

FRAMEWORK TRAVEL PLAN

THE GRANGE UNIVERSITY HOSPITAL, CWMBRAN

Emergency Department: Section 73 application for proposed variation to Condition 11 of 20/P/0535/VAR, and full planning application for proposed extension.

Client: Aneurin Bevan University Health Board

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1.0 INTRODUCTION

1.1 Purpose of Report

- 1.1.1 ADL Traffic & Highways Engineering Ltd have prepared this Framework Travel Plan (FTP) on behalf of Aneurin Bevan University Health Board (ABUHB) to support the planning applications associated with the Emergency Department (ED) at The Grange University Hospital, Cwmbran, NP44 8YN.
- 1.1.2 The FTP is aimed at facilitating and encouraging sustainable transport and the reduction of single occupancy vehicle use predominantly by staff at the site, but where possible also visitors although it is appreciated that patients visiting the ED will be unlikely to walk or cycle to the site.
- 1.1.3 The implementation of the FTP is seen as a positive initiative to provide travel choice and should make a positive contribution towards reducing the need to travel.
- 1.1.4 This FTP has been undertaken in accordance with Planning Policy Wales Technical Advice Note 18 (2007), Torfaen Local Development Plan (2013), and Torfaen County Borough Council's (TCBC's) Supplementary Planning Guidance (2014).

1.2 Planning Context

Grange University Hospital Outline Planning Permission

- 1.2.1 The Grange University Hospital was originally granted outline planning permission in July 2012, and opened in November 2020 as the designated Specialist and Critical Care Centre for Gwent. In line with the pattern of healthcare provision identified in ABUHB's Clinical Futures programme, the outline planning application was prepared and approved on the basis that the hospital's ED would primarily treat pre-triaged patients arriving via ambulance or helicopter, following a 999 call or transfer from another healthcare facility.

- 1.2.2 As such, the Transport Assessment prepared in support of the application (WSP, 2012) assumed that the hospital would not include a conventional walk-in A&E or outpatients' service. This is reflected in Condition 11 of the outline permission which restricts the uses allowed at the hospital accordingly.
- 1.2.3 Since opening however, the ED has seen a greater number of people arrive by private car, and higher attendance than forecast. While ABUHB has sought to encourage people to consider alternative services, there remains a clinical requirement to accommodate walk-in cases in a way that was not envisaged during preparation of the original planning application, including through the expansion of existing facilities.
- 1.2.4 In response, this Framework Travel Plan (FTP) has been prepared alongside a Transport Assessment (TA) in support of an application to amend Condition 11 of the outline planning consent, and a separate planning application for an extension to the existing Emergency Department.

Existing travel survey data - Mental Health Specialist Inpatient Services Unit

- 1.2.5 ADL prepared a Transport Assessment, Framework Travel Plan, and Active Travel Assessment to support an application (ref. 22/P/0446/OUT) for a proposed Mental Health Specialist Inpatient Services Unit (MHSISU) and associated highway, drainage, and landscape infrastructure at Grange University Hospital. The planning application was submitted in June 2022 and was approved at Committee in March 2023.
- 1.2.6 The BREEAM compliant Transport Assessment (ref. ADL/AM/5232/24A) submitted for the MHSISU application included a junction capacity assessment of the Turnpike Roundabout and the Caerleon Road / Emergency Access / Main Entrance roundabout in the future 2027 scenario with MHSISU traffic and concluded that there would be no increase in queuing as a result of the development compared to the base scenario.

- 1.2.7 Following the TA to support the MHSISU application, ADL provided an Addendum Transport Letter (ref. ADL/AM/5232/Addendum) to address the consultation responses from Torfaen County Borough Council (the Local Highway Authority) and Welsh Government Highways (the trunk road agency) in relation to access arrangements and accident data.
- 1.2.8 In addition, as mentioned previously, ADL also prepared an Active Travel Assessment to support the MHSISU application. The report included an audit of existing and proposed active travel routes in the vicinity of the site to support the TA.
- 1.2.9 Given that the proposed amendment to Condition 11, and extension of the ED, are not intended to increase the number of patients using the ED or materially affect the travel to / from the ED, the survey data gathered in order to prepare the MHSISU application has also been used as the basis for the Transport Assessment (TA) which supports this FTP.

