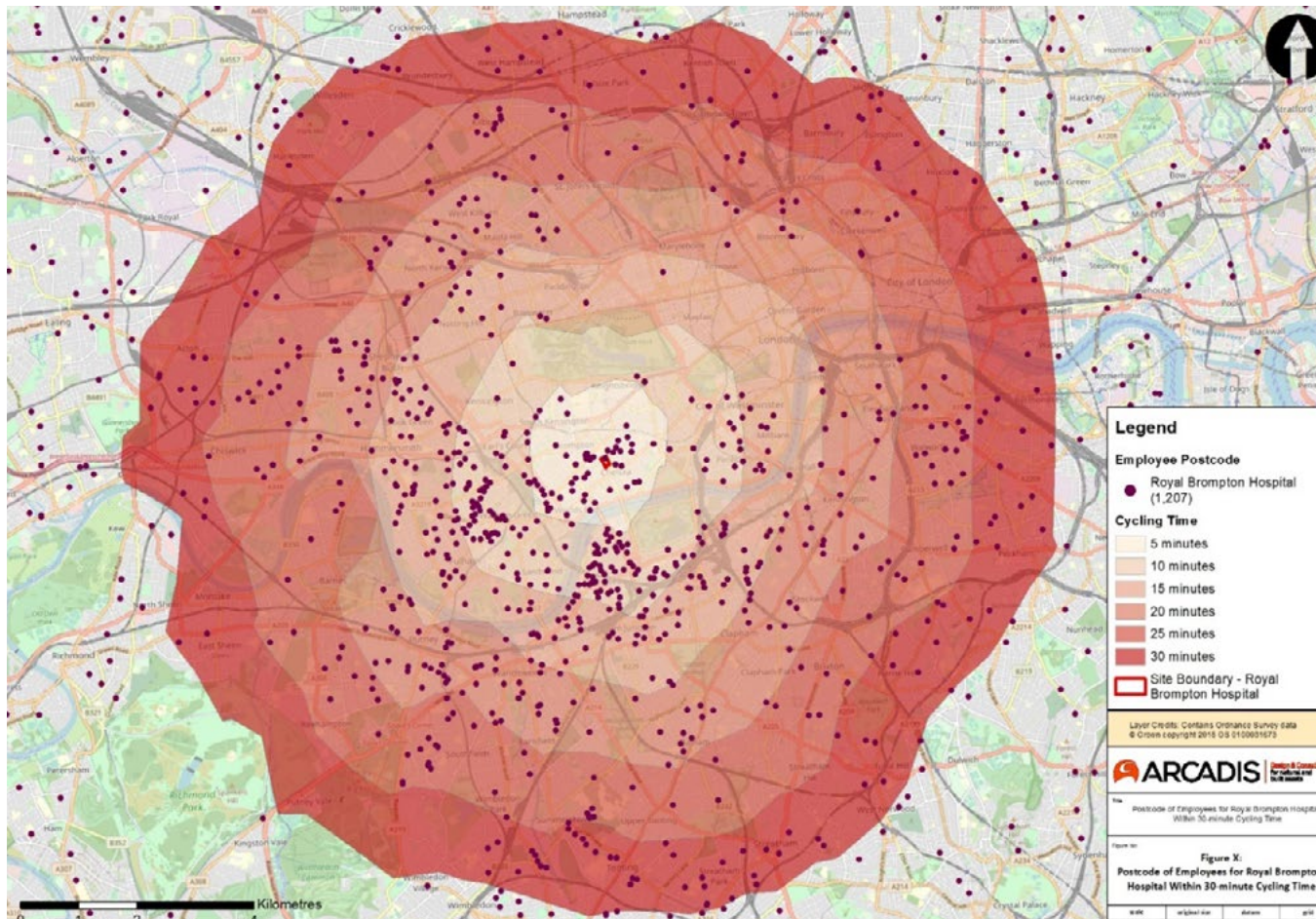


Figure 12: Isochrone map of 30-minute cycling catchment to Royal Brompton Hospital.
 Source: Royal Brompton and Harefield Travel Plan 2021

Harefield Hospital

With limited cycling network coverage, no public bike share schemes and a much higher prevalence of car ownership in the London Borough of Hillingdon, cycling to Harefield Hospital is much less popular than at the Trust's other sites.

Facilities

Harefield has a total of 24 cycle parking spaces for both staff and visitors across the site:

- 8 short-stay spaces in the Anzac Car Park
- 8 short-stay spaces in the Estates Car Park
- 10 long-stay individual cycle sheds outside the Nurse's Accommodation

There are lockers available to all staff in changing areas and currently showers are available in the female changing areas. There are no showers and lockers available for patients and visitors.

Infrastructure

Compared with central and inner London, and some parts of outer London, the road network around Harefield Hospital lacks high-quality, segregated cycling infrastructure. The lack of dedicated, connected cycling infrastructure, coupled with a lack of public transport options, makes car use the most convenient option in Hillingdon and the surrounding boroughs – according to 2021 Census data, almost 80% of households in Hillingdon have access to a car or van, one of the highest percentages of any London borough.

The closest National Cycling Route to Harefield Hospital runs to the west of the site along the Gran Union Canal. National Route 6 passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, to Sheffield, Manchester and Lancashire to Windermere.

Cycling to Harefield Hospital

The map to the right shows the catchment for cycling journeys of up to 30 minutes, in 5-minute intervals, assuming an average cycling speed of 12km/h:

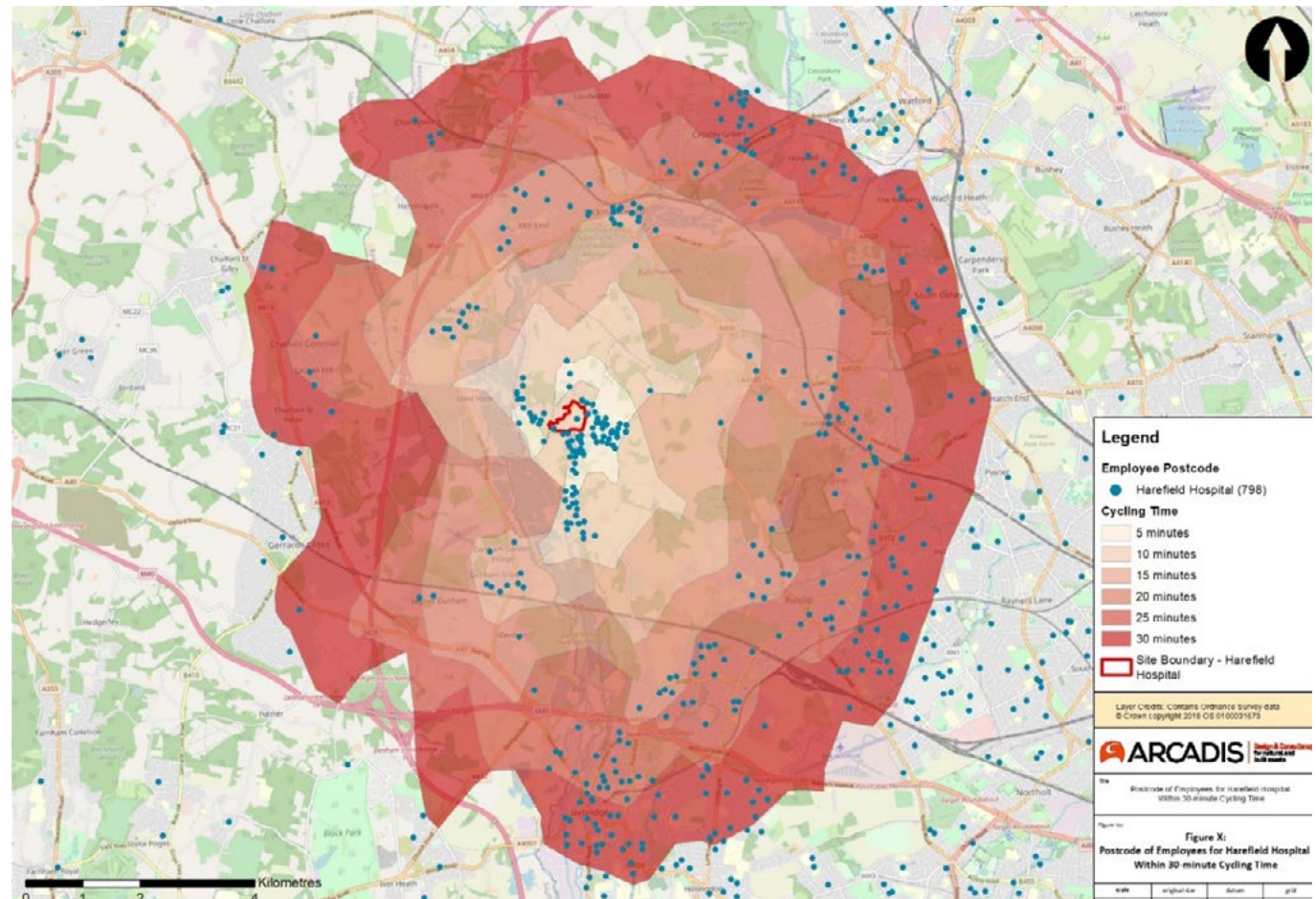


Figure 13: Isochrone map of 30-minute cycling catchment to Royal Brompton Hospital.

Source: Royal Brompton and Harefield Travel Plan 2021

Shared Micromobility – dockless e-bikes and pan-London e-scooter trial

There are a number of providers of dockless e-bikes in London, whose operating model differs from the fixed docked bike hire scheme operated by TfL. Dockless e-bikes can be accessed via provider apps and can be collected and dropped off at any non-fixed on-street location, with certain parameters around safe parking, no-parking zones and no-riding zones at the host local authority's discretion. Currently, all of the major providers have a presence in the London Boroughs of Lambeth and Southwark, where both of Guy's and St Thomas's acute hospital sites and the majority of community health centres are located. Due to the nature of the operating model – floating rather than fixed - it is difficult to determine the exact number of dockless e-bikes available within easy reach of the hospitals. Guy's and St Thomas' operates a no-parking policy for dockless e-bikes and e-scooters on Trust sites, although staff, patients and visitors are free to park safely on the nearest section of public highway and walk the remainder of their journeys to the hospital sites.

Current legislation prohibits the use of e-scooters on the public highway. Since June 2021, a partnership between the Department for Transport, TfL and London Councils has trialled the use of e-scooters in public places in seven London boroughs (including Lambeth, Southwark and Kensington and Chelsea), to understand how they can support people to use greener forms of travel. E-scooters provided by dockless e-bike operators remain heavily regulated to ensure they comply with 12mph speed limits, fire safety standards for batteries and rider profiles – all users must be over 18 and hold a full or provisional drivers' licence. Whilst e-scooters still remain illegal on Trust premises, it is clear that they can help people to make greener travel choices, particularly those with mobility issues who find walking and cycling challenging. The trial and any forthcoming legislation will be monitored by the Trust, to ensure that appropriate and legal e-scooter use is considered as part of the wider mode of sustainable travel options.



How the Trust supports people on bikes

Cycle to Work Scheme

The Cycle to Work Scheme is open to all permanent members of staff at the Trust all year round, with a salary sacrifice upper limit of £5,000. This allows staff to access e-bikes, cargo bikes and adapted cycles through the scheme.

Discounted bike share access

TfL offers NHS staff 50% annual subscription discounts for Santander Cycles. The dockless e-bike and e-scooter providers offer a range of different discounts, ranging from 20 minutes free riding to 75% off the cost of all journeys within the first month of signing up.

Free Dr Bike sessions

Dr Bike sessions take place once a month at Guy's and St Thomas' hospitals, and infrequently at some community sites. Mechanics carry out a health check of staff bikes to ensure they are roadworthy, and make minor repairs and adjustments if required.

Cycle Buddies

The Trust has piloted a Cycle Buddies platform to pair up experienced and novice riders, to help foster a culture of mutual support for active travel amongst the workforce. Staff can arrange to meet up, plot local routes and share advice on everyday cycling. The pilot scheme aims to engage at least 250 staff members by March 2024.

Bike security marking

The Metropolitan Police in partnership with Team London Bridge, a local Business Improvement District in Southwark, organise bike security marking to the national bike register free of charge for Trust staff on an ad-hoc basis, and at events such as Cycle to Work Day and Dr Bike sessions.

Exchanging Places road safety awareness events

In partnership with the Metropolitan Police's Cycle Safety team, cyclists are given the opportunity to sit in the driver's seat of a Heavy Goods Vehicle alongside the driver, raising awareness around the blind spots of large vehicles and encouraging empathy with different road users. Exchanging Places have taken place at large events such as Cycle to Work Day, and have also be delivered virtually with a VR headset.

E-bikes and e-cargo bikes for staff who travel as part of their jobs

The Trust is supporting colleagues to switch to e-bikes and e-cargo bikes as part of their daily work. A successful trial with neighbourhood nurses in the community has been made permanent, with two e-bikes based on site at Mawbey Brough Health Centre. As of March 2023, the e-bikes have done over 1,500 miles on visits to patients in the community.

Cycle training for staff

Free cycle training is available to staff using bikes, e-bikes or e-cargo bikes as part of their daily work visits. Staff are also signposted to the free cycle training offers in the boroughs in which they live or work via the Trust's intranet.

Bicycle Users' Group

The Trust's Bicycle User Group is an active forum for promoting safe cycling, advertising events and updating colleagues on local and on-site infrastructure improvements, consisting of around 600 members.

