Community Hospital Review Travel Analysis

1. Introduction to Travel Analysis

- The goal is to assess the travel implications for patients, families, friends, carers and workforce under the proposed options.
- Key focus areas include travel time, public transportation options, and accessibility for central, northern, and southern South Warwickshire residents.

The document summarises any travel implications for patients, families, friends, carers and workforce as a result of changing the location or service offer as part of the Community Hospital (CH) review.

This analysis should be regarded within the context of the wider EIA for the Community Hospital Review.

Between June and September 2024, two viable options were identified for the future locations of 35 community hospital beds following SWFTs comprehensive strategic review of bed provision between 2019 and 2023:

A. Provide 35 community beds across three sites: EBH, Stratford Hospital and Leamington Spa Rehabilitation Hospital and continue to improve our care at home provision
B. Provide 35 community beds across two sites: Stratford Hospital and Leamington Spa Rehabilitation Hospital and continue to improve our care at home provision

NHS Coventry and Warwickshire Integrated Care Board (ICB) is seeking to determine the future geographical locations of the 35 community hospital rehabilitation beds in South Warwickshire and will be going out to public consultation in 2025 regarding the two options.

The proposed changes resulting from either of the 2 proposed options relate to the proposed permanent change in geographical location, redistribution of the 35 beds and further refinement of the clinical model relating to access criteria and are intended to enhance service delivery without compromising patient care.

As this is not a new service, it is essential that the reconfiguration maintains or improves the existing standards and outcomes. The focus remains on ensuring that patients continue to receive high-quality care, with any changes aimed at further optimising the service to meet evolving needs while safeguarding performance and quality.

Key points to note:

- SWFT arrange the transfer of patients from acute care beds to community rehabilitation beds
- Discharge planning includes discussions re transport arrangements for patients to their place of discharge. If the patient has no way of getting to their place of discharge then an ambulance will be arranged and overseen by Patient Transport Services (PTS).
- SHAPE data provided is based on week day morning travel.
- SHAPE data is 18-months out of date.
- Rome to Rio exercise has also been applied to assess accuracy of SHAPE timings.

To ensure that the proposed changes are feasible, sustainable, and aligned with our strategic goals, we have applied a set of hurdle criteria within our impact framework. These criteria help assess each option's ability to meet the necessary standards for quality, accessibility, financial viability, and sustainability, ensuring that the proposed changes can be effectively delivered and maintained over time.

The key hurdle criteria include:

- Quality care for all
- Access to care for all
- Affordability and value for money
- Sustainability and deliverability

Each of these areas has been rigorously evaluated to guarantee that any changes will maintain high standards of care, ensure broad access, provide value for money, and be both sustainable and achievable. For the purpose of this analysis we will focus on *Access for All.*

2. How we define access to care for all

Definition: Ensuring equitable access to care for all patient groups, with a focus on geographical location and ease of access for rural and underserved populations.

Assessment Questions:

1. Does the option ensure equitable access to care for all populations, including rural areas?
2. Will it enhance or maintain access for underserved or vulnerable groups?
3. Are there potential challenges in reaching care due to geographical changes?

3. Current position

No of Beds: 35 Community Rehabilitation Beds in total.

Locations:

- Nicol Unit, Stratford, CV37 6NX (19 beds)
- Ellen Badger Hospital (EBH), Shipston on Stour, CV36 4AX (16 beds)

Post Jan'22

- Nicol Unit, Stratford, CV37 6NX (19 beds)
- Campion Ward, Leamington Spa Rehabilitation Hospital (16 beds relocated from EBH)

