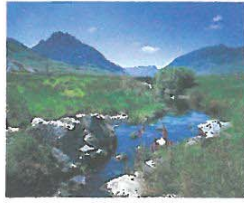


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GREEN TRANSPORT PLAN

PENDINE MEDICAL CENTRE

1. What is a green transport plan?

A green transport plan is a package of practical measures to encourage staff to choose alternatives to single-occupancy car-use, and to reduce the need to travel at all for their work. It should be site-specific and include a range of measures such as:

- creating a car sharing scheme;
- providing cycle facilities;
- negotiating improved bus services;
- offering attractive flexible-working practices;
- offering part subsidies, restricting and/or charging for car parking;
- setting up video conferencing facilities to cut business travel.

The idea is to make the alternatives more feasible and more attractive to both employers and employees.

Both Central Government and the Welsh Assembly Government encourage widespread voluntary take-up of travel plans.

2. International, National and Local Policies / Initiatives relevant to Green Transport Plans

International Policy

Rio Earth Summit (1992)/ Kyoto Climate Change Conference (1997)

The Rio Earth Summit highlighted the international concern at levels of pollution arising from transport emissions and identified the need to take positive action to reduce these levels. This led to the formation of Local Agenda 21 aimed at encouraging local actions to reduce impacts. International concerns for the environment were more recently highlighted in 1997 at the Kyoto Climate Change Conference, which led to the imposition of legally binding targets for reducing greenhouse gas emissions.

The European Union (EU)

The EU Auto-Oil II Programme takes a strategic approach to reducing air pollution from road transport. It involves public transport agencies, traffic management and

new technology. It determines EU policy initiatives and Directives on vehicle emissions.

The Communication entitled "*A Review of the Auto-Oil II Programme*" COM (2000) 626 noted that:

"The Auto-Oil II results have confirmed that road transport ... will on current trends remain a major contributor to poor air quality until 2010 and beyond ..."

Regulating air pollution from transport poses significant challenges to the EU. Transport is the fastest growing source of CO₂ emissions with passenger vehicles comprising 12% the EU's total emissions.

Vehicle emissions have been controlled under a number of amendments to the original controlling Directive 70/220.

Directives have set product standards by fixing emission limits for carbon monoxide, hydrocarbons, nitrogen dioxide, and particulates.

Directive 2001/100/EC specifies limits for cars and light vans. Emissions from larger vans and heavy duty vehicles are controlled by a separate Directive 88/77/EC (as amended).

Directive 99/52 details procedures for checking the roadworthiness of private cars.

Directive 98/70/EC (as amended by Directive 2003/17/EC) stipulates environmental fuel quality specifications for petrol and diesel particularly sulphur content and are being phased in over 3 stages commencing in 2000 and terminating in 2008.

These have been harmonised into UK law.

UK Policy

761 road links (10% of major urban roads), broke pollution standards for nitrogen dioxide in 2005. (Source: NETCEN)

Emissions from road transport constitute over 70% of all emissions of Carbon Monoxide(CO). (Source: NETCEN).

'Car commuting' contributes almost 20% of UK road transport energy use with 'cars on business' contributing another 10%.

The Clean Air Act 1993

Part IV of the Act enables the Secretary of State in part to make regulations regarding motor fuels.

These regulations are numerous and derive from the EU.

The Motor Fuel (Composition and Content) Regulations 1999 (SI 1999/3107) transposes the EU Directive 98/70/EC relating to the quality of petrol and diesel fuels, including a general ban on the selling of leaded petrol.

The Motor Fuel (Composition and Content) (Amendment) Regulations 2003 (SI 2003/3078) transposes EU Directive 2003/17/EC which amends Directive 98/70/EC and requires sulphur free fuel to be widely available in the UK. It prohibits the sale of petrol or diesel with a sulphur content exceeding 10mg/kg from 1 January 2009.

Road Vehicles (Construction and Use) Regulations 1986 (SI 1986/1078) (as amended)

Regulations 61 and 61A control the emission of smoke, vapour, gases, oily substances etc from vehicles.