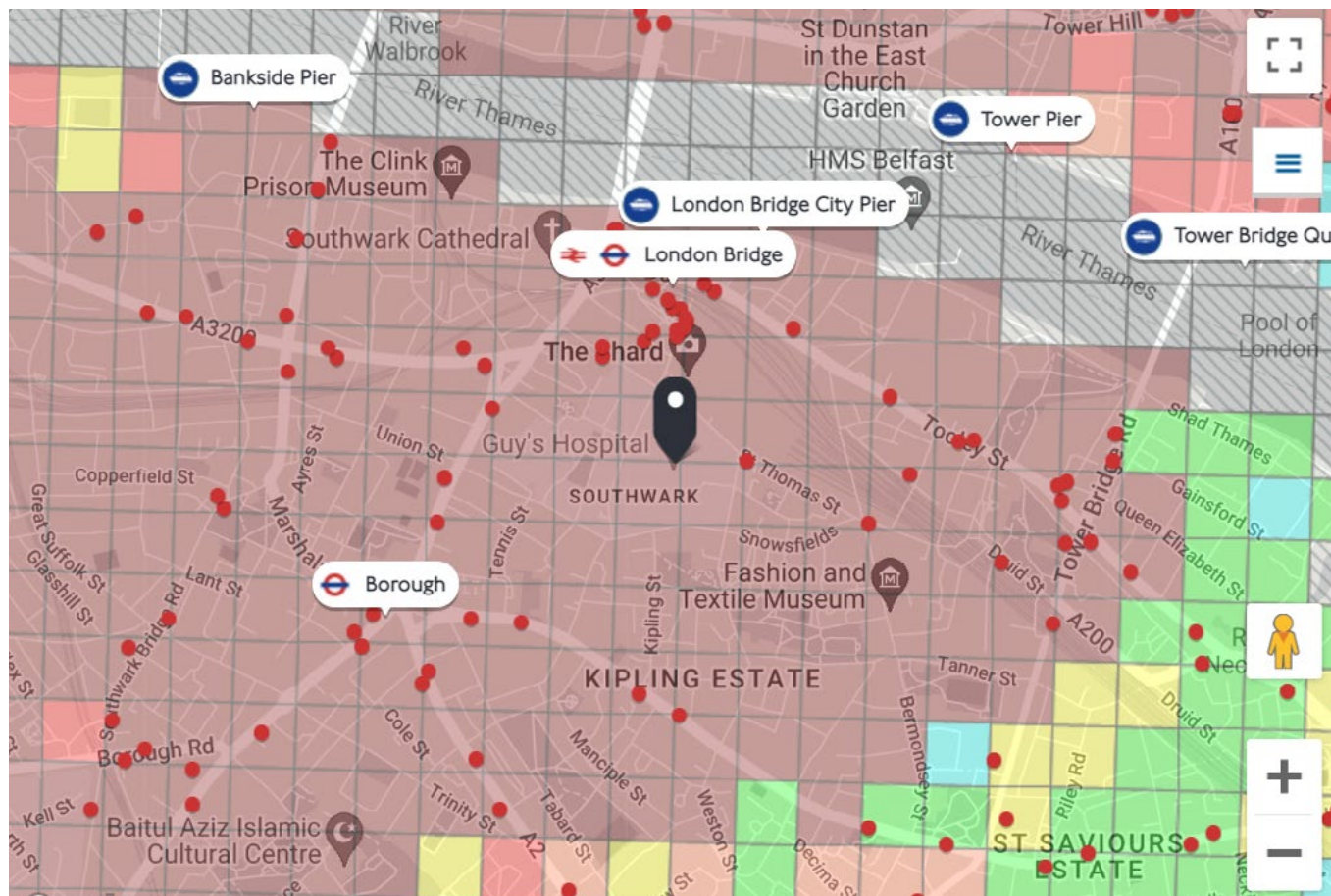
Public transport

Public transport accessibility is determined for a specific geographical location within Greater London using Public Transport Accessibility Level (PTAL) ratings, a commonly-used tool by transport planners, urban designers and other relevant professionals. PTAL ratings range from 0 (poorest) to 6b (highest) based on the density of the public transport network in the area, assessed using the following criteria:

- Walking time from the point-of interest to the public transport access points;
- The reliability of the service modes available;
- The number of services available within the catchment; and
- The level of service at the public transport access points - i.e. average waiting time.



Figure 14: PTAL ratings index. Source: TfL



Guy's Hospital

Guy's is extremely well-connected to public transport and therefore has the highest PTAL rating of 6b (best), as shown in the image above.

Figure 15: PTAL rating for Guy's Hospital.

Source: TfL

Buses

Though there are no TfL bus services stopping directly outside the hospital, at least 8 bus routes and 5 night bus routes are within a 5-minute walk of the site, serving a wide range of central and inner London destinations such as the City of London, Canada Water, Elephant and Castle, Victoria, Waterloo and Rotherhithe. A full list of TfL bus services that stop at nearby Borough High Street can be found [here](#) on TfL's Journey Planner page.

Underground / Rail

London Bridge Underground and National Rail station is in Zone 1, and is served by the Jubilee and Northern Lines and National Rail services. At weekends, the Jubilee Line is served by the Night Tube, offering a 24-hour service on Friday and Saturday nights.

National Rail services terminate at London Bridge, as well as serving as a calling station for trains terminating at Cannon Street and Charing Cross and trains with onward connections to Luton Airport, Cambridge, Gatwick Airport, the southeast and the south coast. Between March 2021 and April

2022, London Bridge station was the third busiest station in the UK, with an annual estimated 33 million entries and exits.

The main concourse exit on St Thomas' Street is less than 200m away from Guy's Tower. Additional entry and exits to the Jubilee and Northern Line can be found on Borough High Street, approximately 400m away from Guy's Tower.

Riverboat services

The Thames Clipper riverboat services stop at the nearby London Bridge City Pier on the south bank of the River Thames, between London Bridge and HMS Belfast:

Route name	Route	Frequency
RB1	Westminster – North Greenwich	Daily
RB2	Battersea Power Station – Greenwich	Weekday off-peak and weekends
RB6	Putney – Canary Wharf	Weekday morning peak and evenings only

Figure 16: Riverboat services calling at London Bridge City Pier

St Thomas' Hospital and Evelina London Children's Hospital

As with Guy's Hospital, St Thomas' and Evelina London Hospitals are extremely well-connected by public transport services, as can be seen in figure 17 overleaf, with a PTAL rating of 6b (best).

Buses

There are 11 buses and 4 night buses that serve St Thomas' Hospital main entrance, St Thomas' A&E department and Evelina London, as well as numerous others within a 5-minute walk of each main entrance, serving central and inner London destinations such as Waterloo, Victoria,

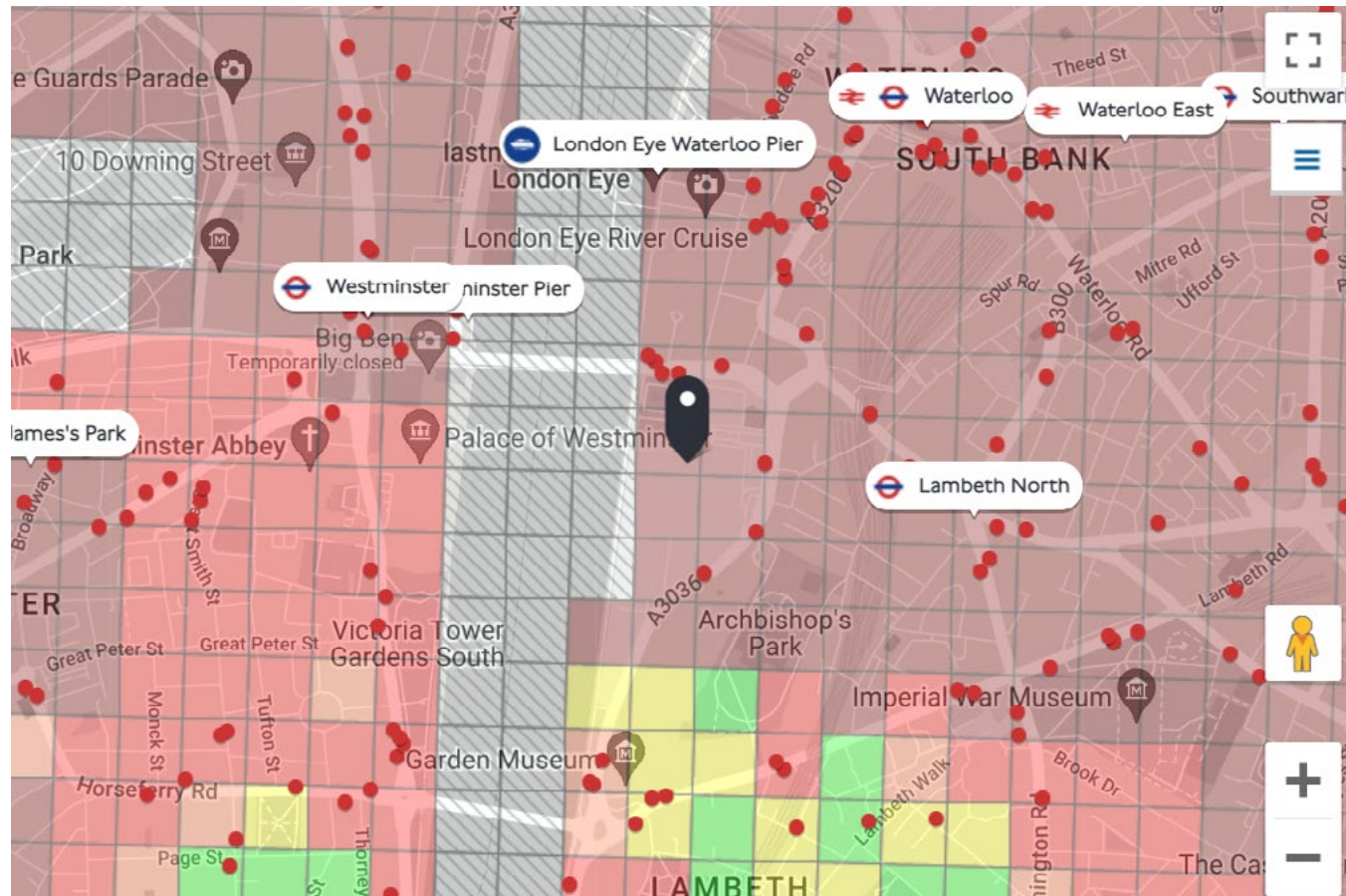


Figure 17: PTAL rating for St Thomas' Hospital. Source: TfL

Westminster, Pimlico, Vauxhall, Trafalgar Square and Aldwych. A full list of TfL bus services that stop outside St Thomas' Hospital and within a short walk from the

main entrance can be found [here](#) on TfL's Journey Planner page.

Underground

The nearest London Underground stations to St Thomas' and Evelina London Hospitals are Westminster, on the District, Circle and Jubilee Lines and Waterloo on the Bakerloo, Northern and Waterloo and City Lines. Westminster (Jubilee) and Waterloo (Northern) are both part of the Night Tube network. Both stations are in Zone 1, step-free from platform to street level, and are approximately 500m away from the main entrance to St Thomas' Hospital on Westminster Bridge Road, a 6-8 minute walk.

Rail

Waterloo National Rail station is located on York Road / Mephram Street, a short 6-8 minute walk from St Thomas' main entrance. The station serves as a major rail terminus for passengers from outer southwest London, such as Richmond, Kingston and Hounslow, and from the south and southwest of England such as Reading, Woking, Portsmouth and Southampton. Between April 2021 and March 2022, it was estimated to be the busiest rail station in the UK, with over 41 million entries and exits. Prior to the COVID-19 pandemic, it

had been the busiest rail station in the UK since 2004.

Waterloo East station is directly adjacent to Waterloo station, and serves passengers from outer southeast London and the southeast of England before terminating at Charing Cross. There are around 5 million entries and exits per year, with around 500,000 interchanges.

Riverboat services

The Thames Clipper riverboat services stop at the nearby Westminster Pier on the north bank of the River Thames, east of Westminster Bridge.

Route name	Route	Frequency
RB1	Westminster – North Greenwich	Daily
RB2	Battersea Power Station – Greenwich	Weekday off-peak and weekends
RB6	Putney – Canary Wharf	Weekday morning peak and evenings only

Figure 18: Riverboat services calling at Westminster Pier

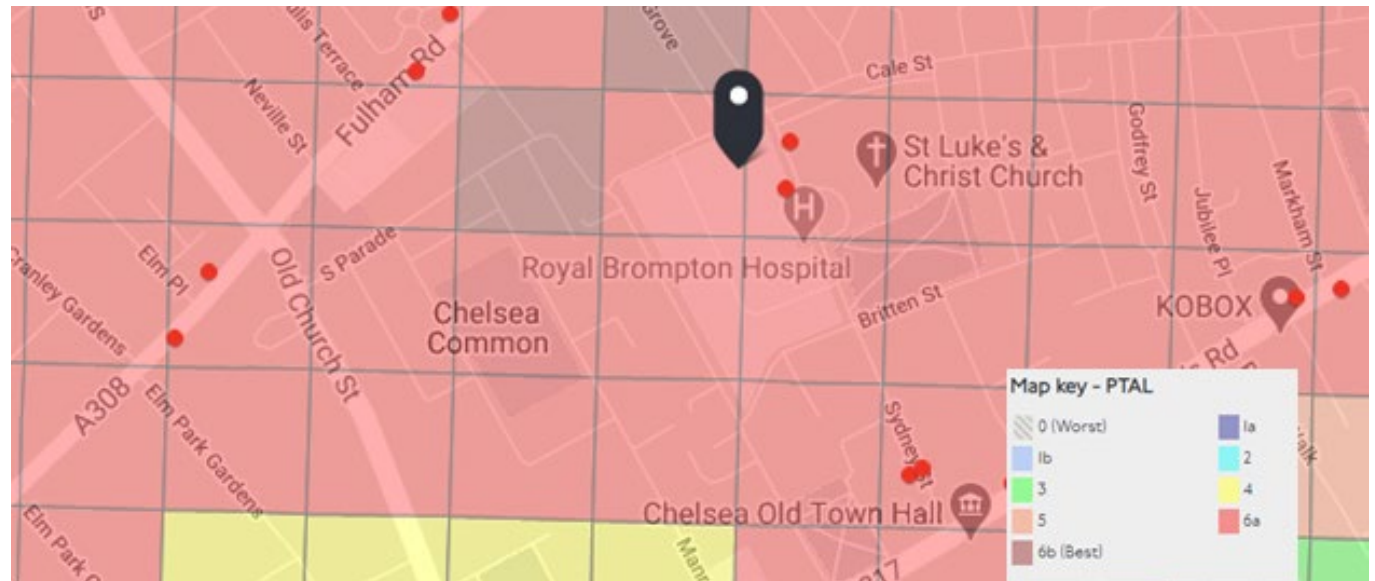


Figure 19: PTAL rating for Royal Brompton Hospital. Source: TfL

Royal Brompton Hospital

Public transport accessibility around Royal Brompton is excellent, with a PTAL rating of 6a.