4. Current Travel Dynamics and Data

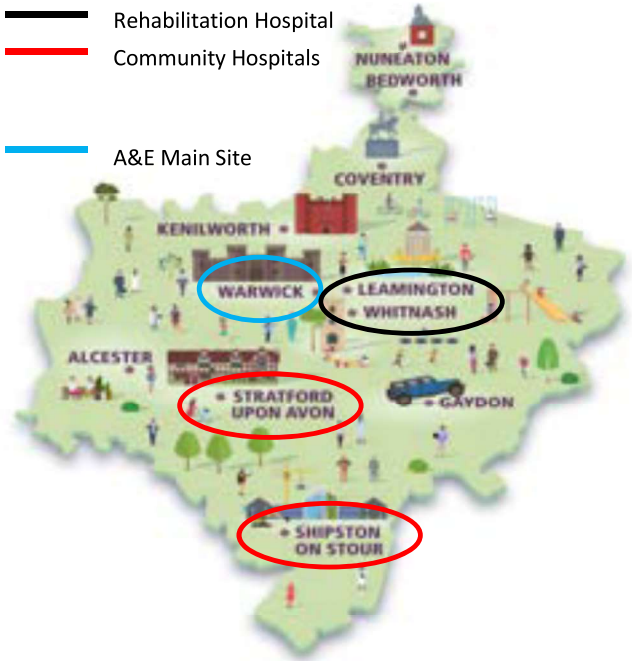

Figure 1 Map of Coventry and Warwickshire and hospital locations

- Currently, **87% of patients** are transferred from Warwick Hospital using Patient Transport Services (PTS), with additional support from Warwickshire Fire and Rescue's Hospital to Home service for discharges
- Annually, 500 patients from Warwick and Stratford-on-Avon use community beds for rehabilitation, a figure that has remained stable over the past five years, although there has been a slight upward change in admissions for the population to the North of South Warwickshire which has seen the age/sex, ethnicity and deprivation makeup of these admissions more closely

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match the overall demographics for South Warwickshire as a whole, previous to the change in bed location the proportions of people were less closely matched.

- From the 2018/19 baseline of circa 500 admissions a year activity has increased before stabilising at around 550 admissions per year. Growth has been seen mostly in postcodes to the centre and north of South Warwickshire. Activity from patients with a Shipston Postcode have remained mostly stable over the whole seven years from 2018/19 any reduction in episodes having occurred before the transfer to the use of the Campion beds.
- Overall there has been a change in the patients utilising the community beds over this period, mainly in the middle deprivation IMD deciles 5,6, and 7 and then in the top decile 10 (least deprived).
- Data from the past five years shows that 15-16% of patients using community beds were discharged to addresses in Shipston, Kineton, or Wellesbourne.
- Data is unavailable concerning how many visitors each patient receives, which transport option they chose or where they travelled from.

5. Travel Analysis

SHAPE Analysis Summary (see Enc A)

The SHAPE analysis provides insights into population distribution and travel accessibility by different modes (public transport and car) for the main hospital locations being considered.

1. **Population Density by Postcode**
    - A map of South Warwickshire highlights areas of population concentration, showing that the majority of the population resides in the central and northern parts of the region. This distribution emphasises the importance of locating community hospital beds in areas with higher accessibility for these populations to ensure equitable access for the majority of service users.

Figure 2 Population density by postcode

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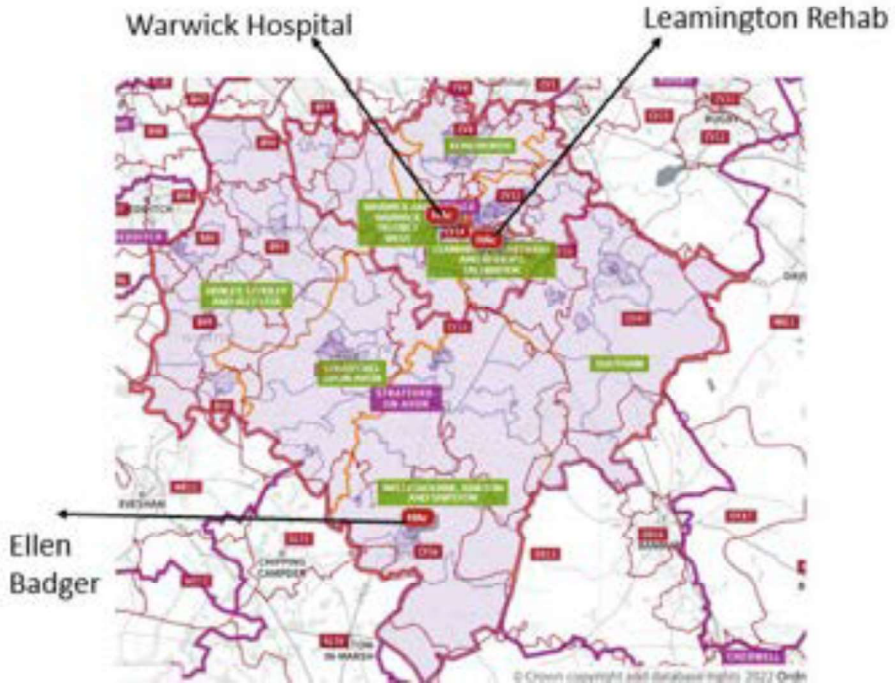