Road Traffic Reduction Act (1997)

The Road Traffic Reduction Act 1997 places a statutory requirement on local authorities to monitor traffic levels on their local roads and to consider setting targets for reducing traffic levels, or their rate of growth, where appropriate. This places further pressure on local authorities to limit car use - and travel plans can play an important role in achieving this. In addition, the Road Traffic Reduction (National Targets) Act 1998 requires the Secretary of State/First Minister to consider setting targets for reducing traffic levels.

1998 Transport White Paper: 'A New deal for Transport: Better for Everyone.'

The UK Government's commitment to reducing congestion and promoting more environmentally-friendly and sustainable modes of transport were highlighted in the 1998 Transport White Paper entitled "A New Deal for Transport: Better for Everyone". The Paper emphasised the need for a package of measures to be developed through partnerships with local councils, businesses, operators and individuals. The White Paper called on local authorities, businesses, hospitals and other organisations to play their part by implementing their own travel plans.

The Government's commitment to encourage a change in travel behaviour in favour of more environmentally-friendly transport and less travel is demonstrated by new measures planned or currently underway including:

- Workplace parking charges.
- Road user charging.
- Changes in company car taxation.
- Changes in general vehicle taxation to favour fuel efficiency and cleaner fuels for both cars and trucks.
- Measures to increase the choice and opportunity for greener travel.

The **1998 Transport White Paper** was strongly influenced by the twentieth report ('Transport and the Environment - Developments since 1994', September 1997) produced by the Royal Commission on Environmental Pollution. This report addressed the issue of reducing transport's impact on our environment and set challenging targets to focus attention on:

- Reducing greenhouse gas emissions.
- Improving local air quality.
- Improving road safety.
- Boosting rail freight.
- Encouraging more cycling.

The Environment Act 1995 sets out a statutory requirement for local authorities to achieve air quality objectives by 2005. Of the eight pollutants recognised by the Act, six are directly related to emissions from road transport.

The Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002 (SI 2002/1808) aim to improve air quality by reducing unnecessary exhaust emissions from idling vehicles etc

The Road Vehicles (Construction and Use) (Amendment) Regulations 2004 (SI 2004/1706) updates the Department for Transport document "*In Service Exhaust Emission Standards for Road Vehicles Booklet*" which contains emission limits that all petrol engine cars and light vans are required to meet at MoT and roadside checks.

Current national environmental targets aim:

- To reduce greenhouse gas emissions to 12.5% below 1990 levels by the period 2008 to 2012 (a legally binding target) – a reduction equivalent to 27 million tons of carbon.
- To reduce domestic CO2 emissions by 20% by 2010.

Wales

In Wales, the Welsh Assembly has responsibilities for roads, transport, land use planning and the environment.

'Transport Framework for Wales' November 2001 sets out how the National Assembly aims to lead and support the delivery of transport infrastructure and services in Wales. Local unitary authorities in Wales have statutory powers and obligations for all public highways which are not trunk roads or motorways and have powers to offer financial assistance for a wide range of public transport infrastructure and services on rail or road. Local unitary authorities also have powers and/ or obligations for bus strategies, local transport plans, bus quality partnerships, congestion charging, parking enforcement and workplace parking charging.

'Environment, Planning and Transport Committee Consultation Report: Policy Review of Public Transport', July 2001 (see www.wales.gov.uk) states that *"travel plans have an important role in bringing together employees and transport operators and we welcome the National Assembly's own progress with its green transport plan, as well as support for local authority initiatives which aim to make a significant contribution in reducing dependence on the car"*.

Technical Advice Note (Wales) 18: Transport (March 2007); Green Transport Plans - Best Practice Guidance Note 2', Welsh Transport Advisory Group, 1999.)

The Assembly wishes to promote the widespread adoption of travel plans by businesses, schools, hospitals and other significant traffic – generating uses, and in order to demonstrate the benefits to sustainable transport that can be achieved by the adoption of travel plans, local authorities are being encouraged to consider producing their own plans. The Assembly advises that travel plans should relate to local targets for the reduction of road traffic and the promotion of walking, cycling and public transport contained in the Local Transport Plan.