Buses

The site is well located in terms of access to bus services. The closest bus stops to the Site are located adjacent to the hospital on Sydney Street. Bus Stops HS (Northbound) and HW (Southbound) are served by the 49 and 211 bus services.

The Site is also very close to the Fulham Road bus corridor which is served by a large number of bus services across many parts of London. From the site, Fulham High Street can be accessed in 40 minutes by bus, South Kensington in 13 minutes, Waterloo in 13 minutes and Clapham Junction in 37 minutes. A full list of local bus routes can be found [here](#) on TfL’s Journey Planner page.

Underground

The closest station is South Kensington Underground Station which is served by Piccadilly, District and Circle Lines. Frequent services from these lines give access to areas such as Uxbridge, Hounslow, Wimbledon, Ealing Broadway, Hammersmith and Edgware Road. The Piccadilly line is on the Night Tube network.

There is currently no step-free access at the station, although step-free access to the District and Circle Line platforms has been earmarked by TfL as part of their station upgrade programme.

Rail

The closest rail services from the site are available from London Victoria, which can be accessed from the site by the District and Circles lines as well as bus services. From Victoria Station, Southern Rail provides a number of routes to Clapham Junction, London Gatwick and Portsmouth. Between April 2021 and March 2022, Victoria had over 36 million annual entries and exits, making it the second busiest national rail station in the UK.

Harefield Hospital

Public transport options around Harefield Hospital are poor, with a low PTAL score of 1b, as shown in the image on Page 37.

Buses

The hospital itself has a bus stop located onsite to the east of the main entrance from Hill End Road, the terminus for the U9 route from Uxbridge station, with a peak frequency of 3 buses per hour. Within an 8-minute walk of the site there are services available to Ruislip, Northwood, Denham and Uxbridge station. A full list of local bus routes can be found [here](#) on TfL's Journey Planner page.

Underground

Uxbridge station is the nearest underground station to Harefield Hospital, served by the Metropolitan and Piccadilly lines. Uxbridge station has step-free access between street and platform level. Neither the Metropolitan nor the Uxbridge branch of the Piccadilly line are on the Night Tube network. The journey between Uxbridge and Harefield Hospital is approximately 19 minutes on the U9 bus, which terminates outside the station.



West Ruislip, Northwood and Rickmansworth stations are all within 3 miles of Harefield Hospital, served by the Central and Metropolitan lines respectively. None of these stations currently have step-free access. None of these stations have a direct bus connection, and require at least one change of buses to get to the hospital.

Rail

West Ruislip and Denham stations are served by Chiltern Railways with frequent services from London Marylebone and onwards to Aylesbury, High Wycombe and Banbury. As with West Ruislip, to get to Harefield Hospital from Denham station requires two buses.

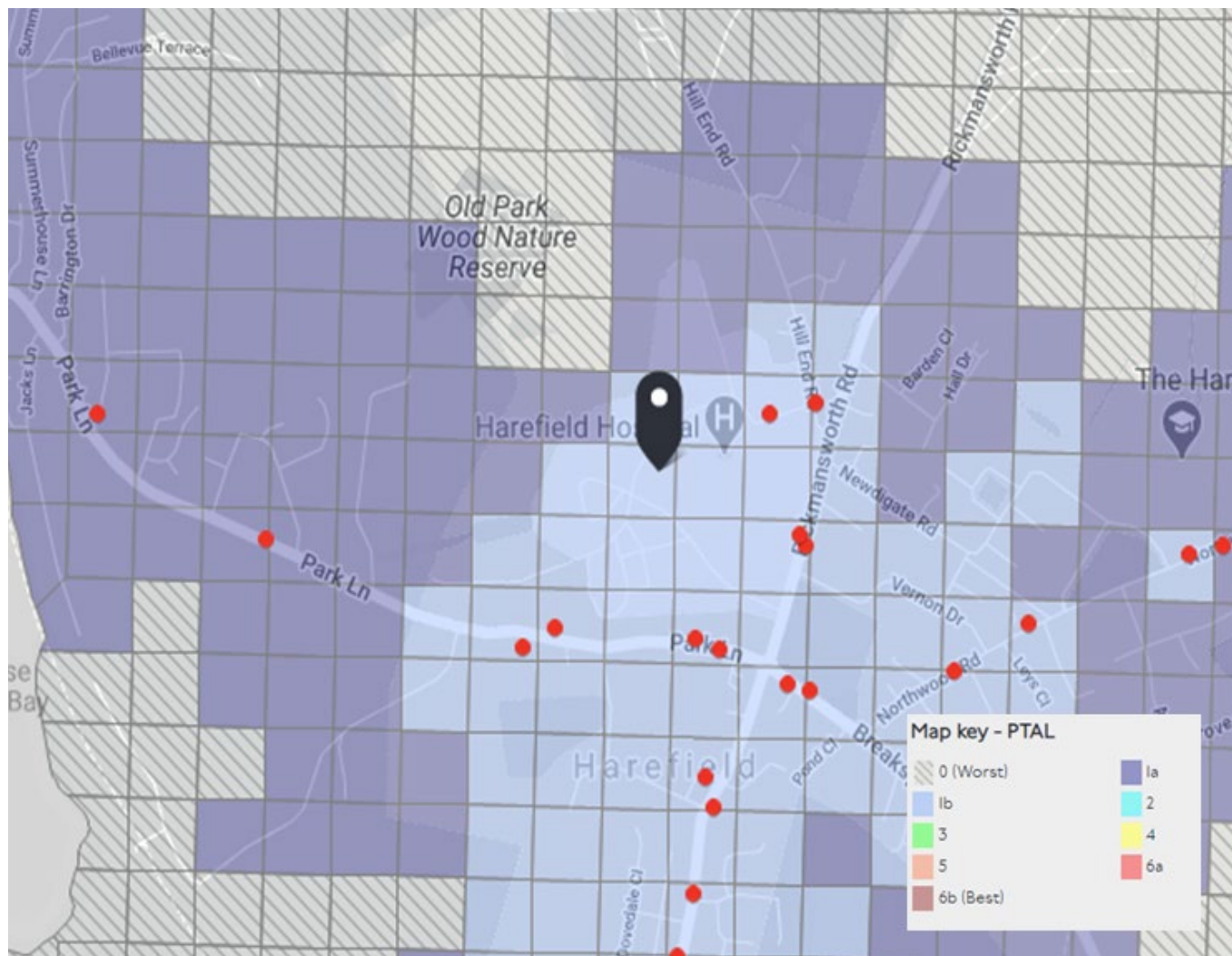


Figure 20: PTAL rating for Harefield Hospital. Source: TfL

How the Trust supports public transport users

Interest-free season ticket loans

As part of the Trust's commitment to supporting financial wellbeing for staff, through its award-winning Showing We Care About You programme, interest-free loans for rail season tickets are available through salary-sacrifice.

Communicating alternative arrangements on days of disruption

On days of widespread disruption on the public transport network, such as cancellations or strikes, alternative arrangements are communicated to staff through the internal Staff Bulletin and Trust intranet. These arrangements include working from home where possible, promoting bike share options and the Cycle Buddies service, and reimbursable parking costs for those with no alternative but to drive.

Car parking

Car parking on site follows the mandatory and voluntary elements of the [NHS Parking Guidance](#). Though conditions at Harefield differ, parking at Guy's, St Thomas' and Royal Brompton is broadly restricted, due to:

- the constrained footprint of both sites
- the prevalence of excellent public transport options
- prioritising people-friendly spaces
- regional traffic reduction schemes (Congestion Charge)
- air quality schemes (Ultra-Low Emission Zone)

Guy's Hospital

There is no parking available on site for staff. In total there are 24 on-site parking spaces, broken down as follows:

- 5 ambulance bays
- 15 Blue Badge bays
- 2 pick-up and drop-off spaces
- 2 electric vehicle charging bays

The Trust has an agreement in place with the National Car Parks (NCP) to allow Blue Badge holders to use the car park on Snowsfields, opposite the Cancer Centre, at a discounted rate for patients who present valid appointment letters. In 2022, the Trust issued 4,527 NCP saver tickets to Blue Badge holders with appointments at Guy's Hospital.

St Thomas' Hospital and Evelina London Children's Hospital

There is more extensive parking for staff, patients and visitors at St Thomas' Hospital and Evelina London, located on the lower ground floor underneath Gassiot House. In total, there are 218 parking spaces, broken down as follows:

- 30 non-blue light ambulance bays
- 12 disabled bays
- 2 pick-up and drop-off spaces
- 1 disabled drop-off bay
- 5 pre-approved clinical bays
- 170 car parking spaces shared between staff, patients and visitors

The Trust has issued 1,055 parking permits to registered account holders of the St Thomas' Hospital main car park. The breakdown of users is as follows:

- 710 staff
- 117 on-call accounts
- 130 mortuary
- 98 patient transport vehicles

Until December 2023, the Trust also has access to a nearby car park on Carlisle Lane with space for 90 staff and patient transport vehicles, with 210 permits issued to the following teams:

- Fleet
- Community midwives
- @home team
- Rapid response team
- Catering deliveries
- Patient transport services
- Other members of staff

Data from the Security Management Team, who manage the car parking spaces for the Trust, indicates a high turnover and occupancy of the spaces:

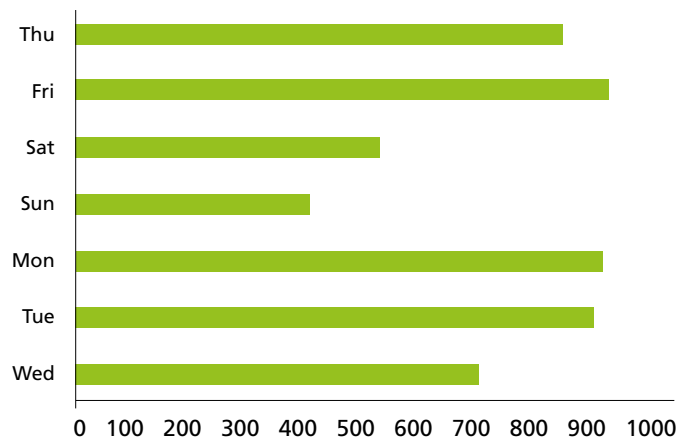


Figure 21: Average annual parking visits on each day at St Thomas' Hospital

The data in figure 22 indicates that the maximum parking occupancy between 11:00 – 15:00 reaches 180 out of 218 spaces, at 83% capacity. Further information on parking stress is required to make informed decisions about the overall parking capacity requirements, such as type of visitor, average stay length and turnover time.

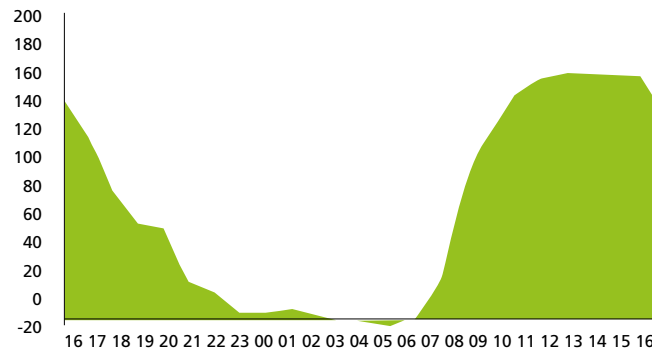


Figure 22: Average annual St Thomas' Hospital car parking occupancy rates per hour

Royal Brompton Hospital

Royal Brompton has 125 parking spaces available for staff travelling to work, or as part of their work commitments, broken down as follows:

- Cale Street Car Park – 12 spaces
- Ramp and Cale Street - 15 spaces (motorcycles)
- Sydney Street Car Park – 28 spaces
- Britten Street Car Park – 29 spaces
- Britten Wing – 30 spaces
- Sydney Wing Car Park:
 - 1 space Hospital shuttle bus
 - 1 space disabled

- 5 spaces drop-off only
- 2 spaces ambulances only (ambulance bay)
- 2 spaces hospital vehicles only.

The hospital does not have car share spaces or any electric charging points. Although no surveys have been undertaken for the car park, it is noted by the hospital that all spaces are occupied throughout a typical day.

The site is covered by a Controlled Parking Zone (CPZ) which permits only resident permit holders to use bays between the hours of control from 08:30 to 22:00 Monday to Friday and from 08:30 to 18:30 on Saturday. Pay and display bays are located close by on South Parade and Chelsea Square.

Harefield Hospital

Harefield Hospital has a total of 580 parking spaces, with 100 of these allocated for patients and visitors. Of these, 15 are Blue Badge spaces. The remainder are for staff use.

The on-site car park operates a pay and display payment system for parking. Staff can apply for parking permits for parking on-site, with 558 permits being issued in the most recent year.

On the surrounding roads to the hospital, there are largely no parking restrictions on Rickmansworth Road, aside from double yellow lines at side roads. Similarly, Park Lane has little in the way of parking restrictions with opportunities to park along the majority of the roads of the south of the hospital. Residential side roads to the east of the hospital which connect to Rickmansworth Road, such as Vernon Drive and Newdigate Road are, for the majority of the length of the roads, uncontrolled, with disabled only parking bays additionally available.



Inter-site travel

Guy's and St Thomas' hospitals are 1.7 miles apart and, due to the nature of shared services across the two sites, inter-site travel is common amongst staff, patients and visitors. Here are the options available for inter-site travel:

- **Walking** with guidance from in-house walking maps promoting low-traffic, clean air routes and exposure to new routes through the Wellbeing Walks programme
- **Cycling** along Cycleway 14, bike share options available
- **Underground** between Westminster and London Bridge on the Jubilee Line
- **Train** between London Bridge and Waterloo East
- **Bus** route C10
- **Free staff shuttle bus** runs 4 times per hour between 7am and 6.30pm

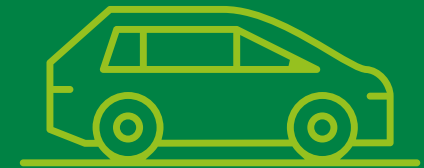
Royal Brompton and Harefield Hospitals are 18.2 miles apart. This limits the options for inter-site travel beyond the existing

free staff shuttle bus, which operates approximately 4 times per day between 9am and 6pm, with an estimated journey time of 1 hour. Other options, which would incur travel expenses, could include:

- **Public transport** Piccadilly line from South Kensington to Uxbridge, U9 bus to Harefield Hospital (estimated journey time 1hr 25 mins)
- **Car** typically between 40 mins and 1hr 20 mins during peak times, subject to variation depending on traffic volumes.