1.3 BREEAM Assessment

- 1.3.1 BREEAM is the world's leading sustainability assessment method for masterplanning projects, infrastructure, and buildings. It recognises and reflects the value in higher performing assets across the built environment lifecycle, from new construction to in-use and refurbishment.
- 1.3.2 In terms of transport, BREEAM comprises *Tra 01 Transport Assessment and Travel Plan* (2 credits) and *Tra 02 Sustainable Transport Measures* (10 credits). The aim of Tra 01 and Tra 02 is to reward awareness of existing local transport and identify improvements to make it more sustainable.
- 1.3.3 Transport Assessments and Travel Plans are required where a proposed development is likely to incur transport and related environmental impacts. This FTP aims to achieve the following objectives:

1. ***No later than Concept Design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the site layout and built form; see Methodology.***

1.3.4 This FTP has been produced alongside a Transport Assessment (TA). This report provides a range of hard and soft measures to encourage and facilitate non-car modes of transport. The report also provides details on how the Plan would be implemented, monitored, and reviewed. Upon approval, this FTP would be revised to a Full Travel Plan. Both documents are being prepared during concept design.

2. The site-specific travel assessment (or statement) shall cover as a minimum:

a. If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities.

1.3.5 To determine travel patterns on site, surveys will be commissioned upon first occupation of the proposed extension. To determine baseline modal splits, travel to work Census data for this locality has been derived. Through the travel planning process travel patterns and attitudes would be established and monitored.

1.3.6 Chapter 3.0 of this FTP assesses the accessibility of the site to walking, cycling, and public transport.

b. Predicted travel patterns and transport impact of future building or site users.

1.3.7 The proposed ED extension is not intended to increase the volume of patients and instead would only facilitate the existing demand on site which is resulting in overcrowding at the current facility.

c. Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors.

1.3.8 Chapter 3.0 assesses the accessibility of the site to walking, cycling, and public transport. The extension would be designed to accommodate all users including visually impaired and elderly people.

d. Reporting of the number and type of existing accessible amenities, see Table 7.1, within 500m of the site.

1.3.9 Section 3.5 lists the BREEAM compliant amenities within 500 metres of the building entrance.

- e. Disabled access accounting for varying levels and types of disability, including visual impairment.*

1.3.10 Section 3.2 describes the accessibility of the site to those with reduced mobility and visual impairment.

- f. Calculation of the existing public transport Accessibility Index (AI), see Methodology.*

1.3.11 Section 3.5 describes the public transport accessibility index. The AI calculator is provided in Figure 3F.

- g. Current facilities for cyclists.*

1.3.12 Section 3.3 describes the existing cycling infrastructure, and the Active Travel Assessment provides details on existing and planned routes in the area.

- 3. Following a transport assessment (in accordance with the requirements set out in criteria 2), develop a site-specific travel plan that provides a long-term management strategy which encourages more sustainable travel. The travel plan includes measures to increase or improve more sustainable modes of transport and movement of people and goods during the building's operation see Methodology.*

1.3.13 This report is accompanied by Transport Assessment (TA) which outlines the existing and proposed uses of the site and assesses the proposed development with respect to transport impacts.

- 4. If the occupier is known, involve them in the development of the travel plan.*

1.3.14 The occupier (ABUHB) has been involved in the development of the TA and FTP from the initial design concept.

- 5. Demonstrate that the travel plan will be implemented and supported by the building's management in operation.*

1.3.15 The Travel Plan would be implemented and supported by ABUHB. A Travel Plan Coordinator (TPC) would be designated prior to occupation of the ED extension and would be assigned the responsibility of implementing the plan. The role of the TPC is described in further detail in Chapter 4.0.