Values for LSOAs within the selected boundary are shown.

The colours represent the quintiles:

- 6,572.41 to 115,876 pop/km²: 10 areas
- 4,388.01 to 6,572.4 pop/km²: 26 areas
- 2,628.01 to 4,388 pop/km²: 33 areas
- 780.01 to 2,628 pop/km²: 32 areas
- 2 to 780 pop/km²: 64 areas

Data

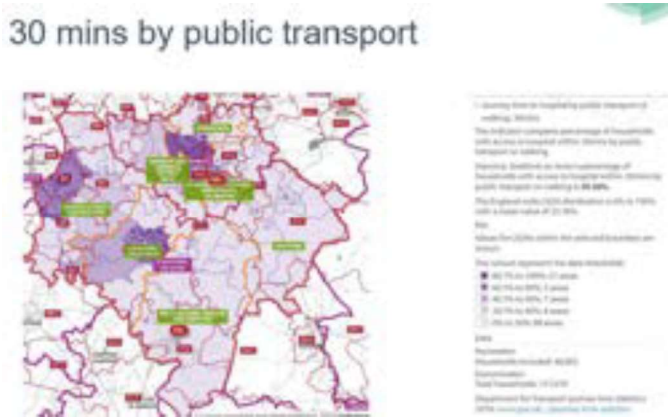
Numerator:
Estimated population: 289,741

Denominator:
Total area: 1,260.75 km²

Small Area Population Estimates for mid-year 2022
ONS: ons.gov.uk/.../populationestimates

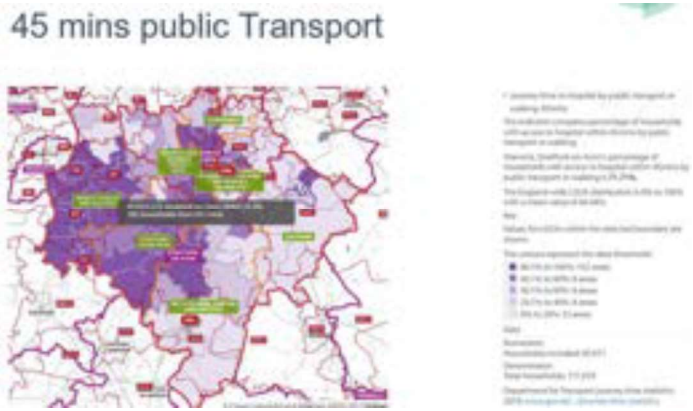
2. **Travel Analysis for Ellen Badger Hospital**
    - **Public Transport Access**:
        - Within 30 minutes: Limited accessibility by public transport within a 30-minute travel window, with most areas falling outside this range.

Figure 3 Travel to Ellen Badger Hospital: 30 mins by public transport



- Within 45 minutes: Moderate accessibility, although central and northern regions remain challenging to reach within this timeframe.