Community sites

In addition to the services at our acute sites, the Trust provides community services in over 100 locations across Lambeth and Southwark, and further afield. There is limited data on transport and active travel provision across every site, but it is estimated that there will be a greater reliance on car use (private, shared, grey fleet) due to the diversity of health service requirements, varying walking and cycling options and public transport accessibility.



The Trust provides community services in over 100 locations across Lambeth and Southwark, and further afield. It is estimated that there will be a greater reliance on car use

Community site	Borough	Sample of services	Car parking spaces	Cycle parking spaces	PTAL rating (0 – worst to 6b – highest)
Bermondsey	Southwark	Health visiting, midwives, speech and language therapy	0	0	3
Pulross	Lambeth	Community rehab, podiatry, stroke clinic	20	26	4
Bowley Close	Southwark	Counselling, prosthetics, amputee rehab, orthotics	28	10	6a
Lambeth Community Care Centre	Lambeth	Amputee rehab, podiatry, acupuncture	10	10	6a
Minnie Kidd House	Lambeth	Learning disabilities, ophthalmology	6	0	5
Wooden Spoon House	Lambeth	Children's and women's services	19	20	6a

Table 4: Trust-owned community site transport and travel information

Of the community sites where the Trust is the freeholder, table 4 shows the information for staff travel.

The Trust is committed to understanding more about the impact of community-based travel habits, and implementing schemes

to promote sustainable travel, and focusing our efforts on sites with the greatest impact for mode shift. These include:

- Focusing on active travel to community sites in or close to low traffic neighbourhoods and within easy reach of segregated cycle routes
- Assessing existing active travel infrastructure (cycle parking for staff and patients, showers and lockers for staff) and investing in the highest priority locations
- Further rollout of e-bikes / e-cargo bikes for staff working in the community, with on-road cycle training to give staff the confidence and skills to embed journeys by bike into their daily routine. Over time, these will replace a number of pool cars and provide operational and health and wellbeing benefits to community staff.
- Car-sharing for those with no viable alternative

Staff, patient and visitor insight

In order to ascertain how to deliver the Green Travel Plan’s core targets, baseline data about our workforce, patients and visitors is needed. The data gathered in the next section gives us important insight into where our staff are travelling from, how they told us they travel – and would like to travel – through annual staff travel surveys, and how patients and visitors travelled to our acute and community sites.

Staff postcode analysis
Anonymised home postcode data for all staff as of August 2022 was provided by the Trust’s Workforce Intelligence team. The breakdown of staff home postcode by London borough is presented right.

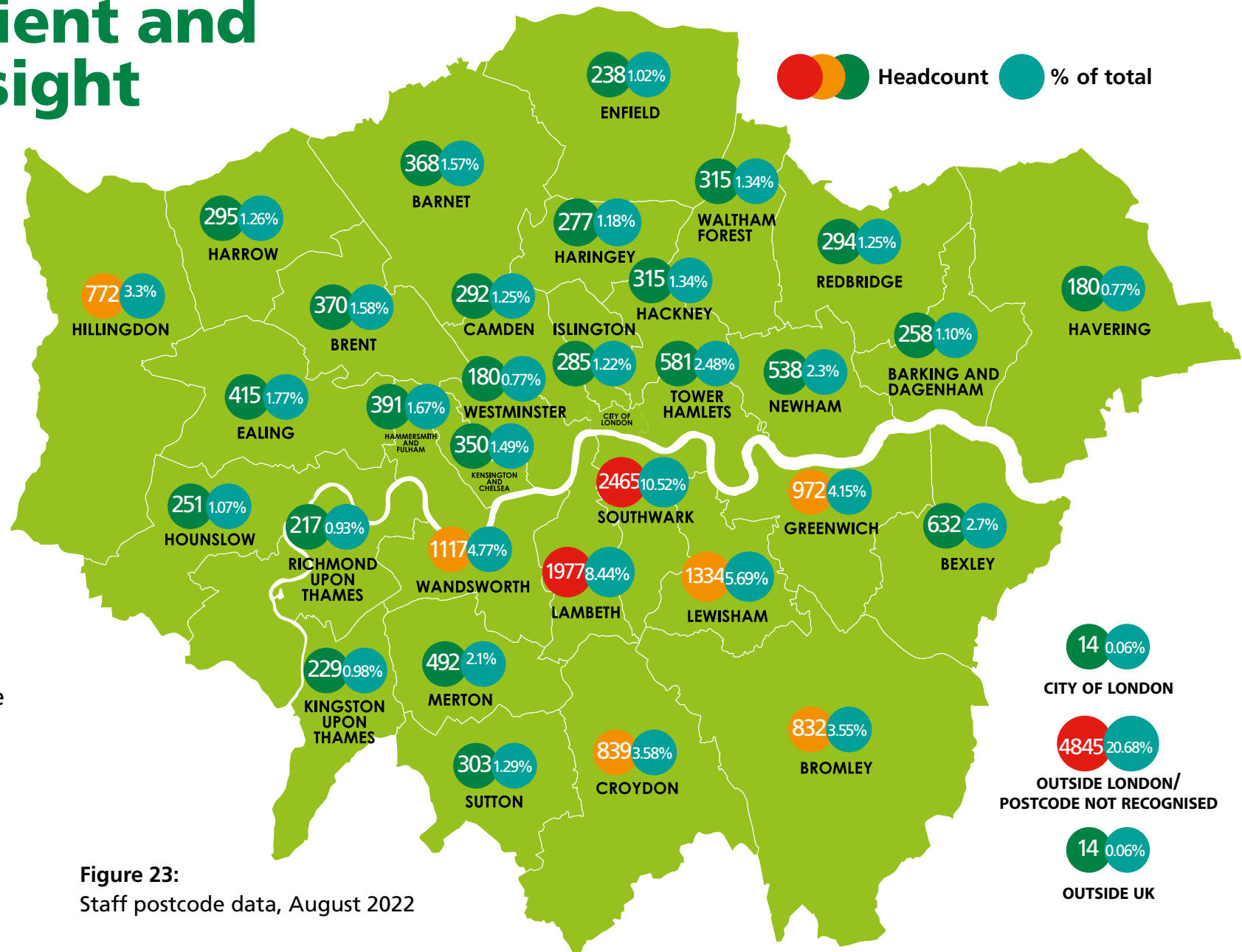
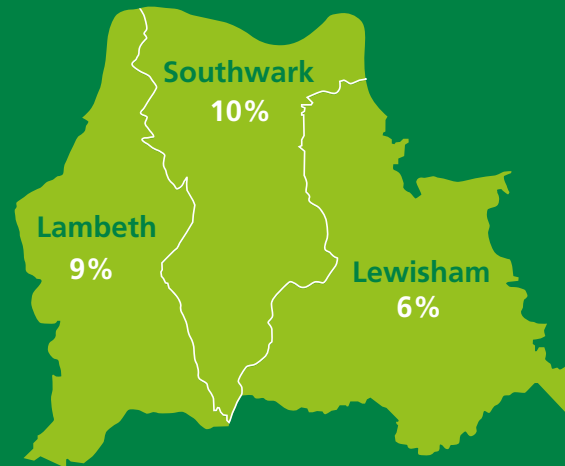


Figure 23:
Staff postcode data, August 2022



Key insights from staff postcode data



25% of all staff live in either Southwark, Lambeth or Lewisham boroughs

The Trust currently has limited access to the software available to carry out in-depth geographical analysis. Should the technology be made available, further work using GIS software can analyse staff travel at a more granular level, such as the number of staff that live within a 15-minute walk of an Underground station, the number of staff that live in a Low Traffic Neighbourhood or within 400m of high-quality cycling infrastructure. For staff who live outside of Greater London, GIS analysis can determine the number of staff who live within a 15/20/30-minute cycle of a rail station.

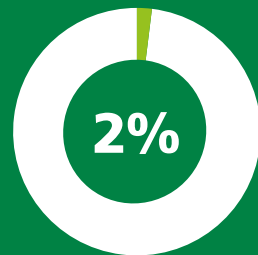
Staff travel survey

The Trust is required to report on annual staff travel survey data to NHS England as part of the Greener NHS programme, to track long-term modal share patterns and inform sustainable travel initiatives.

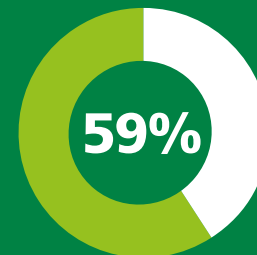
Between 18 January and 15 February 2023, the Trust carried out a staff travel survey open to all staff. A full breakdown of the results and the survey methodology is available on request by emailing sustainability@gstt.nhs.uk, and the promotional materials can be found in Appendix 5.



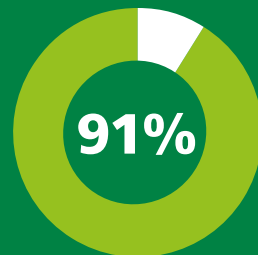
Key takeaways from the survey



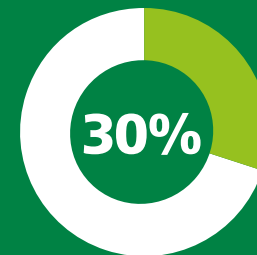
481 total number of responses (2% response rate)



59% of staff travel regularly or occasionally for work.



91% of staff use sustainable modes as their main mode of travel to, from or for work



30% use active modes (walking, cycling) as their main mode

Free text analysis from staff's suggestions for improvements to sustainable travel at the Trust was carried out.

The top five themes mentioned in the free text were:

- 1 Improving existing supporting facilities e.g. cycle parking, showers, lockers (10%)
- 2 Lack of supporting facilities e.g. cycle parking, showers, lockers (9%)
- 3 More EVs or better EV charging infrastructure (6%)
- 4 Make active travel safer (5%)
- 5 Better wayfinding and signage (5%).

Prior to 2023, the previous staff travel survey was conducted pre-pandemic in 2019. 874 staff responded to the survey, a response rate of around 5% (which predated Royal Brompton and Harefield merging with Guy's and St Thomas'). Full survey data from the 2019 staff survey is available on request by emailing sustainability@gstt.nhs.uk

Since then, working patterns have changed dramatically with many more staff reporting working from home on a regular basis. There has also been a slight increase in sustainable mode share of staff's travel to and from work, (albeit with low response rates to the surveys in both years), attributed to a more than threefold increase in staff reporting cycling to work.

A sample distribution of staff travel mode by home postcode location is provided in the map.

Mode	2019	2023 (main mode)	Trend
Walk	22%	7%	-68%
Cycle	7%	25%	+257%
Public Transport	61%	61%	0%
Motor vehicle	7%	7%	0%
Working from home at least once a week	15%	47%	+213%

Table 5: Comparison of mode share (main modes) from 2019 and 2023 staff travel survey data

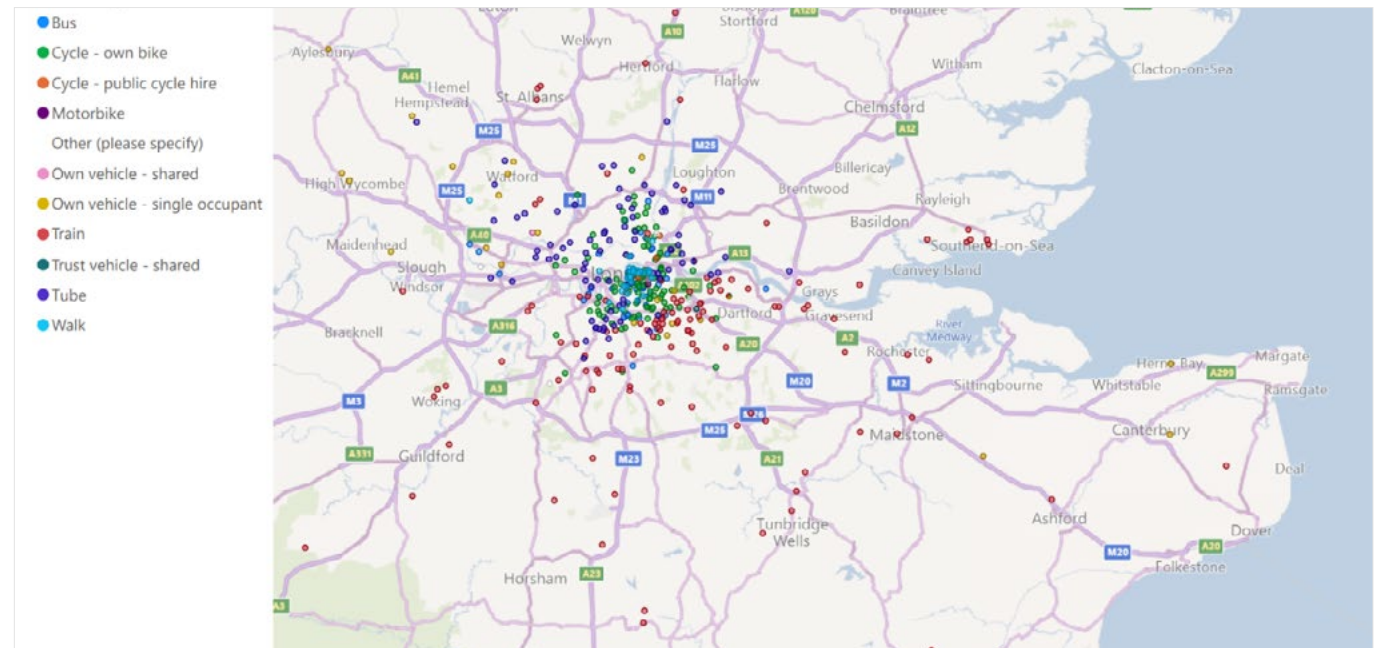


Figure 24: Main transport mode to/from work by staff home postcode

Patient and visitor travel survey

With around 2.6m patient contacts per year, understanding patient and visitor travel is key to tackling the Trust's Scope 3 emissions. There are direct ways of addressing these emissions, such as through cleaner, greener patient transport vehicles and increased remote and community-based care interventions. However a significant number of our patients will continue to travel to an acute or community site to receive care, so it is important we understand how they choose to travel, and why.