1.3.16 The FTP measures are included in Chapter 5.0 of this report. Specific to BREEAM, as a minimum, the following measures shall be considered when developing the FTP (where these measures are addressed are shown in brackets):

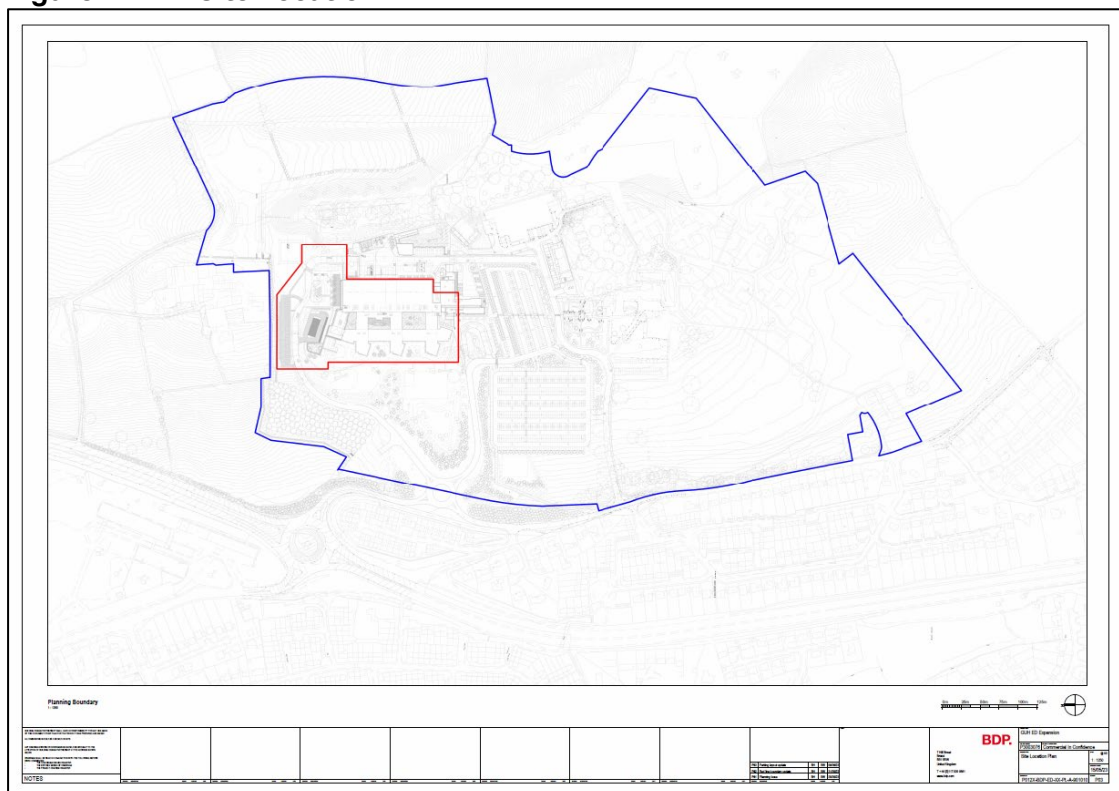
- ***Provision of dedicated and convenient cycle storage*** (Para 5.3.1)
- ***Provision of cyclists' facilities*** (Para 5.3.2)
- ***Consultation with the local authority on the state of the local cycling network and on improvements*** (Para 5.3.3)
- ***Provision of a public transport information system in a publicly accessible area*** (Para 5.4.1)
- ***Negotiation with local bus, train, or tram companies to increase the local service provision for the development*** (Para 5.4.5)
- ***Lighting, landscaping, and shelter to create pleasant pedestrian and public transport waiting areas*** (Para 5.4.7)
- ***Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes*** (Chapter 3.0)
- ***Provision of electric recharging stations*** (N/A)
- ***Provision of parking priority spaces for car sharers*** (Section 5.5)
- ***Restrictions or charging for car parking*** (Section 5.7)
- ***Provision of suitable taxi drop-off or waiting areas*** (Para 5.6.3)
- ***Ensure rural buildings have appropriate access to transport to serve the local community adequately (where procured to do so, e.g., community centre)*** (N/A)

2.0 PROPOSED DEVELOPMENT

2.1 Site Location

2.1.1 The site is located at The Grange University Hospital, to the east of Caerleon Road (B4236), approximately 3.0 kilometres east of Cwmbran (walking distance via the A4042 underpass). The site postcode is NP44 8YN and the location is shown in Figure 2A.