The guidance further advises that travel plans may be prepared by the owners and operators of existing or proposed developments to set out proposals for the delivery of more sustainable travel patterns including:

- Reductions in car usage, especially single occupancy journeys.
- Increased use of walking, cycling and public transport.
- Reduced traffic speeds and improved safety, especially for pedestrians and cyclists.
- Environmentally friendly delivery and freight movements.

Welsh Office Circular 35/95 'The Use of Conditions in Planning'
Welsh Office Circular 13/97 'Planning Obligations')

Travel plans, or parts of them where submitted with planning applications, may be made binding either through the use of conditions attached to the planning permission or through a related planning obligation. Planning authorities may use planning obligations to secure improvements in public transport, walking and cycling, where such measures would be likely to influence travel patterns to the site involved, either on their own or as part of a package of measures. Possible examples include improvements to public transport and pedestrian or cycle routes which go near the site or make it easier to access the site.

Planning conditions may legitimately be imposed on the grant of planning permission to secure on-site transport measures and facilities as part of the proposed development. Conditions may also require all or part of a travel plan to be implemented. Examples of matters that can be covered by conditions include:

- The provision of safe and convenient cycle and pedestrian routes.
- Secure cycle storage and changing facilities.
- Infrastructure for public transport including bus stops, lay-bys and real-time passenger information systems.
- The provision of information to promote access to the development by public transport, walking and cycling.
- The supply and management of use of car parking spaces.
- Details on deliveries to the site which may include vehicle specification, hours of operation, lorry parking and turning spaces.
- Junction and road layouts.

Technical Advice Note (Wales) 18 also states that developers should submit Transport Assessments to accompany planning applications for major developments. Transport Assessments provide the information necessary to assess the suitability of an application in terms of travel demand and impact. They also provide the basis for negotiation on scheme details including the level of parking, measures to improve public transport access and travel plans. They can also form the basis for monitoring the future modal split of transport to a particular site.

Wrexham County Borough Council

Local Transport Plans

All local highway authorities have to produce 'Local Transport Plans' (LTPs). LTPs are the new method for local authorities to have transport strategies approved and funded by Central Government. Partnership and consultation are essential prerequisites of LTPs. LTPs specify strategies and detailed plans for transport in the local area for the succeeding 5 years.

The LTPs also set out how the authority will secure the widespread voluntary adoption of travel plans amongst the major employers in the area through partnership with business and the wider community. Some local authorities have set targets for the take-up of travel plans in their area.

Local Agenda 21

"Agenda 21" was a declaration signed at the 1992 Rio summit on the Environment, with the aim of setting an environmental agenda for the 21st century. Local action was recognised as being crucial – so henceforth it became known as "Local Agenda 21". Local authorities are charged with setting up local strategies for reducing the impact of our actions on the environment. Much action so far has been based around local authorities and other public bodies doing what they can to 'get their own houses in order'. Travel plans are an important aspect of these strategies.

Local Agenda 21 is equally relevant to private organisations. Involvement in a travel plan by private organisations can help the local area in achieving environmental objectives which are being supported in many other countries in the world.

The Unitary Development Plan (UDP) places sustainable development at the core of its strategy. It accords with the Council's Local Agenda 21 action programme. It attempts to balance new development against the interests of conservation and rehabilitation and to minimise environmental and financial costs and dependence on long distance car journeys.

Strategic Policy PS8 aims to ensure that an integrated range of travel options to and from principal residential, commercial, employment and education centres are provided by making the best use of the existing road and rail network. Facilities for both passenger and freight interchange by public transport; cycling and walking are to be encouraged.

Under **Policy GDP1** all new development should in part:

- take account of personal and community safety;
- ensure safe and convenient pedestrian and vehicular access to and from development sites, both on site and in the nearby locality;
- Ensure that built development is located where it has convenient access to public transport facilities, and is well related to pedestrian and cycle routes wherever possible.
- Ensure the safety and amenity of the public and safeguard the environment from the adverse effects of pollution of water, land or air.