In November and December 2022, the Sustainability team carried out a patient and visitor survey at each of the acute hospital sites (Guy's, St Thomas', Evelina London, Royal Brompton and Harefield) and a small sample of community sites.

187 patients and visitors responded to the survey. A full breakdown of the survey responses and methodology is available on request by emailing sustainability@gstt.nhs.uk, and the engagement materials can be found in Appendix 6.

The headline results of the survey are presented below.

Answer choices	Responses	
Bus	20.86%	39
Tube	27.27%	51
Train	26.20%	49
Walk	22.46%	42
Cycle	10.70%	20
Scooter	0.00%	0
Taxi	4.81%	9
Car as driver	8.56%	16
Car passenger	9.63%	18
Patient transport	5.35%	10
Ambulance	1.60%	3
Other (please specify)	2.67%	5
Total respondents		187

Table 6: Patient and visitor survey responses to Question 1 – “How did you travel to our hospital or community site?”

Answer choices	Responses	
Guy's Hospital	39.57%	74
St Thomas' Hospital	27.81%	52
Evelina Hospital	4.28%	8
RBH	6.95%	13
Harefield Hospital	6.42%	12
Bowley Close Rehabilitation Centre	1.07%	2
Lambeth Community Care Centre	1.07%	2
Pulross Centre	0.53%	1
Sunshine House Child Development Centre	0.53%	1
Townley Road Health Centre	0.53%	1
Whittington Centre	0.00%	0
Other (please specify)	11.23%	21
Total respondents		

Table 7: Patient and visitor survey responses to Question 2 – “Which hospital or community site did you visit today?”

Patient and visitor surveys will be carried out annually to report changes in travel habits, and the methodology will continue to be refined to ensure as many views from our diverse patient community as possible are captured.

Business travel

The Trust holds expenses claim data for business travel from the Payroll department.

Under the Trust's Business Travel and Subsistence Policy, the following travel expenses are claimable:

- Grey fleet mileage
- Lease car mileage
- Public transport
- Cycling for work purposes

Rail and air travel are booked directly through the Trust's travel management partners.

The 2022/23 financial year marks the first time that the Trust has reported on its carbon footprint from business travel in its Annual Report, calculated using the Department for Business, Energy and Industrial Strategy's greenhouse gas conversion factors. Annual reports are published on the Trust's [website](#).

Over time, this data will enable us to influence staff travel choices through progressive policy interventions that target unnecessary business travel and/or business travel with the highest carbon footprint. These policies could include measures such as:

- Incentivising business rail travel to mainland Britain and Europe in lieu of domestic/short-haul flights
- Teleconferencing
- Progressive vehicle mileage claims in line with tailpipe emissions
- Incentivising walking and cycling for short-distance business journeys
- Incentivising lift-sharing schemes where there are no viable travel alternatives.



Travel hierarchy

Through the adoption of this Green Travel Plan, the Trust also commits to making decisions on implementing new policies, initiatives and schemes for sustainable travel for all staff, patients and visitors using the following travel hierarchy, ranked in order of the least-to most-carbon intensive form of travel (kg CO₂e / person):



Key principles

To ensure we can deliver meaningful change, we will establish the following seven key principles:

1

Our targets will be SMART – specific, measurable, achievable, realistic, time-bound.

2

We will adopt a data-driven approach when developing our initiatives.

3

We will include an analysis of carbon reduction in our initiatives where possible.

4

We will ensure that the needs of our most vulnerable staff, patients and visitors are met first.

5

We will adopt a bottom-up approach to developing and delivering the actions through existing and new networks (Green Travel Network).

6

We should be open to new, flexible approaches to delivering the actions and seek guidance and best practice examples from elsewhere.

7

We will use various engagement and communication channels to share targeted messages about the targets and actions from this Green Travel Plan.

Targets



Travel avoidance

Working closely with the Outpatient Transformation team, ensure that at least 25% of outpatient appointments are delivered remotely by 2023.

Ensure that all staff have viable remote working options, in line with the NHS People Plan targets, by 2024.



Walking and wheeling

Ensure that all of our acute sites exceed all minimum standards for pedestrian comfort and safety by 2025.

Continue to support staff health and wellbeing by promoting walking as the default mode of travel for all journeys within 1km (15-20 minute walk).



Cycling

Expand provision of active travel facilities at all of our acute sites and at least four community sites under Trust ownership by 2026, to make cycling a simple choice for anyone who wishes to cycle to work or for an appointment.

Ensure that at least 10% of all journeys between Trust sites are cycled by 2027, monitored through bike share data and annual staff travel surveys.

Provide e-bikes for community-based staff at a minimum of 4 locations to carry out their home visits, and train at least 50 staff at Bikeability Level 3, by 2024.



Public transport

Ensure that at least 70% of all journeys between Trust sites are made by public transport by 2027, monitored through annual staff travel surveys.

Aim for at least 80% of all journeys to work in Zones 1 and 2 will be made by public transport either in part or in full by 2027.

Lobby for better public transport connections to our sites with the lowest PTAL levels and/or the highest car use by 2027.



Motor vehicles

Achieve a year-on-year reduction in staff private car use by 2027.

Encourage shared mobility and lift-sharing options for staff, prioritising journeys to, from or between sites with the lowest PTAL levels by 2025.

Introduce progressive parking charges to suppress demand for driving, based on different fuel types, availability of nearby sustainable travel alternatives and sites with high levels of single-occupancy car use, by 2026.

Achieve a year-on-year reduction in Trust parking bays by 2027, and repurpose with active or sustainable alternatives where possible.



Flights

Ensure that rail travel is the default mode for all domestic mainland business journeys that cannot be done virtually by 2024.

Achieve a year-on-year reduction in overall business airmiles by 2027.



Development management

All new developments on Trust sites must adhere to London Plan and any borough-specific local planning guidance around spatial and transport planning requirements, such as adequate facilities for active travel. The Green Travel Plan should be used as a reference document in conjunction with all future planning applications to ensure that future developments meet or exceed the Trust's own targets as outlined in this section, and that resources secured through Section 106 agreements can help the Trust deliver on these targets.

Monitoring and reporting

The Green Travel Plan targets will be monitored by at least one dedicated Sustainable Travel Officer, assuming the role of Travel Plan Co-ordinator, using the Modeshift STARS platform and any other internal monitoring platforms available to the Trust.

Staff travel surveys will be conducted each year, with a target of increased response rates each year with at least a 10% response rate by 2027. Patient and visitor travel surveys will also be carried out each year, with an aim to reach at least 75% of Guy's and St Thomas' community sites in addition to all of our acute sites by 2027.

Staff travel surveys will be conducted each year, with a target of increased response rates each year with at least a 10% response rate by 2027. Patient and visitor travel surveys will also be carried out each year, with an aim to reach at least 75% of Guy's and St Thomas' community sites in addition to all of our acute sites by 2027.

The Health Outcomes of Travel Tool will also be used to quantify the total health impact from travel and transport through air pollution and other quantifiable health impacts (e.g. road trauma) from the Trust's activities and supply chain.

The Trust has regular annual reporting requirements which will support the monitoring of the Green Travel Plan actions.

These are:

- Greener NHS Carbon Footprint report
- Staff and patient travel surveys
- Modeshift STARS annual progress reports
- Showing we care about you Forum (Staff Health and Wellbeing) funding reports

Other data sources will be identified to provide as full a picture as possible of staff, patient and visitor travel. These may include:

- Cycle parking access / egress data from the Security team
- Bike share / e-scooter data from micromobility providers
- Lift-share / car club usage data
- Patient transport mileage data

Action plan



Travel avoidance

Action number	Target	Action	Owner	Delivery partner	Site(s)	Cost	Benefit	Deliverability	Impact	Timescale
1	At least 25% of outpatient appointments are delivered remotely by 2023.	Develop calculation methodology for patient travel avoidance	Outpatient Transformation team	Sustainability, clinical groups	All	None/negligible	Ec, En	High	Medium	Q3 2023/24
2	At least 25% of outpatient appointments are delivered remotely by 2023.	Produce insightful and meaningful engagement materials (infographics, films etc) which highlight the carbon footprint of different travel choices	Sustainability	Comms, Outpatient Transformation	All	£1-10k	En	High	Medium	Q1 2024/25
3	Ensure that all staff have viable remote working options, in line with the NHS People Plan targets, by 2024.	Identify opportunities for better remote working through policy improvement and IT infrastructure improvements	Workforce, DT&I	Sustainability	All	£100k+	Ec, S, En	Medium	Medium	Q3 2024/25
4	Ensure that all staff have viable remote working options, in line with the NHS People Plan targets, by 2024	Audit of all staff access to remote logins via Cisco remote access VPN, and the number of smart phones and laptops issued to staff, to determine remote working capability	Workforce, DT&I	Sustainability	All	None/negligible	S, En	Medium	Low/medium	Q2 2024/25

Note: Costs are indicative and do not include existing staff time. Exact costs and economic benefits will be determined on a case-by-case basis through business cases and detailed funding applications. Expected benefits align the 'Triple Bottom Line' metrics with each action: economic (Ec), social (S) and environmental (En).

Action plan Walking and wheeling

Action number	Target	Action	Owner	Delivery partner	Site(s)	Cost	Benefit	Deliverability	Impact	Timescale
5	Ensure that all of our acute sites exceed all minimum standards for pedestrian comfort and safety by 2025	Carry out an accessibility audit of all our acute sites and produce a report recommending accessibility improvements for people walking and using mobility aids	Sustainability	External accessibility groups, Trust EDandI, Estates and Facilities -Space	Acute	£1-10K	S, En	Med/High	Med/High	Q1 2024/25
6	Continue to support staff health and wellbeing by promoting walking as the default mode of travel for all journeys within 1km (15-20 minute walk).	Work in partnership with local highways authorities to improve footways, crossing points and kerbside infrastructure that supports walking and wheeling	Sustainability	Staff Health and Wellbeing, local authorities, TfL	All	None/negligible	S, En	Medium	High	Ongoing
7	Continue to support staff health and wellbeing by promoting walking as the default mode of travel for all journeys within 1km (15-20 minute walk).	Develop a stronger walking culture with dedicated support from new and existing networks and external organisations	Sustainability, Staff Health and Wellbeing	Internal networks, external active travel organisations	All	None/negligible	Ec, S, En	Medium	Medium	Ongoing

Action plan



Walking and wheeling

Action number	Target	Action	Owner	Delivery partner	Site(s)	Cost	Benefit	Deliverability	Impact	Timescale
8	Continue to support staff health and wellbeing by promoting walking as the default mode of travel for all journeys within 1km (15-20 minute walk).	Work closely with the Health and Wellbeing team to deliver more wellbeing walks to local areas, including community sites with high car use.	Staff Health and Wellbeing	Sustainability, internal networks	Community sites	None/negligible	Ec, S, En	Medium	Medium	Q3 2023/24
9	Continue to support staff health and wellbeing by promoting walking as the default mode of travel for all journeys within 1km (15-20 minute walk).	Investigate mileage / subsistence claims for walking for work i.e. between sites, visiting patients	Sustainability	Workforce, Finance, Payroll	All	None/negligible	Ec, S, En	Medium	High	Q3 2023/24

Action plan Cycling

Action number	Target	Action	Owner	Delivery partner	Site(s)	Cost	Benefit	Deliverability	Impact	Timescale
10	Expand provision of active travel facilities at all of our acute sites and at least four community sites under Trust ownership by 2026, to make cycling a simple choice for anyone who wishes to cycle to work or for an appointment	Identify the community sites with the highest need for additional cycle parking	Sustainability	Estates and Facilities – Space, Property	Community sites	None/negligible	S, En	High	High	Q3 2023/24
11	Expand provision of active travel facilities at all of our acute sites and at least four community sites under Trust ownership by 2026, to make cycling a simple choice for anyone who wishes to cycle to work or for an appointment	Develop an overview outlining the minimum and recommended standards of active travel provision across all Trust sites, based on guidance from the London Cycling Design Standards and best practice examples across the industry	Sustainability	Estates and Facilities – Space, Property, Capital Projects	All	<£1k	S, En	Medium	High	Q1 2024/25
12	Expand provision of active travel facilities at all of our acute sites and at least four community sites under Trust ownership by 2026, to make cycling a simple choice for anyone who wishes to cycle to work or for an appointment	Ensure staff have access to showers and changing facilities, and promote locations on the staff intranet	Estates and Facilities - Space	Sustainability, Comms, Wayfinding	All	None/negligible	S, En	Medium	Medium	Q1 2025/26

Action plan Cycling

Action number	Target	Action	Owner	Delivery partner	Site(s)	Cost	Benefit	Deliverability	Impact	Timescale
13	Expand provision of active travel facilities at all of our acute sites and at least four community sites under Trust ownership by 2026, to make cycling a simple choice for anyone who wishes to cycle to work or for an appointment	Invest in cycle parking and supporting infrastructure such as showers and lockers at our acute and community sites where necessary	Sustainability	Estates and Facilities - Space, Capital Projects	All	£50-100K	S, En	Medium	High	Q1 2025/26
14	Expand provision of active travel facilities at all of our acute sites and at least four community sites under Trust ownership by 2026, to make cycling a simple choice for anyone who wishes to cycle to work or for an appointment	Carry out at least annual cycle parking capacity audits, aiming for at least 20% spare capacity on average. Where demand regularly outstrips supply, build strategic cases for additional provision	Sustainability	Security, Estates and Facilities - Space	All acute, selected community sites	None/negligible	S, En	Medium	High	Q1 2025/26
15	Ensure that at least 10% of all journeys between Trust sites are cycled by 2027, monitored through bike share data and annual staff travel surveys.	Support Trust staff who want to cycle more through a Cycle Buddies scheme	Sustainability	Staff Health and Wellbeing, internal networks, external organisations	All	£5K	S, En	Medium	High	Q4 2023/24