Figure 2A Site Location



2.1.2 The site encompasses an area of 2.93 hectares and the existing ED building comprises 2,985 sqm (gross internal area).

2.1.3 The ED is primarily intended to treat patients arriving via ambulance or helicopter for serious incidents and benefits from sufficient waiting space for 38 patients. However, since opening in November 2020, the ED has been subjected to greater than anticipated visitors arriving by private car, resulting in overcrowding.

- 2.1.4 To accommodate patients and visitors, in December 2021, an additional 11 spaces have been constructed on the north side of the existing ED car park to increase the provision from 22 to 33 spaces. Furthermore, a car park with 47 spaces has been formed on the north side of the ED access road. Retrospective planning permission is sought for the additional 58 car parking spaces which are beyond the scope of the original planning permission at The Grange University Hospital.
- 2.1.5 The site is bound by Ysguborneydd Farm to the north, agricultural land to the east, green space fronting The Grange and Carleon Road to the west, and The Grange University Hospital to the south.

2.2 The Proposal

- 2.2.1 In order to allow for "walk in" cases arriving at the Grange University Hospital ED by private car, a Section 73 application is being submitted in order to vary condition 11 of the original outline planning consent (20/P/0535/VAR) which currently restricts its use to primarily "pre-triaged" patients.
- 2.2.2 To address existing capacity issues and accommodate the number of patients currently arriving at the hospital, a separate planning application is being submitted for an extension to the existing ED building at The Grange University Hospital including a new entrance, additional waiting space, and patient/staff facilities to facilitate the existing demand. Retrospective planning permission is also being sought for an existing 47-space car park located on the north side of the ED access road, as well as the 11 spaces added on the north side of the existing car park fronting the ED entrance.
- 2.2.3 The proposed development is described below:

“Extension to the existing Emergency Department building, with associated landscaping, parking and access arrangements.”

- 2.2.4 The proposed extension would comprise 957 sqm of floorspace which would connect to the existing ED department via a corridor in the southwest corner. The total area of the ED on site would therefore increase from 2,985 sqm to 3,942 sqm GIA.

2.2.5 The proposed site layout is provided as Appendix 1.0.

Vehicular Access

2.2.6 The ED access road from the Caerleon Road roundabout and internal vehicular access arrangements would be retained as per the existing situation.

2.2.7 As mentioned previously, retrospective planning permission is being sought for 58 car parking spaces, including 11 spaces on the north side of the existing ED car park and a new 47-space car park on the north side of the ED access which has been used to accommodate the greater than expected parking demand. Pedestrian connectivity from the new car park to the ED is proposed as part of this application, as discussed below.

Pedestrian Access

2.2.8 Pedestrian connectivity would be provided linking the car park on the north side of the ED access road (subject to retrospective planning permission) and the building entrance in the form of new footpaths and zebra style crossing points with dropped kerbs and tactile paving.

2.2.9 The proposed improvements to the internal pedestrian infrastructure would link with the existing network in the vicinity of the ED building.

2.2.10 There is a footpath on the east side of the existing ED car park which connects the building entrance with the 11 additional spaces to the north. The 47-space car park benefits from a footpath which bounds the parking bays to the rear, which will be contiguous with the existing infrastructure and proposed footpaths/crossing points.

Car Parking Provision

2.2.11 As mentioned previously, the purpose of the proposed extension is to accommodate the existing demand at the ED and relieve overcrowding stress rather than intending to increase the volume of patients.