Under **Policy GDP2** where the capacity of local infrastructure is likely to be deficient as a consequence of proposed development developers are to be invited to negotiate a planning obligation agreement/obligation whereby the developer provides the additional capacity either on or off-site, and/or provides funding for the Council to provide the additional capacity itself.

The UDP recognizes in **paragraph 6.21** that the proportion of elderly persons in the population is increasing and their special housing needs must be catered for. *"In order to protect the amenity of residents with generally diminished mobility and visitors, and in the interests of highway safety, it is necessary to ensure that only suitable buildings in adequate grounds and at suitable locations ... are used".*

Policy T1 supports proposals for new and improved public transport facilities for bus, taxi and rail services. Such facilities will include public transport interchange, park and ride, car and cycle parking, cycle and walkway routes, and access for buses on new developments.

Policy T8 states that approved development will be required to provide vehicle parking spaces either on site or nearby, in accordance with the Council's current parking standards. Special regard will be paid to the following factors:-

- a) the availability of public transport
- b) proximity to public car parking,
- c) proximity to local services and facilities,
- d) road safety hazards and amenity considerations arising from on-street parking in the vicinity of the site.

Where difficulties arise in providing on-site parking or nearby, the Council will require a developer to make financial contributions for measures to assist public transport, or walking and cycling as appropriate.

Policy T9 requires proposed developments to provide walking and cycling routes (where feasible and appropriate). In particular, those that link with existing or proposed walking and cycling routes, and integrate with the public transport system.

The UDP recognises that regular walking or cycling for employment or for other purposes are limited by the lack of safe and convenient routes between settlements. The provision of dedicated and segregated cycling routes, and parking facilities, linked to the public transport system will be a material consideration in the evaluation of development proposals. Such routes should be open and overlooked to ensure that they remain safe. It is vital to the Council that walking and cycling should remain as practical alternatives to the car.

3. The Objectives of the Pendine Travel Plan

On 12th May 2006 full planning permission was obtained for 6 no respite care suites in lieu off office and teaching centre on the ground floor and the provision of showers to en-suite on the ground and first floors (amended details to those previously approved under GWE/P/2003/0143).

Condition 8 of this panning permission requires the submission to the local planning authority of a "Green Transport Plan" for subsequent approval. When approved it shall be fully implemented in accordance with the recommended timescales in the plan.

The reason for the imposition of this condition is *"in the interests of the Council's sustainable development policies and to ensure that the development does not cause on-site parking issues, and to ensure that there are adequate improvements to pedestrian access and access to public transport."*

The Travel Plan will act as a strategic business tool to resolve these issues.

Discussions with the local highway authority reveal that, in transport terms, Pendine is an inappropriate location for development. Summerhill Road is narrow in places, has inadequate forward visibility, is lacking footways or step aside areas and public transport is limited (at certain times of the day/night) and the facilities at the closest

bus stops are inadequate. Although there is pressure on the local highway authority to carry out improvements there are no approved plans or a committed budget to do this.

Due to the above constraints, virtually all staff and visitor travel is dependant upon the use of private cars. In the current climate this is considered to be unsustainable and changes need to be implemented.

New facilities at Pendine are required.

Cae Bryn was originally designed as a general nursing home in 1989. It currently provides 24 hour nursing care to individuals with profound levels of dementia. Because of its design and internal layout it does not meet the national minimum standards for such provision. It is non-viable as an Elderly Mentally Infirm unit. It is not possible to offer residents the standard of care that Pendine aspires to. It is therefore necessary to change its registration and its function. It will become a new facility for lower level dementia.

A new 64 beds, high dependency dementia care centre of excellence is proposed. It would be designed for purpose. A total of 40 staff would be employed in the proposed high dependency facility and 30 in Cae Bryn catering for lower level dementia. The 40 staff would be redeployed from Cae Bryn.

However, the existing G.P. Co-operative at Pendine Park is to close on 31st March 2008. It will relocate to a new building alongside the Accident and Emergency Unit at the Maelor Hospital. The surgery currently generates in the region of 66 two way traffic movements daily. These would obviously cease upon closure of the surgery.