Figure 4 Travel to Ellen Badger Hospital: 45 mins by public transport

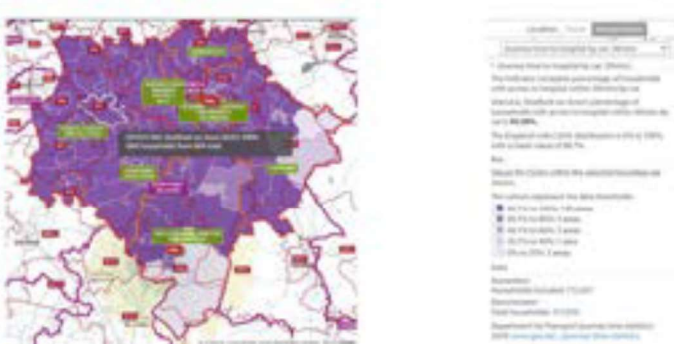


- Within 60 minutes: Wider reach, yet still excludes some northern and more distant central areas, indicating potential barriers for patients and families relying on public transport.

Figure 5 Travel to Ellen Badger Hospital: 60 mins by public transport

- **Car Access**:
  - Within 30 minutes: Limited accessibility for car users, primarily serving southern South Warwickshire.

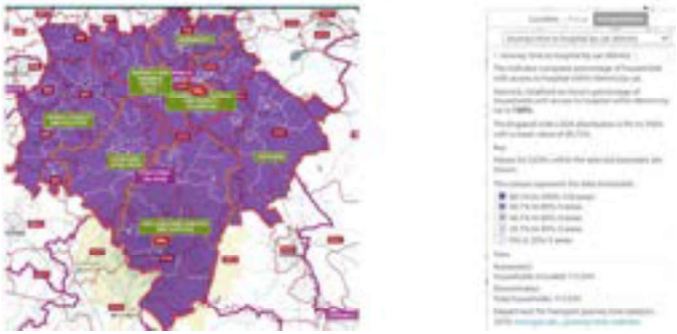
Figure 6 Travel to Ellen Badger Hospital: 30 mins by car



  - Within 45 and 60 minutes: Improved accessibility for car travel, though central and northern areas are more accessible only within the 60-minute range. This may impact accessibility for workforce and patient families coming from central and northern areas, especially for frequent visits.

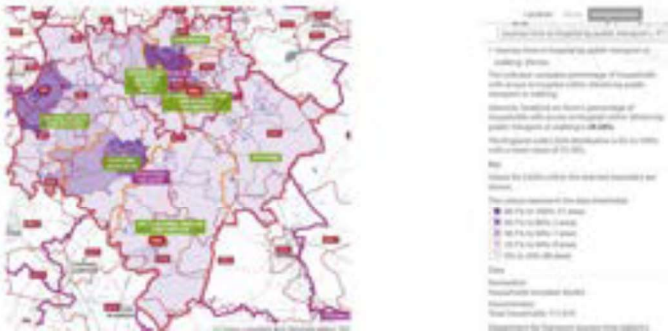
Figure 7 Travel to Ellen Badger Hospital: 45 mins by car

Figure 8 Travel to Ellen Badger Hospital: 60 mins by car



3. **Travel Analysis for Leamington Spa Rehabilitation Hospital**
    - **Public Transport Access**:
        - Within 30 minutes: Broad accessibility, especially from densely populated areas, providing strong public transport links for patients and staff.

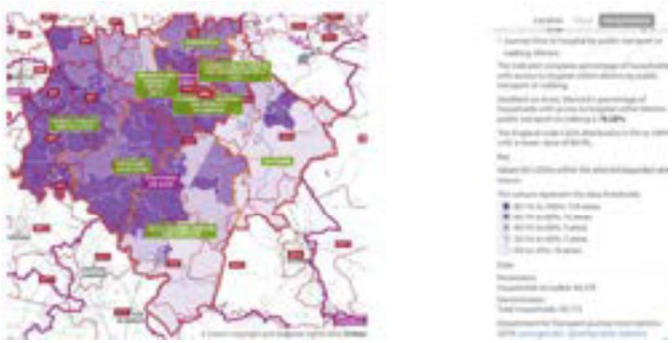
Figure 9 Travel to Leamington Spa: 30 mins by public transport



- Within 45 and 60 minutes: Extended reach to much of central and northern South Warwickshire, supporting accessibility by public transport for a larger catchment area.