2.2.12 There is a car park which formerly comprised of 22 spaces, adjacent to the ED entrance, which has not been sufficient to cater for parking demand. Therefore, retrospective planning permission is being sought for an additional 11 spaces on the north side of the car park to increase the provision to 33 spaces as well as a new 47-space car park on the north side of the ED access road. The car parking provision for patients and visitors is therefore 80 spaces (i.e., 33 spaces in south car park and 47 spaces in north car park), which is sufficient to accommodate the parking demand on site without any overspill.

2.2.13 Torfaen County Borough Council's (TCBC) Parking Standards SPG (2016) states that the maximum car parking standard for hospitals is 2.5 spaces per bed.

2.2.14 The ED at The Grange University Hospital currently has waiting space / beds for 38 patients. As part of the proposals, the extension would provide an additional 117 sqm waiting area and additional assessment spaces but no further beds. The provision of 80 car parking spaces total therefore accords with the maximum car parking standards ($38 \times 2.5 = 95$).

Cycle Parking Provision

2.2.15 Torfaen County Borough Council's (TCBC) Parking Standards SPG (2016) states that the *minimum* cycle parking standard for hospitals is as follows:

- Long Stay: 1 stand per 20 beds
- Short Stay: 1 stand per 20 beds

2.2.16 As stated above, the proposed ED extension would not increase bed space capacity or staff numbers and would only serve the existing demand for waiting areas and additional assessment space. There is sufficient secure and sheltered cycle parking outside the main entrance to The Grange University Hospital which is currently used by ED staff.

Delivery, Servicing, and Emergency Access Arrangements

2.2.17 There would be no change to the internal network within the site and therefore access arrangements for delivery vehicles (which would likely occur via OHD in any case), service/refuse vehicles, and emergency vehicles would continue as per the existing situation.