Action plan Cycling

Action number	Target	Action	Owner	Delivery partner	Site(s)	Cost	Benefit	Deliverability	Impact	Timescale
16	Ensure that at least 10% of all journeys between Trust sites are cycled by 2027, monitored through bike share data and annual staff travel surveys	Showcase the cycle routes between the two main hospital sites with led rides, using bike share options if and when necessary	Sustainability	Internal networks, Staff Health and Wellbeing, external organisations	Guy's, St Thomas' / Evelina	<£1K	S, En	Medium	High	Q1 2024/25
17	Ensure that at least 10% of all journeys between Trust sites are cycled by 2027, monitored through bike share data and annual staff travel surveys	Monitor Trust signups to bike share providers, and provide annual reports on miles cycled by Trust staff	Sustainability	TfL, external bike share operators	All	None/negligible	S, En	Medium	High	Ongoing
18	Ensure that at least 10% of all journeys between Trust sites are cycled by 2027, monitored through bike share data and annual staff travel surveys	Monitor usage of the staff shuttle bus between Guy's and St Thomas' and promote active travel alternatives for staff	Patient Transport, Sustainability	Comms, internal networks, Staff Health and Wellbeing	Guy's, St Thomas', Evelina	<£1K	Ec, S, En	Medium	Medium	Q1 2024/25

Action plan Cycling

Action number	Target	Action	Owner	Delivery partner	Site(s)	Cost	Benefit	Deliverability	Impact	Timescale
19	Provide e-bikes for community-based staff at a minimum of 4 locations to carry out their home visits, and train at least 50 staff at Bikeability Level 3, by 2024	Identify teams for e-bike uptake based on highest potential for modal shift, i.e. replacing low mileage vehicles, minimum requirements for carrying equipment, small/ medium visit catchment areas	Sustainability	Clinical groups, Estates and Facilities -Community	Community sites	Low	Ec, S, En	Medium	High	Q3 2023/24
20	Provide e-bikes for community-based staff at a minimum of 4 locations to carry out their home visits, and train at least 50 staff at Bikeability Level 3, by 2024	Secure funding for e-bike infrastructure through a business case, or external grant funding if required	Sustainability	Estates and Facilities - Community, clinical groups	Community sites	£50 – 100K	Ec, S, En	Medium	High	Q3 2024/25
21	Expand provision of active travel facilities at all of our acute sites and at least four community sites under Trust ownership by 2026, to make cycling a simple choice for anyone who wishes to cycle to work or for an appointment.	Provide Dr Bike sessions at all acute sites and for staff at the largest Trust-owned community sites	Sustainability	Guy's and St Thomas' Charity, Staff Health and Wellbeing, external providers	Acute, selected community sites	£1-10K	S, En	Medium	High	Q2 2024/25

Action plan Cycling

Action number	Target	Action	Owner	Delivery partner	Site(s)	Cost	Benefit	Deliverability	Impact	Timescale
22	Expand provision of active travel facilities at all of our acute sites and at least four community sites under Trust ownership by 2026, to make cycling a simple choice for anyone who wishes to cycle to work or for an appointment	Investigate automatic access to all secure on-site cycle parking cages as part of the new staff induction process	Security	Sustainability	Acute	None/negligible	Ec, S, En	Medium	Medium	Q2 2023/24
23	Expand provision of active travel facilities at all of our acute sites and at least four community sites under Trust ownership by 2026, to make cycling a simple choice for anyone who wishes to cycle to work or for an appointment	Lobby TfL and local authorities for better on-street provision of safe cycling infrastructure and public cycle parking within easy reach of our sites	Sustainability	Local authorities, TfL	All	None/negligible	S, En	Medium	High	Q4 2025/26

Action plan



Public transport

Action number	Target	Action	Owner	Delivery partner	Site(s)	Cost	Benefit	Deliverability	Impact	Timescale
24	Ensure that at least 70% of all journeys between Trust sites are made by public transport by 2027	Simplify the expenses claim process for public transport	Sustainability	Workforce, Finance, Payroll	All	None/negligible	Ec, En	Medium	Medium	Q1 2024/25
25	Ensure that at least 70% of all journeys between Trust sites are made by public transport by 2027	Monitor the volume of claims and promote the local public transport options between our sites	Sustainability	Payroll, Comms	All	None/negligible	Ec, En	Medium	Medium	Q4 2023/24
26	Ensure that at least 70% of all journeys between Trust sites are made by public transport by 2027	Investigate real-time public transport displays at key locations within our acute sites	Sustainability	Estates and Facilities -Space, DT&I, EDandI, Patient Experience	Acute	£1-10K	S, En	Medium	Medium	Q2 2024/25
27	At least 80% of all journeys to work in Zones 1 and 2 will be made by public transport either in part or in full by 2027.	Continue monitoring public transport mode share through annual staff surveys and expenses claims	Sustainability	Payroll, Travel agency, Comms	All	<£1K	Ec, En	Medium	Low	Q4 2026/27

Action plan



Public transport

Action number	Target	Action	Owner	Delivery partner	Site(s)	Cost	Benefit	Deliverability	Impact	Timescale
28	At least 80% of all journeys to work in Zones 1 and 2 will be made by public transport either in part or in full by 2027	Lobby TfL and other local transport providers for greater public transport incentives for NHS staff	Sustainability, South East London ICS	TfL, local transport providers	All	None/negligible	Ec, En	Low	High	Q4 2025/26
29	At least 80% of all journeys to work in Zones 1 and 2 will be made by public transport either in part or in full by 2027	Access for route planning apps to be made available on Trust mobile devices	DT&I	Sustainability, Comms	All	None/negligible	S, En	Medium	Medium	Q1 2024/25
30	Lobby for better public transport connections to our sites with the lowest PTAL levels and/or the highest car use by 2027	Lobby TfL and other local bus operators for additional bus routes serving Harefield Hospital from nearby transport hubs e.g. West Ruislip, Denham, Northwood Uxbridge stations	Sustainability	TfL, LB Hillingdon	Harefield Hospital	None/negligible	Ec, S, En	Low	Medium	Q1 2026/27

Action plan Motor vehicles

Action number	Target	Action	Owner	Delivery partner	Site(s)	Cost	Benefit	Deliverability	Impact	Timescale
31	Achieve a year-on-year reduction in staff private car use by 2027	Draft a Trust Parking Policy that disincentivises non-essential car use, focusing on sites with the highest Public Transport Accessibility Levels and high-quality active travel infrastructure	Sustainability	Estates and Facilities – Space, Security, Policy Improvement	All	<£1K	Ec, S, En	Medium	High	Q1 2024/25
32	Introduce progressive parking charges to suppress demand for driving, based on different fuel types, availability of nearby sustainable travel alternatives and sites with high levels of single-occupancy car use, by 2026	Carry out parking surveys at all acute sites and community sites, prioritising those with the highest PTAL ratings	Sustainability, Security	Estates and Facilities – Space, Property	Acute, selected community sites	<£1K	S, En	Medium	Medium	Q4 2023/24

Action plan Motor vehicles

Action number	Target	Action	Owner	Delivery partner	Site(s)	Cost	Benefit	Deliverability	Impact	Timescale
33	Introduce progressive parking charges to suppress demand for driving, based on different fuel types, availability of nearby sustainable travel alternatives and sites with high levels of single-occupancy car use, by 2026.	Prioritise staff parking spaces based on accessibility need, vehicle emissions and car-sharing, carrying out at least annual audits of parking spaces	Sustainability, Security	Estates and Facilities – Space	All	£1-10K	S, En	Medium	High	Q4 2024/25
34	Encourage shared mobility and lift-sharing options for staff, prioritising journeys to, from or between sites with the lowest PTAL levels by 2025	Work with local authorities and car club and lift-share providers to encourage more shared car journeys	Sustainability	Local authorities, car club and lift-share providers	All – Community sites, Harefield Hospital in particular	<£1K	Ec, S, En	Medium	High	Q3 2025/26
35	Encourage shared mobility and lift-sharing options for staff, prioritising journeys to, from or between sites with the lowest PTAL levels by 2025	Investigate running a shuttle bus service between Harefield Hospital and key public transport hubs	Sustainability	Trust Transport, TfL	Harefield Hospital	£50-100K	S, En	Medium	Medium	Q3 2025/26

Action plan Motor vehicles

Action number	Target	Action	Owner	Delivery partner	Site(s)	Cost	Benefit	Deliverability	Impact	Timescale
36	Achieve a year-on-year reduction in Trust parking bays by 2027, and repurpose with active or sustainable alternatives where possible	Remove on-site parking incrementally to reduce driving demand, and where possible, replace with infrastructure that encourages sustainable or active modes such as EV charging, cycle parking, parklets, rain gardens	Sustainability	Local authorities, Estates and Facilities – Space, Community, Security	All	£50-100k	S, En	Medium	High	Q1 2026/27
37	Achieve a year-on-year reduction in Trust parking bays by 2027, and repurpose with active or sustainable alternatives where possible	Produce and implement the Section 106 parking scheme at Harefield Hospital	Sustainability, consultant support	Estates and Facilities – Space, Security	Harefield Hospital	£50-100k	Ec	Low	Medium	Q4 2024/25

Action plan Flights

Action number	Target	Action	Owner	Delivery partner	Site(s)	Cost	Benefit	Deliverability	Impact	Timescale
38	Ensure that rail travel is the default mode for all domestic mainland business journeys that cannot be done virtually by 2024.	Analyse domestic mainland flights based on business need	Sustainability	Travel agency, Payroll, Workforce	All	None/negligible	En	Medium	High	Q3 2023/24
39	Achieve a year-on-year reduction in overall business airmiles by 2027.	Analyse flight booking data and develop a further understanding into the Trust's overseas operations	Sustainability	Travel agency, clinical and non-clinical groups	All	None/negligible	En	High	Medium	Q4 2023/24
40	Achieve a year-on-year reduction in overall business airmiles by 2027	Determine which of the Trust's overseas operations, such as conferences, could be attended virtually and engage with departments with the highest carbon footprint from air travel	Sustainability	Travel agency, clinical and non-clinical groups	All	None/negligible	Ec, En	High	High	Q4 2023/24
41	Ensure that rail travel is the default mode for all domestic mainland business journeys that cannot be done virtually by 2024.	Develop a business case for incentivising rail travel through a Sustainable Business Travel Policy	Sustainability	Payroll, Policy Improvement, Workforce	All	<£1K	En	Medium	High	Q1 2024/25

Action plan



General/cross-cutting

Action number	Target	Action	Owner	Delivery partner	Site(s)	Cost	Benefit	Deliverability	Impact	Timescale
42	Key principle: We should be open to new, flexible approaches to delivering the actions and seek guidance and best practice examples from elsewhere	At least bi-annual review of actions against new developments in sustainable travel	Sustainability	Partners as outlined above	All	None/negligible	Ec, S, En	High	High	Q4 2026/27
43	Key principle: we will ensure that the needs of our most vulnerable patients, visitors and staff are met first	Provide Trust responses to consultations in support of active travel and public transport schemes	Sustainability	Comms	All	None/negligible	S, En	Medium	Low	Q4 2026/27
44	Key principle: our targets will be data-led	Ensure the Sustainability team is equipped with software to facilitate meaningful and insightful data management and visualisation	Sustainability	Estates and Facilities – Quality and Improvement, DT&I	All	<£1k	Ec, S, En	High	High	Q3 2023/24

Action plan



General/cross-cutting

Action number	Target	Action	Owner	Delivery partner	Site(s)	Cost	Benefit	Deliverability	Impact	Timescale
45	Key principle: We will adopt a bottom-up approach to developing and delivering the actions through existing and new networks (Green Travel Network)	Create a staff Green Travel Network, to help support the delivery of key initiatives outlined in this Action Plan	Sustainability	Internal networks	All	<£1k	S, En	Medium	High	Q1 2024/25
46	Key principle: We will use targeted engagement and comms to spread the right messages to the right audiences about the information within, and targets and actions arising from, the Green Travel Plan	Ensure that all future Trust comms regarding travel for staff, patients and visitors follows the travel hierarchy, promoting the least- to most-carbon intensive forms of travel in that order	Comms	Sustainability	All	<1k	S, En	Low	High	Q4 2026/27
47	Key principle: we will ensure that the needs of our most vulnerable patients, visitors and staff are met first	Prepare Equalities Impact Assessments for schemes and initiatives to ensure that protected characteristics are given due consideration	Sustainability	ED&I	All	None/ negligible	S	Medium	High	Q4 2023/24