Figure 10 Travel to Leamington Spa: 45 mins by public transport

Figure 11 Travel to Leamington Spa: 60 mins by public transport



- **Car Access**:
  - Within 30 minutes: Extensive coverage for central and northern South Warwickshire, including Leamington, Warwick, and parts of Stratford, making it a more centrally accessible option.

Figure 12 Travel to Leamington Spa: 30 mins by car

  - Within 45 and 60 minutes: Further access to most areas across South Warwickshire, supporting car-based accessibility well beyond the central population areas.

Figure 13 Travel to Leamington Spa: 45 mins by car

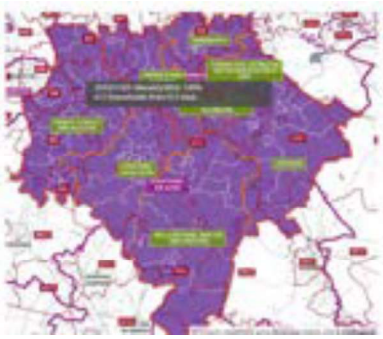
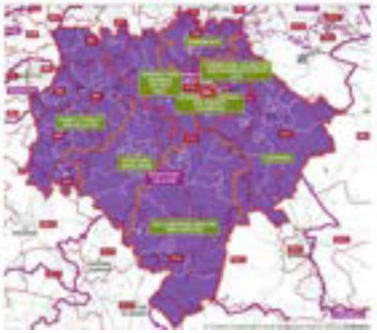


Figure 14 Travel to Leamington Spa: 60 mins by car



6. Comparative Summary of Options Using SHAPE Analysis Data

- **Option A: 35 Beds Across Three Sites (Ellen Badger, Leamington Spa, and Stratford)**:

        - Ellen Badger Hospital's limited access within 30 to 45 minutes by public transport and car for central/northern populations may create travel challenges, especially for those without private transportation. The rural location may increase travel times and reduce frequency of visits from family members and carers, potentially impacting patient experience and workforce reliability.
    - **Option B: 35 Beds Across Two Sites (Leamington Spa and Stratford)**:
        - With Leamington Spa's stronger accessibility via both public transport and car, Option B aligns better with population density and travel convenience for central and northern South Warwickshire. This option also mitigates the distance and public transport limitations seen in Ellen Badger's rural setting, providing more consistent access for patients, visitors, and staff.

Responses to key questions:

 Does the option ensure equitable access to care for all populations, including rural areas?

- **Response**: Option B, which consolidates beds at Leamington Spa and Stratford, ensures equitable access by placing rehabilitation services within central and northern South Warwickshire, where the majority of users reside. While Shipston's rural population would see reduced access to nearby beds, this is mitigated by overall low demand from that area (Data from the past five years shows that 15-16% of patients using community beds were discharged to addresses in Shipston, Kineton, or Wellesbourne). The focus remains on central, accessible locations to meet the needs of the largest patient demographic.

 Will it enhance or maintain access for underserved or vulnerable groups?

- **Response**: Yes, by situating beds centrally, Option B better serves underserved groups, such as the elderly population who are the primary users of rehabilitation beds. Both Leamington Spa and Stratford sites offer better public transportation links and proximity to population hubs, enhancing access for those who may rely on public transport. This centralised approach prioritises the vulnerable elderly demographic with better transport options and quicker access to emergency and urgent care services if needed.

 Are there potential challenges in reaching care due to geographical changes?

- **Response**: Potential challenges exist primarily for residents in rural southern areas, such as Shipston, who would need to travel further to Leamington Spa or Stratford under Option B. However, given the low demand from these areas and improved transport links in central locations, the broader patient population would benefit. Additionally, centralising beds at Leamington Spa and Stratford enables more resilient staffing models and quicker emergency response, which are critical for patient safety and continuity of care.