3.0 ACCESSIBILITY AND EXISTING TRAVEL SITUATION

3.1 Walking

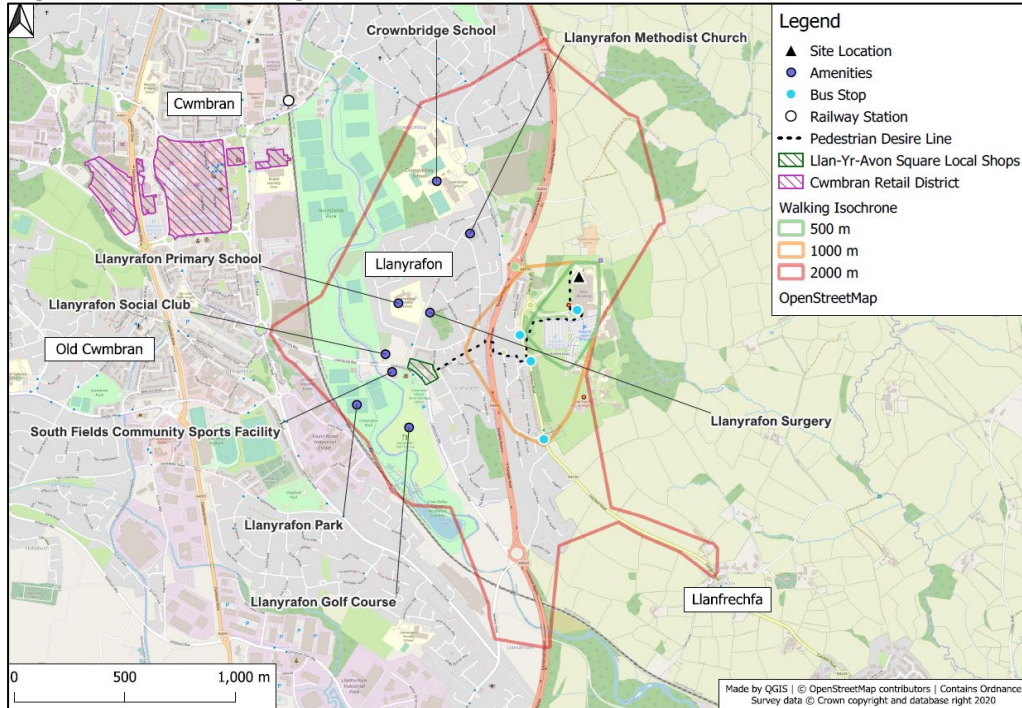
Pedestrian Infrastructure

- 3.1.1 There are no footways on the ED access road or at the roundabout with Caerleon Road. However, there is a footpath at the hospital frontage which connects the ED car park with the main hospital entrance to the south.
- 3.1.2 There is a zebra crossing provided across the Main Entrance access road on the north side of the hospital car parks. The crossing connects to a shared footpath/cyclepath which bounds the car park to the north, before turning southwest and providing access to the footway on the east side of Caerleon Road.
- 3.1.3 The shared footpath/cyclepath emerges onto Caerleon Road adjacent to a Toucan crossing facility, with dropped kerbs and tactile paving, located approximately 15 metres north of the junction with Old Hospital Drive (OHD). In addition, dropped kerbs with tactile paving are also provided across OHD at the junction with Caerleon Road which provides access to the southbound bus stop.
- 3.1.4 The main pedestrian desire lines are expected to be associated with The Grange University Hospital main entrance (and associated bus stop) and the additional bus stops on Caerleon Road, as well as local residential areas. As noted previously, given the nature of the proposal, it is not anticipated that walking and cycling will be the chosen travel choice for patients.

Walking Distance to/from Site

- 3.1.5 According to Manual for Streets (MfS, 2007), walking offers the greatest potential to replace short car trips, particularly those under 2 kilometres. This extent is shown in Figure 3A below.

Figure 3A Walking Isochrone Map



3.1.6 Figure 3A demonstrates that the proposed development is within ‘desirable’ walking distance (i.e., 500 metres) of the bus stop at the main entrance to The Grange University Hospital. In addition, the bus stops on Caerleon Road are within ‘acceptable’ walking distance (i.e., one kilometre) of the site for the benefit of employees. Within the ‘preferred maximum’ walking distance (i.e., two kilometres) are multiple amenities including those associated with Llan-yrafon Square Local Shops as well as nearby residential areas.

3.1.7 Figure 3A also shows the ‘Pedestrian Desire Line’ or walking route which staff would use to travel to/from the local shops at Llan-yrafon Square (i.e., during a lunch break). This route benefits from a subway underpass beneath the A4042 and a traffic-free footpath linking the subway to the existing pedestrian infrastructure on Tudor Woods/Mill Lane. Llan-yrafon Square hosts the following important amenities:

- MRS Supermarket
- Lloyds Pharmacy
- Cwmbran Fresh Produce
- Llan-yrafon Dental Surgery
- Llan-yrafon Post Office (with ATM machine)