The Travel Plan identifies appropriate changes and how these could be implemented and managed.

It brings together all key parts of the organisation. The organisation will work with the local planning and highway authorities and local transport operators where necessary to ensure that effective changes are made. This will give added value to many of the measures introduced in the Plan.

The aim is to ensure that the Plan will provide real benefits to the organisation, employees and local community. Its purpose is to achieve a real shift towards increased use of sustainable transport modes (walk, cycle, public transport, car-share etc.).

Options for improvement will be discussed with the Transportation Section of Wrexham County Borough Council. The Plan will be monitored regularly.

4. The Survey

A survey of current staff, deliveries and visitor travel arrangements was undertaken in December 2006 – January 2007.

The following measures were explored:

- lift sharing;
- provision of a pick up/mini bus service for staff and or visitors (either from home or from Wrexham Centre)
- promotion of public transport;
- walking and cycling;
- improvements to existing facilities or the creation of new ones, preferably on the site, if drop off / pick up points off site are unsafe.

A questionnaire was sent to every member of staff amounting to a total of 199 questionnaires. 195 (98%) were returned completed. The responses provide the raw material from which to develop the 'Green Transport Plan'

5. Survey Findings

Gender and Age Range

76% of all employees are female.

12% are under 25
 30% are between 25 – 34
 23% are between 35 – 44
 22% are between 45 – 54
 10% are over 55

Disability

5 members of staff have disabilities affecting travel arrangements.

Work hours

52 (27%) employees work between the hours of 7. 30 AM and 9. 00 PM
 22 (11%) work between the hours of 9. 00AM and 5. 00 PM
 21 (11%) work between the hours of 8. 00AM and 2 PM

60 (31%) commence work at 7. 30AM
 33 (17%) 8. 00AM
 27 (14%) 9. 00AM

25 (13%) finish at 2. 00PM
 68 (35%) 9. 00PM
 22 (11%) 5. 00PM

Modes of Transport used

- 63% travel to work by car.

43% of who travel alone.
20% currently share a car.

- 12% travel to work solely by bus.
- 7% walk.
- 2% use a bicycle.
- The remainder use a combination of different modes.

Travel Distance to Work

40% of employees live up to 2 miles from the workplace; 33% between 2 and 4 miles from it and 18% between 4 and 10 miles.

Of the 83 employees who travel to work alone 26% live up to 2 miles away from Pendine and 60% between 2 and 10 miles from it.

64% of employees who travel to work alone by car stated that they have no alternative.

What would encourage staff to Cycle to work?

250 responses were received to this question.

Staff were asked to select two options.

92 responses (37%) stated that nothing would persuade them to cycle.

63 (25%) stated a safer and better all weather cycle route.

62 (25%) stated improved cycle paths on the journey to work.

17 (7%) stated cycle parking at the workplace.

It is obvious therefore that staff could be tempted to cycle and that the issue of cycle paths needs to be examined.

What would encourage staff to use public transport?

313 responses were received to this question and again staff were asked to select two options.

63 (20%) required more direct bus routes

54 (17%) required a more frequent bus service

70 (22%) want better lighting at bus shelters and workplace footpaths

44 (14%) stated the availability of discount passes at work.

44 (14%) either did not respond or stated none

The remainder allude to the need for better connections from the train station to work and from home to the station; improved public transport information.

Management have stated a willingness to work with bus operators to provide more convenient service and have stated that they are prepared to provide a minibuss service for staff themselves.

Safety is an issue especially as over 76% of staff are female

Parking

105 responses were received to the question of where staff normally park. 103 (98%) stated that they park at work.

Would staff be prepared to Car Share?

135 responses were received to this question. 95 (70%) stated a willingness to do so. The remainder said no.

What would encourage staff to car share?

50% stated help in finding car share partners.

16% stated free bus travel if let down by car driver.

5% require reserved parking for car sharers

26% stated that nothing would encourage them to car share

Visitors

67% travel by car and 21% by bus.

2% travel by more than one bus and only 1 person walked.

90% set out specifically to visit Pendine. 23% were visiting other locations.