Mitigations:

Patient discharge information should be robust and make clear any expectations with regards to patients supporting their own journey home, this should be the same as the current process of supporting discharge.

Transport options available for patients' families need to be made explicitly clear. These include, IndieGo PLUS, which is a 'fast and low cost on-demand bus public transport service' operated in partnership between Stagecoach, Liftango and Warwickshire County Council. (The Shipston Link service also brings passengers to and from Shipston from surrounding villages.) The main Stagecoach bus services between Shipston and Stratford includes routes, 50, 51 and 75 plus variants. Timetable changes have been implemented from July 2024 with no material reduction in overall service. A limited evening service is operated.

Paid car parking is available onsite at Royal Leamington Spa Hospital using the Automated Number Plate Recognition (ANPR) system to recognise individual vehicle registration numbers. Charges are on a sliding scale with 30 minutes of free parking offered, rising to £9.40 for over 6 and under 24 hours. Although car parking availability can be limited due to demand, visitors with better mobility could potentially park on public roads. To mitigate cost, free parking is available for defined groups including blue badge holders and frequent outpatient attendees. (There is a private car park in close proximity to Leamington Spa train station and public transport links from the station to the hospital.)

Visiting times for Campion Ward are currently 2 p.m. to 7 p.m. Therefore visiting is available before the late afternoon/evening rush hour traffic and afterwards and while day time bus services are running.

The Royal Leamington Spa Hospital has bus transport links with a bus stop adjacent to the site. Bus services connecting either directly from, or near to, the Leamington Spa train station include U1 (operated by Stagecoach) which takes passengers to the adjacent bus stop and 15, which takes passengers to Ophelia Drive. Services are also available for the return, including 77A.

Direct train services to and from Leamington Spa train station include Warwick and Kenilworth. Connecting train services are available from other areas.

Continue with the Hospital to Home service and extend this a far as possible to any new service offers.

7. Workforce and Travel

SWFT carried out a staff travel survey (2024) as part of their sustainability work. This did not include patients and visitors. Please note the response rate was low (below 10%).

1. Respondent Overview:
    - Total respondents: 183
2. Breakdown of staff located at each key location and their use of public transport:
    - Stratford: 21 staff members, with 0 using public transport.
    - Leamington: 29 staff members, with 0 using public transport.
    - Ellen Badger (Shipston): 1 staff member, with 0 using public transport

    These findings indicate that none of the respondents located at these sites reported public transport as their primary mode of travel.
3. Car users located at Stratford, Leamington, or Ellen Badger (Shipston): 34
    - Percentage of respondents who are car users at these locations: 18.6%
4. Comments on Public Transport:
    - Several respondents noted challenges with public transport, highlighting issues such as:
        - Limited convenience and accessibility.
        - Inconsistent reliability, with delays causing significant travel disruptions.
        - Perceived high costs and poor cleanliness.
        - A lack of infrastructure in rural areas, making cycling and public transport less viable options.
        - Interest in using public transport more frequently if it were more efficient and subsidised.

These insights suggest a strong reliance on car travel, especially in rural areas, due to the current limitations of public transport.