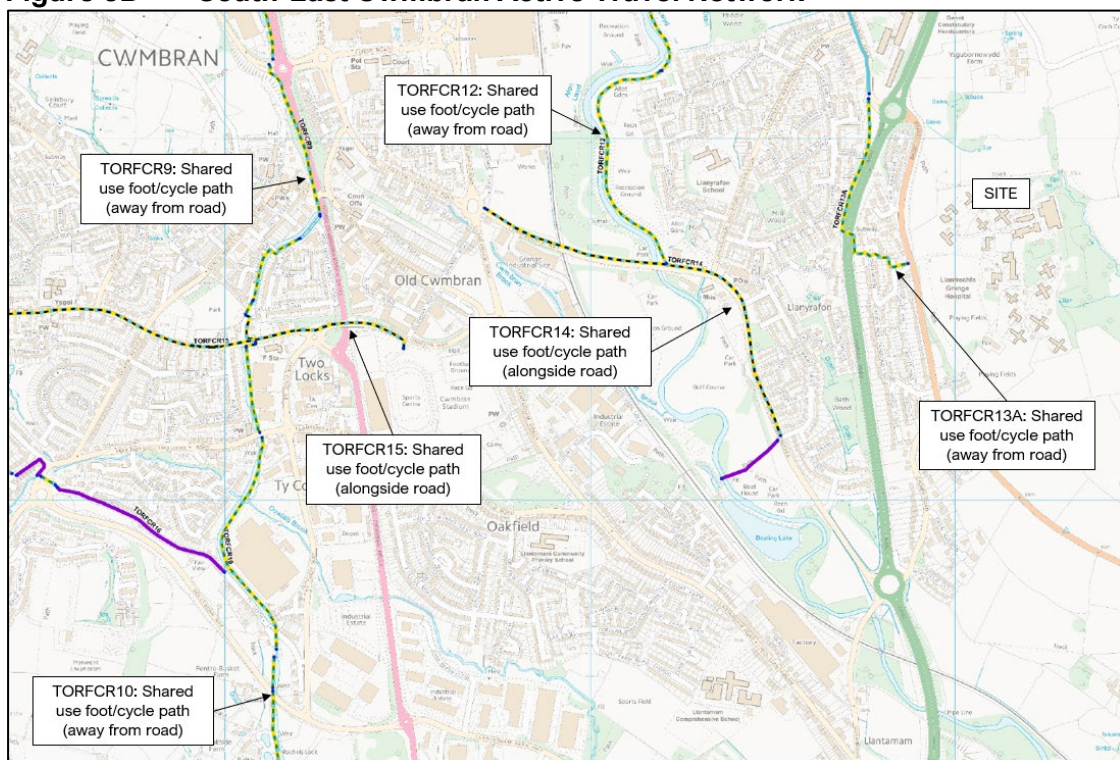
3.1.8 Located beyond the ‘preferred maximum’ walking distance are Cwmbran Railway Station and the amenities associated with the Cwmbran Retail District.

3.1.9 Overall, it is considered that the pedestrian infrastructure is good, and the site is well positioned for staff of the proposed extension to walk for local journeys.

TCBC Active Travel Network

3.1.10 An extract of TCBC’s Active Travel Network is shown in Figure 3B. It shows the site is served by TORFCR13A, which connects Old Hospital Drive with the A4042 underpass, leading to Turnpike Road (leading to Cwmbran town centre). This is shared foot/cycle facility away from the road network.

Figure 3B South-East Cwmbran Active Travel Network



3.1.11 Overall, it is considered that the pedestrian infrastructure is good, and the site is well positioned for employees of the ED to walk to work, and to walk to amenities during shifts breaks. As discussed previously, patients are not likely to cycle to the site.