35% would consider other forms of transport such as public transport instead of the car.

83% live in the Wrexham area.

Deliveries

12 deliveries were made during the survey period.

42% originated from England.

33% were local

25% originated from different locations elsewhere in North Wales.

All were making a series of calls not just a special trip to Pendine.

83% of deliveries are made by van, the remainder by lorry.

Deliveries are spread throughout the day from 7.30 onwards.

6. Targets and monitoring

The broad aims of the plan have been mentioned previously.

Based on the survey findings the following targets have been set over the next 3 years:

- Reduce the number of people travelling to work alone by 30%
- Increase walking and cycling by 15%.
- Increase journeys to work by bus whether by public transport or by minibus provided by the organisation.

Monitoring

The organisation will monitor progress by conducting annual surveys.

Travel to Work

The survey has highlighted a number of options.

Car sharing

64% have indicated that they have no alternative to using the car. However, when asked whether staff would be prepared to car share of the 135 responses received over 70% indicated a willingness to do so. To encourage this:

Within one year the organisation will aim to:

- Provide and maintain a database of car sharers.
- Provide guaranteed parking spaces for car sharers.
- Provide practical advice on car sharing.
- Provide 'emergency get you home' service.

Public Transport

Public transport has the capacity to move large numbers of people. 25% of staff currently use a bus service. 76% indicated that they could be encouraged to use public transport where and when more direct or more frequent bus routes could be provided. Also highlighted by the survey were safety concerns and the need to provide better lighting at bus shelters and at the workplace. The provision of discount passes was also mooted.

Within one year the organisation will aim to:

- Publicise existing bus transport services and travel information for staff.
- Provide internet access to public transport information at selected points in the workplace.
- The organisation will work with public transport operators to:
 1. Improve services.
 2. Review routing and timetabling.
 3. Negotiate subsidised fares where possible.
 4. Improve bus shelters and provide better lighting at bus shelters and on-site.
 5. Explore the need for the organisation's own minibus service.

Cycling

Cycling is healthy, efficient and environmentally friendly. Travel costs are low. The number of staff who cycle to work is low. 53% have indicated that they could be encouraged to cycle to work if a safer and better all weather cycle route is provided along with cycle parking and changing facilities at the workplace.

Within one year the organisation will aim to:

- Work with the highway to provide / improve cycle paths.
- Provide lockers, showers and changing rooms.
- Provide secure cycle parking facilities.
- Investigate whether staff would be interested in acquiring a bicycle with an interest free loan from the organisation.

Walking

Only 7% of staff walk the entire journey to work. Another 7% walk part of the way. Over 40% of staff live within 2 miles of Pendine and 73% within 4 miles. The organisation will encourage walking.

Within one year the organisation will aim to:

- Work with the local highway authority to improve walking routes.

- Produce maps showing recommended walking routes, distance and time.

Park, walk and ride

Within 6 months:

As a compromise, and to encourage multi-modal travel to work, the organization will explore with the relevant authorities and staff whether safe and convenient staging posts could be provided.

Car Parking

It is evident from the planning permission granted in May 2006 that the Local Planning Authority is concerned about on-site car parking provision. The car park is not far from full capacity. More development is envisaged at Pendine. Adequate measures are required now to alleviate that pressure and to ensure safe and convenient access for pedestrians, other forms of transport and visitors.

Over the next 18 months the organisation will aim:

- Not to increase car parking provision.
- Review car parking allocation for staff and visitors.
- Prioritise parking schemes.
- Develop a policy for the issuing of and charging for parking permits.
- Ensure that parking areas are well lit, and maintained.

Visitor Travel

Within 9 months the organisation will:

- Advise visitors about public transport access to Pendine, and
- investigate the need for a pick – up service for visitors living locally and from the train stations for those who travel by train.

7. Conclusions

The Plan is designed to have real benefits to the organisation, employees and local community. It will help to relieve pressure for more on-site parking, free space for visitors and other forms of transport. It will help to improve and foster increased use of public transport services as well as result in improved walking and cycling facilities both on and off the site.