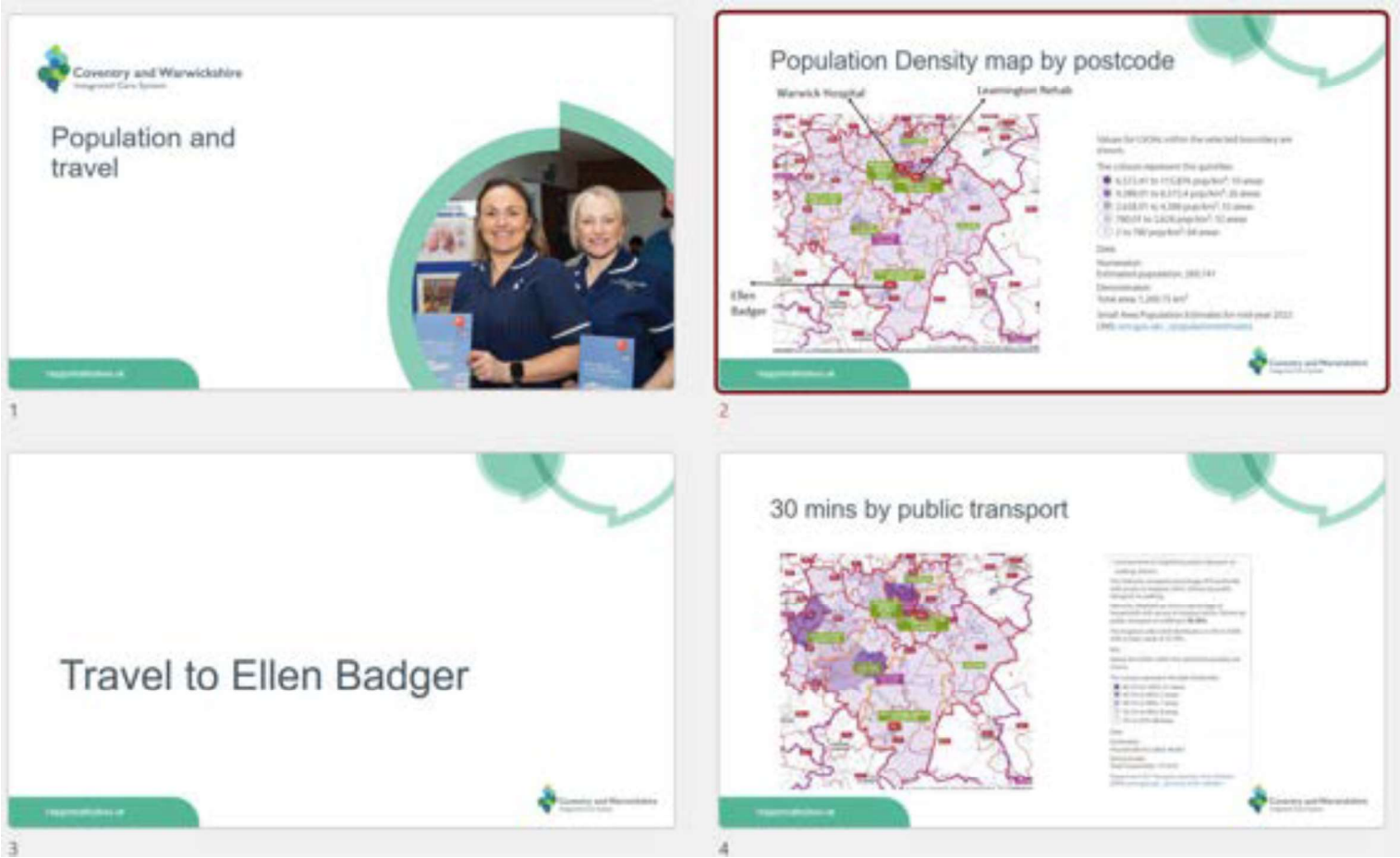
8. Supporting Data

In 2019/20 there were a total of 150 patients discharged from Ellen Badger Hospital, including 26 (16%) who were from the Shipston area. Most patients are from the Warwick, Leamington and Stratford localities. In 2023/24, there were a total of 265 patients discharged from Campion Ward at Royal Leamington Spa Hospital (Ellen Badger beds moved to this location from January 2022 onwards), including 11 (4%)

who were from the Shipston area. (Source: 'Patients Discharged from Community Hospital: Ellen Badger & Campion Ward' analysis by SWFT Business Intelligence.)

Data from the past five years shows that 15-16% of patients using community beds were discharged to addresses in Shipston, Kineton, or Wellesbourne. See HEAT maps in Enc B.