Action plan

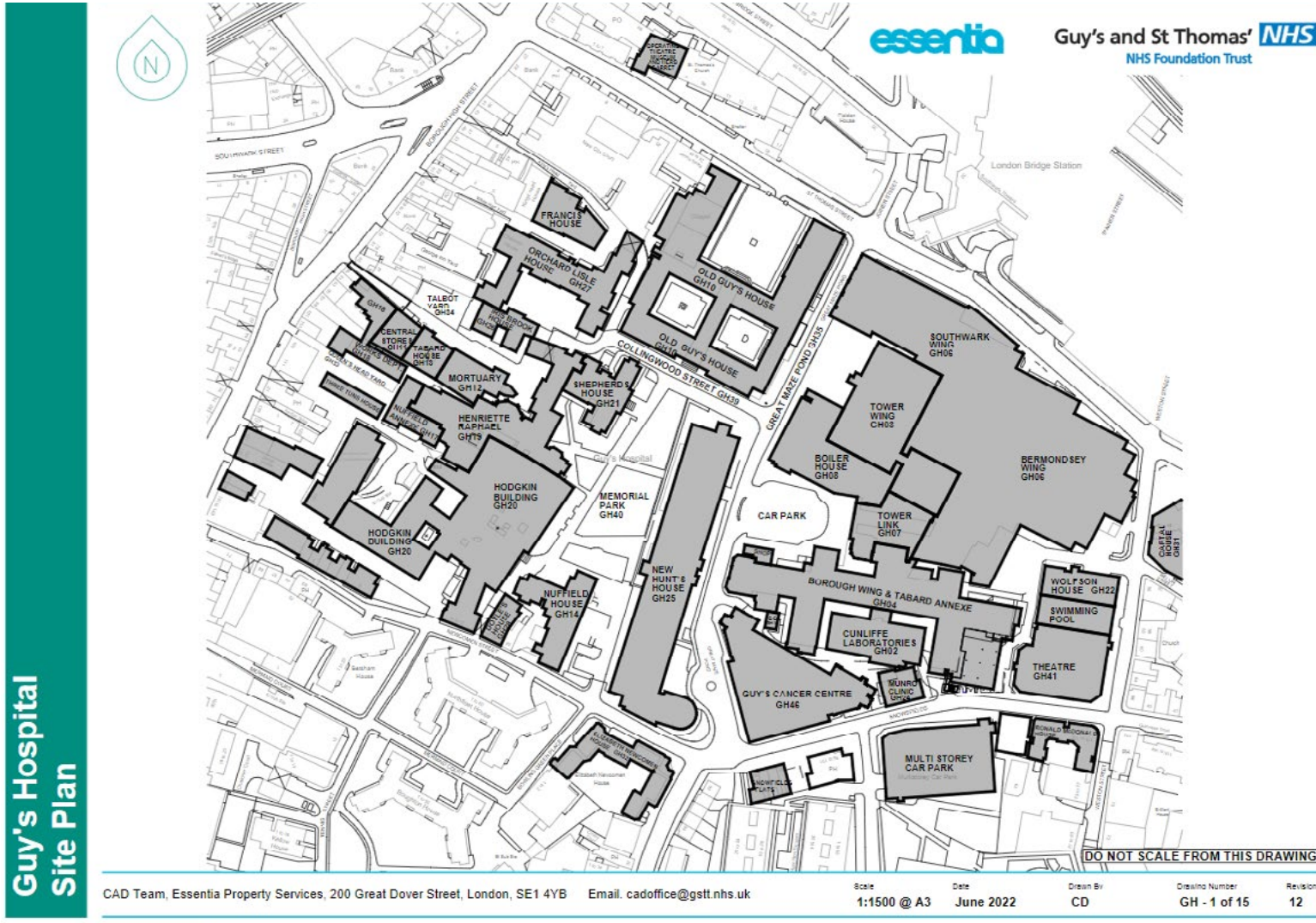


General/cross-cutting

Action number	Target	Action	Owner	Delivery partner	Site(s)	Cost	Benefit	Deliverability	Impact	Timescale
48	Staff travel surveys will be conducted each year, with a target of increased response rates each year with at least a 10% response rate by 2027	Review methodology of 2023 staff travel survey to highlight areas for targeted engagement in future surveys	Sustainability, comms	Clinical groups, internal networks	All	None/negligible	S, En	Medium	Medium	Q3 2023/24
49	Patient and visitor travel surveys will also be carried out each year, with an aim to reach at least 75% of community sites in addition to all of our acute sites by 2027.	Review methodology of 2022 patient and visitor travel survey, identifying the patient-facing areas with the highest footfall at acute sites and community sites	Sustainability, comms	Clinical groups, patient experience, internal networks	All	None/negligible	S, En	Medium	Medium	Q3 2023/24

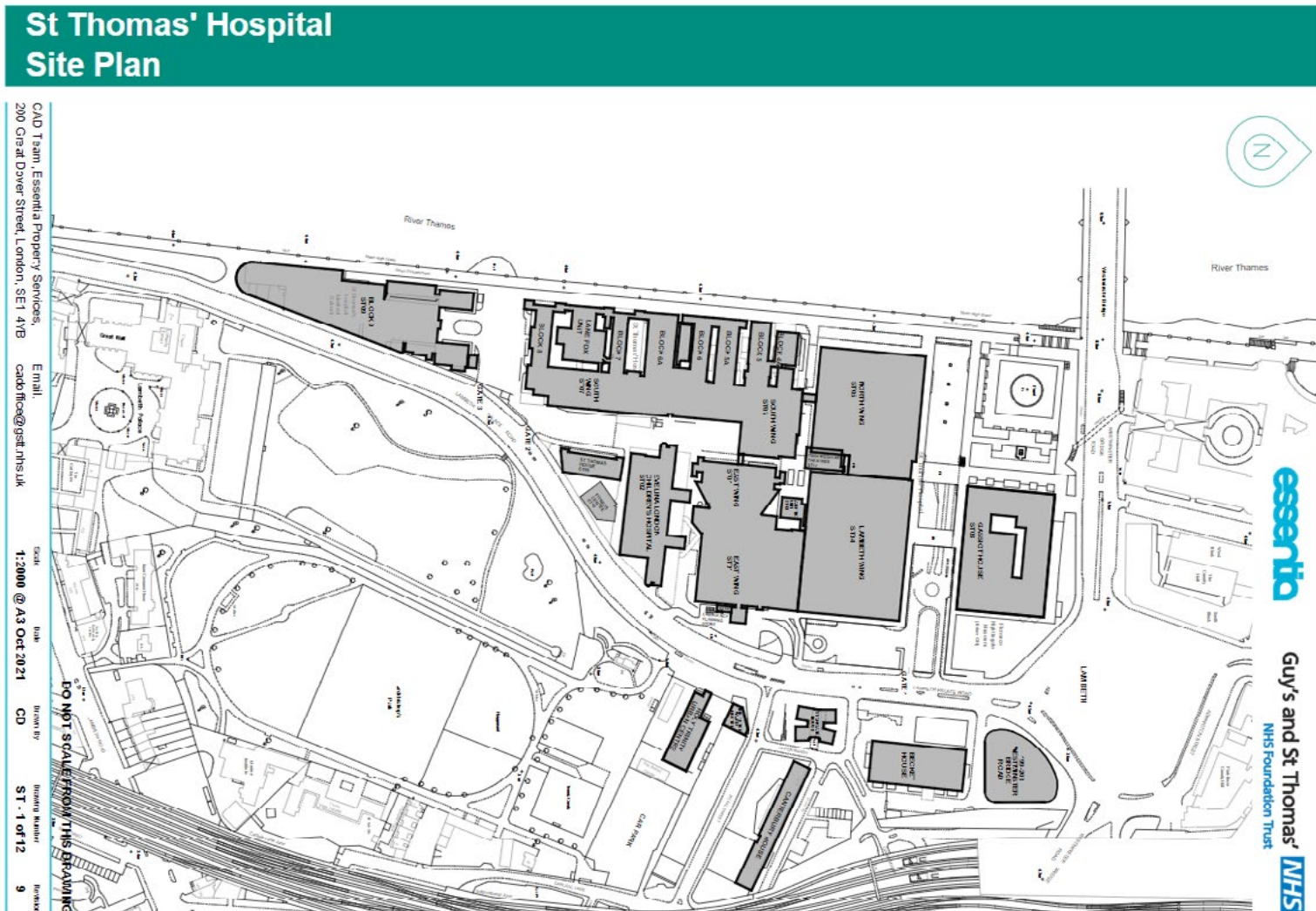
Appendices

Appendix 1: Guy's Hospital site plan

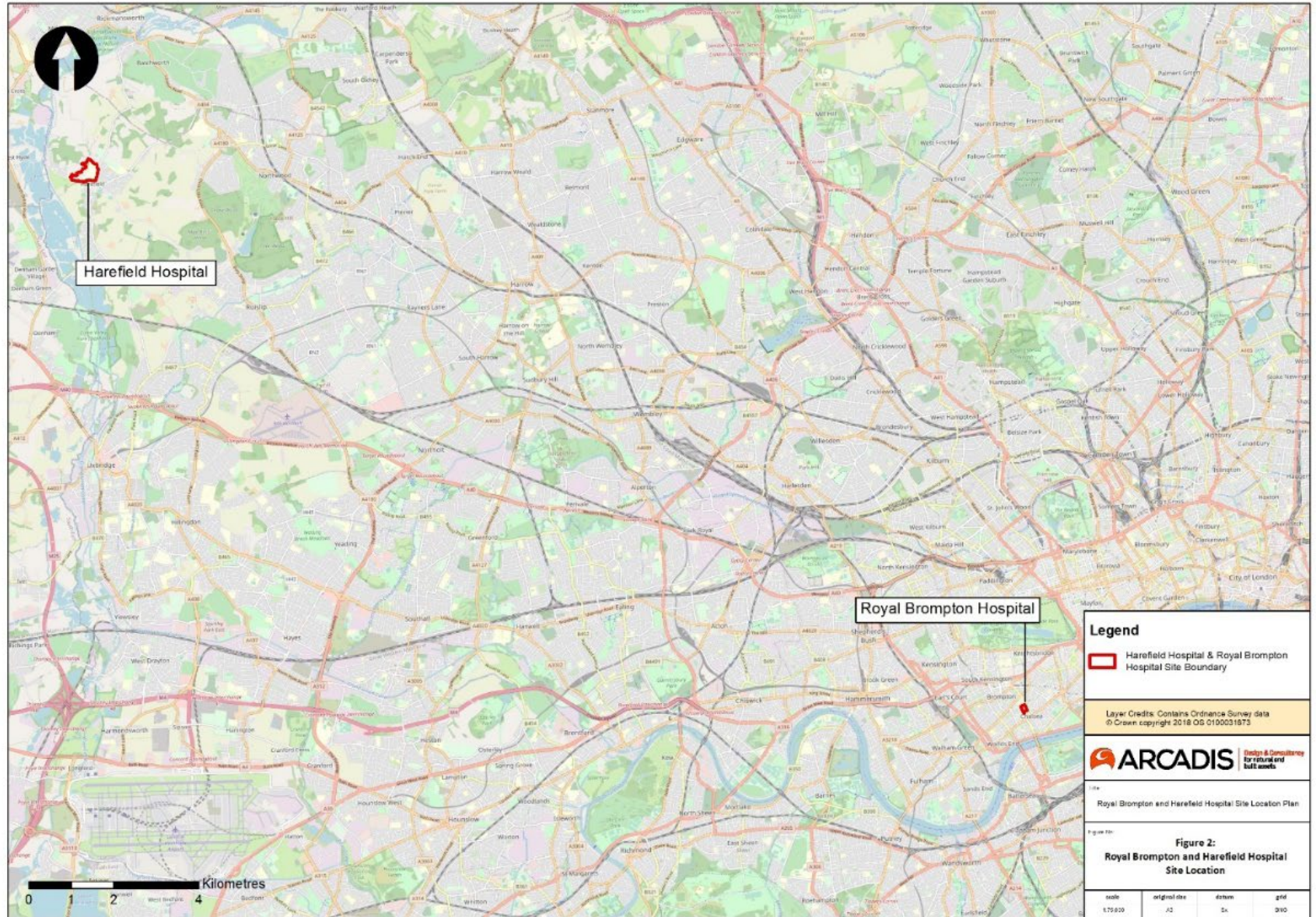


Guy's Hospital Site Plan

Appendix 2: St Thomas' Hospital and Evelina London Children's Hospital site plan



Appendix 3:
Royal Brompton and
Harefield Hospitals
site location plan



Appendix 4: Walking and cycling routes between Guy’s and St Thomas’ Hospital sites

Walking and Cycling - St Thomas’ to Guy’s



Walking directions

- 1 2 mins**
Cross Lambeth Palace Road opposite A&E and head straight between Becket House and Stangate House
- 2 7 mins**
Walk under the railway bridge and straight along Lower Marsh
- 3 12 mins**
Continue straight down The Cut (past the Old Vic) and down Union Street
- 4 4 mins**
Cross Borough High Street and continue straight along Newcomen Street, past Nuffield House
- 5**
Guy's is on your left!

Santander bike locations

- A** Archbishop's Park
- C** Lower Marsh
- E** Swan Street
- G** Long lane
- I** Lambeth Palace Road
- D** Borough High Street
- F** Empire Square
- H** Southwark Street

3,000 steps



Counting towards the NHS recommendation of 10,000 steps per day.

25 minutes



It's often quicker than the staff shuttle bus - especially at peak times.

100 calories



That's one glass of red or white wine - or a chocolate digestive.

Walking and Cycling - Guy's to St Thomas'



3,000 steps



Counting towards the NHS recommendation of 10,000 steps per day.

25 minutes



It's often quicker than the staff shuttle bus - especially at peak times.

100 calories



That's one glass of red or white wine - or a chocolate digestive.

Walking directions

- 1** 4 mins
Walk straight along Newcomen Street, past Nuffield House and across Borough High Street
- 2** 12 mins
Continue straight down Union Street and down The Cut (past the Old Vic)
- 3** 7 mins
Walk straight along Lower Marsh and under the railway bridge
- 4** 2 mins
Head straight between Becket House and Stangate House and cross Lambeth Palace Road opposite A&E
- 5**
St Thomas' is straight ahead!

Santander bike locations

- A** Archbishop's Park
- C** Lower Marsh
- E** Swan Street
- B** Long lane
- F** Lambeth Palace Road
- D** Borough High Street
- F** Empire Square
- H** Southwark Street

Appendix 5: Staff travel survey engagement materials – poster and flyer





Help us shape our Green Travel Plan

We're asking staff like Sunday to share how you travel and help us develop a Green Travel Plan.



The plan, part of delivering sustainable healthcare, will enable us to increase active and environmentally-friendly travel options to and from our sites, and ultimately reduce transport emissions.


Please tell us how you travel by completing our survey which closes on 15 February:

- Visit: www.surveymonkey.co.uk/r/893BXNT
- Scan this QR code using your smartphone camera to open the survey:



STAFF SURVEY

Step up to our green travel survey



At Guy's and St Thomas' NHS Foundation Trust, we're developing a new Green Travel Plan and we need your help!

The plan, part of delivering sustainable healthcare, will enable us to provide facilities to increase active travel to and from our sites, and ultimately reduce transport emissions.

We'd like to know how you travel to, from and at work, and what would encourage you to travel sustainably. For instance, would you like more bike storage, walking groups, better cycle lanes, improved public transport or something else?