ENC A SHAPE Analysis



45 mins public Transport

5

60 mins public transport

6

car 30 mins

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45 mins - Car

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60 mins Car

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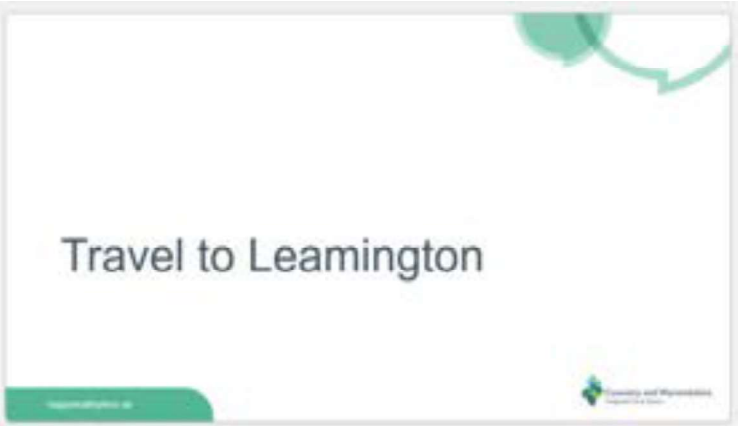
Travel to Leamington

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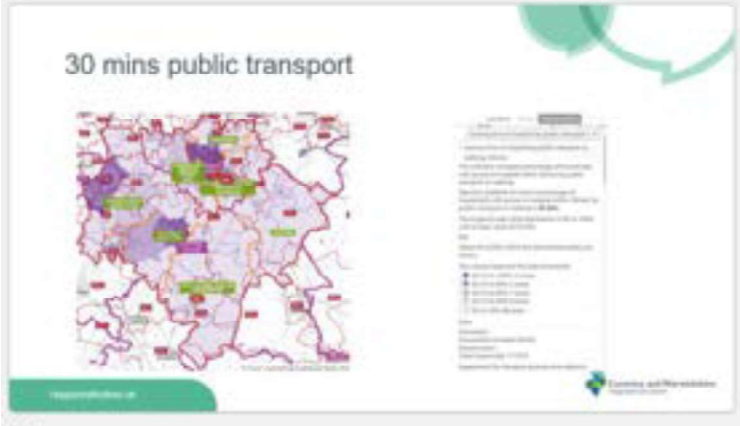
30 mins public transport

11

45 public transport

12

13

14

15

16

ENC B Rome to Rio

Hospital Location	Car Travel Time	Public Transport (Bus #)	Bus Route Areas Covered	Average Public Transport Time
Ellen Badger (Shipston)	Warwick 24 mins (26.9 km) Stratford 16 mins (17km)	1hr 47 minutes (#50) Stagecoach Hourly – 3 mins past the hour and change at SOA) 27 mins (#50) Stagecoach hourly – 10 mins to the hour	Warwick to Shipston Stratford to Shipston	1 hr 7 mins (avg of 2 routes)
Leamington Rehabilitation Hospital	Warwick 5 mins Walk 53 mins Stratford 16 mins (18.5 km) Shipston 25 mins (26.7km)	18 mins (#15) Stagecoach hourly – 35 mins past the hour Total duration 31 mins #18 and #532 1hr 14 mins (#15) Stagecoach Direct or 1 change Train – 1 hr 3 mins (inc a 29 min walk (2.5km) 54 mins (5 times per week) (#77C)	Stratford to Coventry Stratford to Banbury Shipston to Leamington	41 mins (avg of 4 routes)
Stratford Hospital	Warwick 15 mins (15km)	29 mins (#X18) 5 times per week every 30 mins	Warwick to Stratford	46 mins (avg of 5 routes)

		29 mins (Train Chiltern) 1 hr 8 mins (Train WM Railway) (1 change)		
	Leamington 17 mins (19.9km)	48 mins (#X16, 15 and X18) every 30 mins	Leamington to Stratford	
	Shipston 16 mins (17km)	29 mins Stagecoach – every 2 hours (#75C, 75A, 51, 75, 50)		
		40 mins Shipston Link (#S10) – once a week (Saturday only)	Whichford-Stratford Upon Avon	