Please tell us how you travel by completing our survey which closes on 15 February:

www.surveymonkey.co.uk/r/893BXNT


Appendix 6: Patient and visitor travel survey engagement materials

Green Travel Plan

- Patient and visitor survey: Completion rates with comms and engagement activity
- Launched Monday 14 November 2022: <https://www.surveymonkey.co.uk/r/JWVX2GP>
- 34 responses following day one of launch (Tuesday 15 Nov 2022):
- Promoted via eGiST which was emailed on 14 November to around 2,000 subscribers, 2,500 Foundation Trust members and all Trust staff:

OPEN	Green Travel Plan: Patient and visitor survey Created: 11/07/2022 Modified: 11/15/2022	34 Responses	100% Completion rate	3 mins Typical time spent	⋮ Options
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Have your say



Tell us how you travel

We're asking patients and visitors to take part in a short travel survey to help shape our new Green Travel Plan.

At Guy's and St Thomas', we want to reach net zero carbon emissions from our own vehicles, and see significant reductions in emissions from patient, visitor and staff travel by 2031.

Our Green Travel Plan, due to launch in spring 2023, will set out how we will ensure facilities are in place to increase active, sustainable modes of travel including walking, cycling and scooters to and from our hospitals and community sites. [Please complete our short travel survey](#) before it closes on Sunday 11 December.

Share email | Subscribe | Visit website

NHS
Guy's and St Thomas'
NHS Foundation Trust

eGiST
News from our hospitals and community services

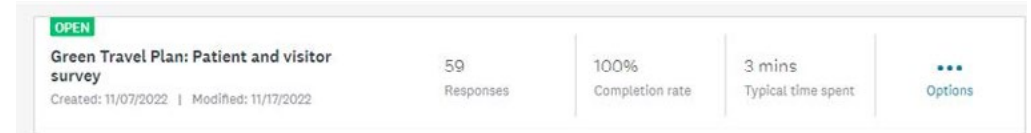
November 2022

- Promoted on Guy's and St Thomas' Twitter Thursday 17 November 2022:

<https://twitter.com/GSTTnhs/status/1593196871660756992>

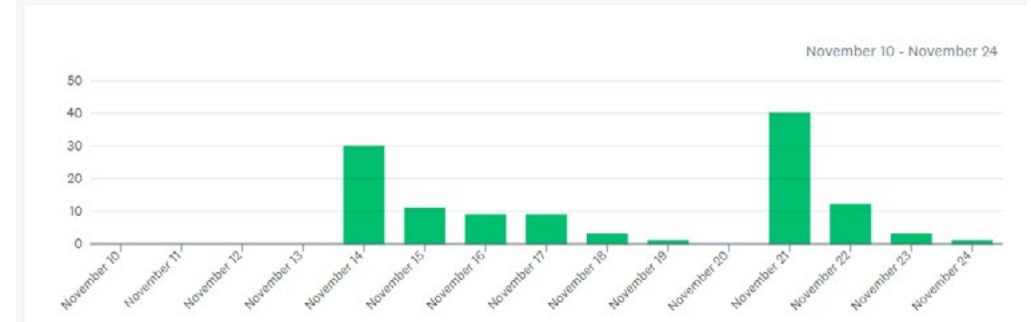


- 59 responses on day five of the survey, Friday 18 Nov:

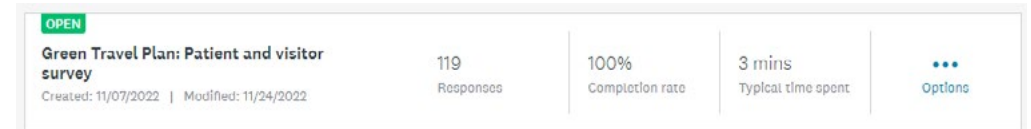


First face-to-face engagement event, Guy's Hospital Monday 21 Nov, with St Thomas' on Tuesday 22 Nov:

Responses Volume



119 responses Thursday 24 Nov:



Promoted on Twitter Monday 5 Dec:
<https://twitter.com/GSTTnhs/status/1599746444277096449>

Guy's and St Thomas' @GSTTnhs · 2h
 It's December and only 20 sleeps to go until the big day! Please help us celebrate a #GreenChristmas by taking part in our short travel survey.

→ surveymonkey.co.uk/r/JWVX2GP (closes Sunday 11 December)

#GreenerNHS

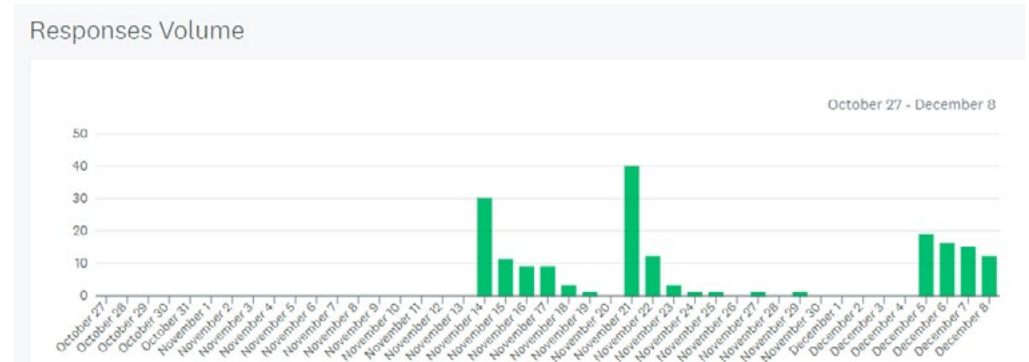
Greener NHS and 6 others

2 4

184 responses Friday 9 December:


OPEN	Green Travel Plan: Patient and visitor survey	184 Responses	100% Completion rate	3 mins Typical time spent	Options
	Created: 11/07/2022 Modified: 12/06/2022				


Impact of face-to-face engagement work at Community sites and Twitter post:



Promoted on Twitter Friday 9 Dec:
<https://twitter.com/GSTTnhs/status/1601213549832871936>

Tweets Tweets & replies Media Likes

 **Guy's and St Thomas'** @GSTTnhs · 29m
Dreaming of a #GreenChristmas? You can help make it happen by taking part in our Green Travel Plan survey. You've got until 11 December to have your say.
surveymonkey.co.uk/r/JWVX2GP









ALT

Evelina London and 6 others

1 2

Total 187 responses, closed survey 9am Monday 12 December

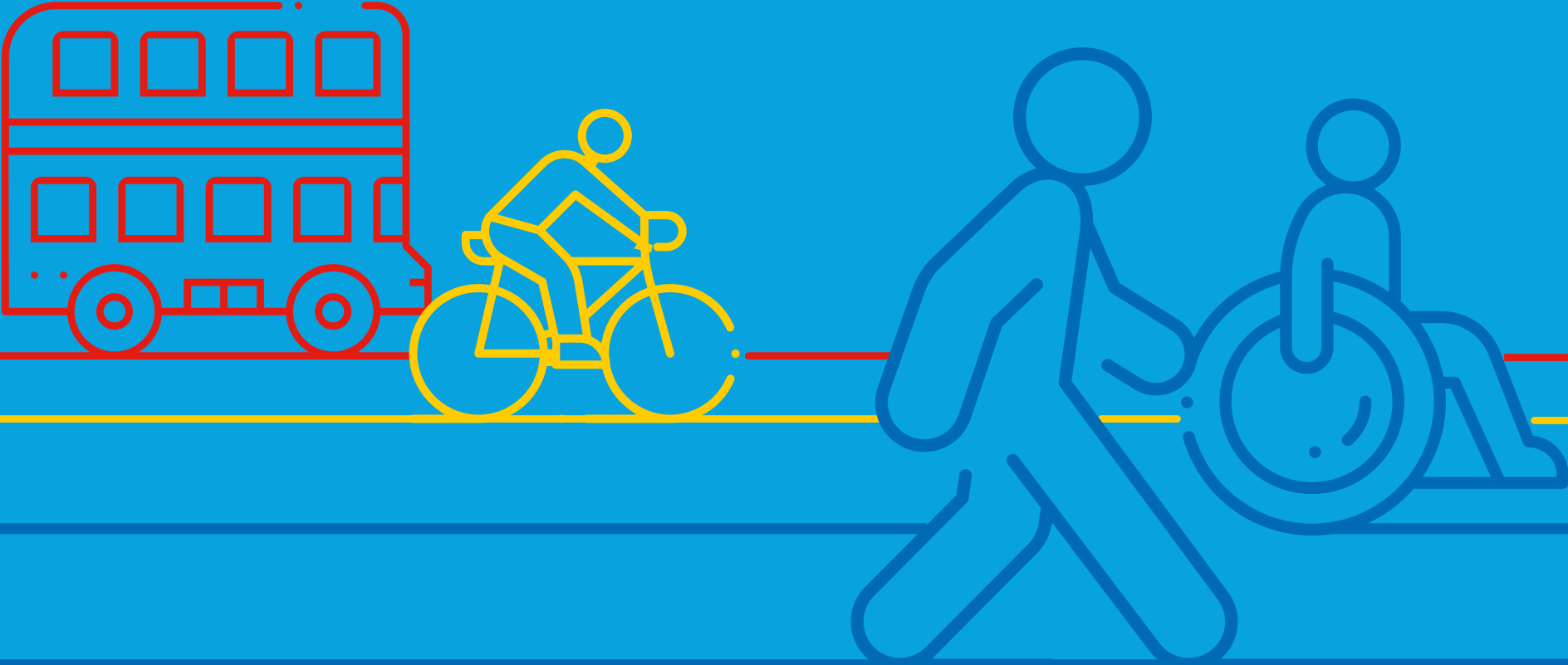
Insights

TOTAL RESPONSES 187	COMPLETION RATE ? 100%	TYPICAL TIME SPENT ? 3m:5s	MOST-SKIPPED QUESTION ? Q6 -We want to reduce carbon emissions from all forms of travel and transport to and from our hospitals ... Skipped:25
Is this useful?  	Is this useful?  	Is this useful?  	

For more information about our commitment to sustainability, email sustainability@gstt.nhs.uk

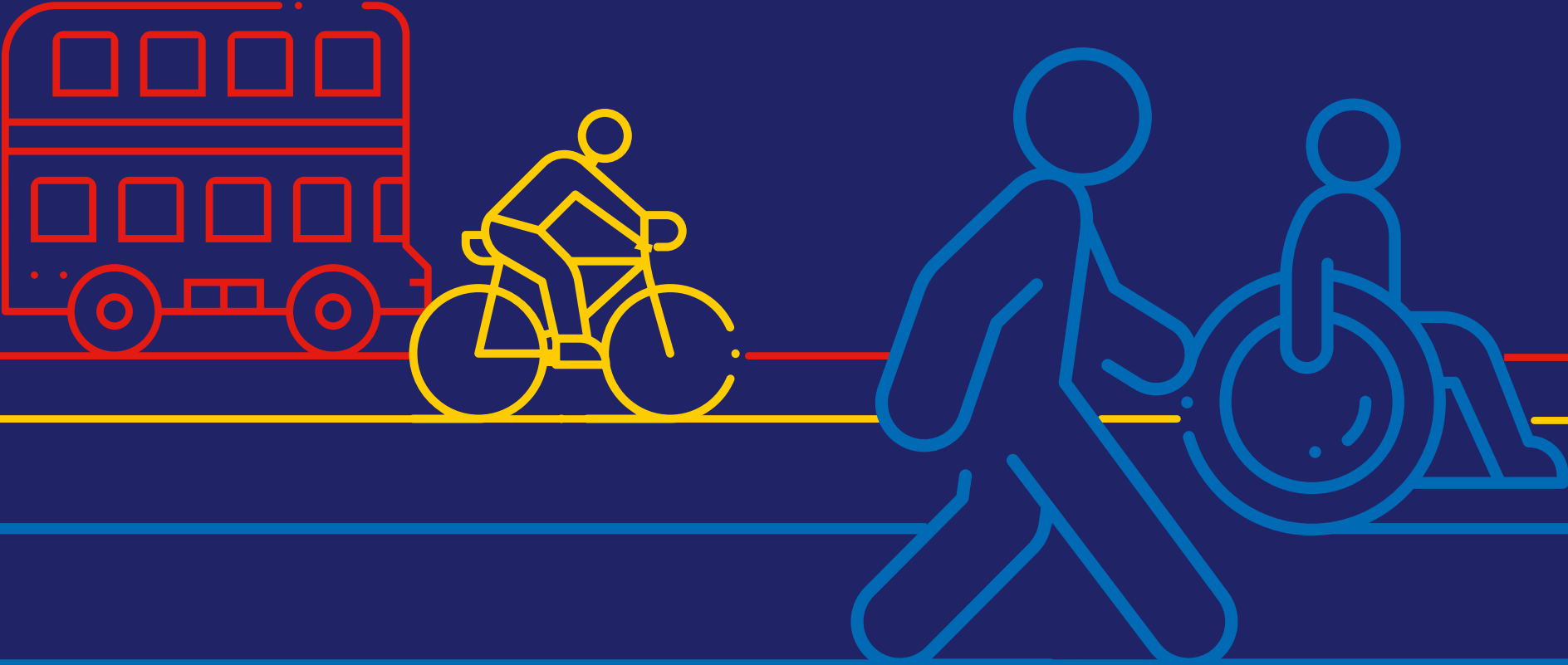
Guy's and St Thomas' NHS Foundation Trust

Green Travel Plan 2023-27



Guy's and St Thomas' NHS Foundation Trust

Green Travel Plan 2023-27



Key principles

To ensure we can deliver meaningful change, we will establish the following key principles:

- 1 Our targets will be SMART – specific, measurable, achievable, realistic, time-bound.
- 2 Our initiatives will be led by data.
- 3 Our initiatives will contain an analysis of carbon reduction wherever possible.
- 4 We will ensure that the needs of our most vulnerable staff, patients and visitors are met first.
- 5 We will adopt a bottom-up approach to developing and delivering the actions through existing and new networks (Green Travel Network).
- 6 We should be open to new, flexible approaches to delivering the actions and seek guidance and best practice examples from elsewhere
- 7 We will use targeted engagement and comms to spread the right messages to the right audiences about the information within, and targets and actions arising from, the Green Travel Plan.