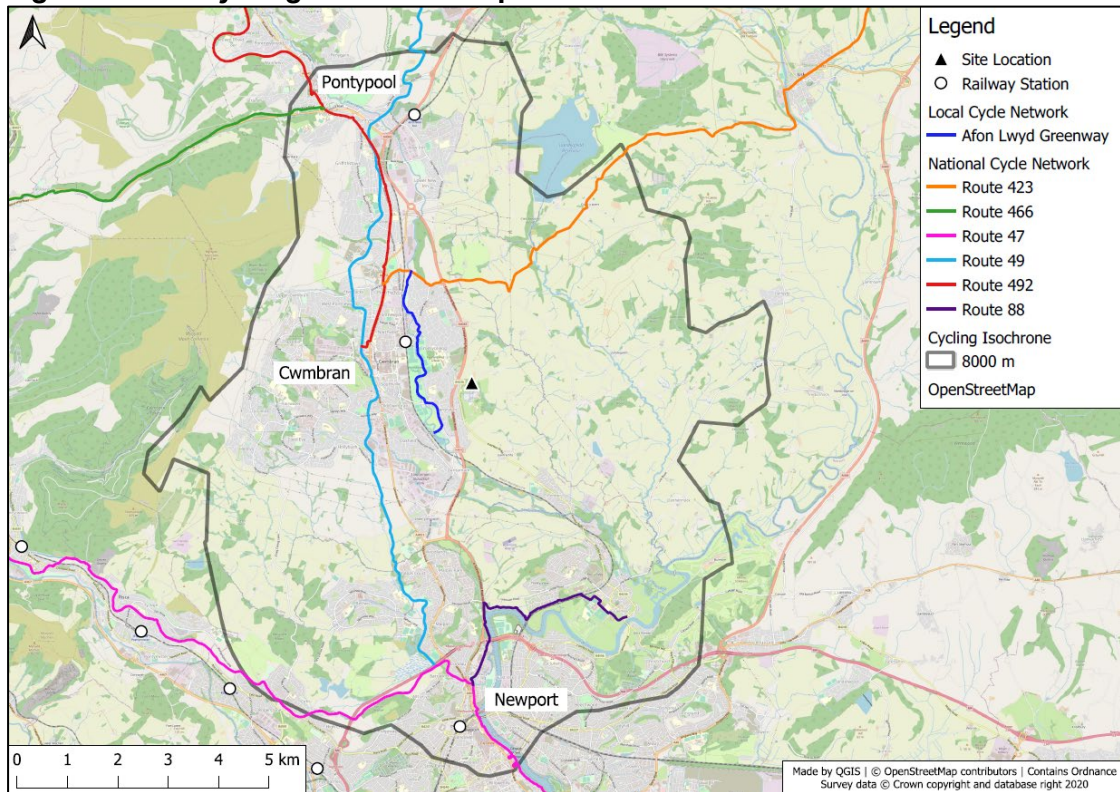
3.2 Disabled Access

- 3.2.1 Footways of minimum 1.5-metre widths can accommodate a wheelchair user and an ambulant person side by side (as per DfT's Inclusive Mobility document, 2021).
- 3.2.2 The internal pedestrian infrastructure at The Grange University Hospital complies with minimum width requirements and there are multiple crossing points with dropped kerbs and tactile paving throughout the network including those with zebra markings to highlight pedestrian priority.
- 3.2.3 As an alternative to the shared footpath/cyclepath which connects the main entrance with Caerleon Road, wheelchair users could also use the 2-metre-wide footway on the south side of OHD which provides access to Caerleon Road. This route offers a continuous level connection to Caerleon Road which disabled users may prefer to the footpath/cyclepath due to gradient constraints.
- 3.2.4 Across the OHD/Caerleon Road junction, there are dropped kerbs and tactile paving. There is a Toucan crossing facility across Caerleon Road approximately 15 metres north of the junction with OHD, with dropped kerbs and tactile paving.
- 3.2.5 Level or flush access is essential for the majority of wheelchair users. The ED is designed with step-free entrances. There are multiple crossing points at The Grange University Hospital located on the internal network and within car parks which benefit from dropped kerbs and tactile paving.
- 3.2.6 The existing pedestrian infrastructure is therefore considered to be suitable for those with reduced mobility and visual impairment.

3.3 Cycling

- 3.3.1 According to the Department for Transport Cycle Infrastructure Design Local Transport Note (1/20), 8 kilometres is considered a suitable distance to cycle for local journeys as per the cycling isochrone map included as Figure 3C.

Figure 3C Cycling Isochrone Map



- 3.3.2 Figure 3C demonstrates that Cwmbran, Pontypool, and Newport are within suitable cycling distance of the site. National Cycle Network (NCN) Route 49 is located approximately 3.0 kilometres west of the site via Llanfrechfa Way and connects Pontypool with Route 47 at J26 of the M4. NCN Route 47 continues south towards Newport.
- 3.3.3 In addition, NCN Route 492 is located approximately 3.2 kilometres northwest of the site via Turnpike Road. This route branches from NCN Route 49 on Maendy Way and provides a connection to NCN Route 423 on Ponrhydyrun Road before continuing northwards towards Pontypool.
- 3.3.4 Local Cycle Network (LCN) Route Afon Lwyd Greenway serves as a traffic-free route through Northfields Park that runs broadly in a north–south direction and connects NCN Route 423 with Llanyrafon. There is a recommended cycle route connecting Caerleon Road at the junction with OHD to the Afon Lwyd Greenway via the A4042 underpass and Turnpike/Woodland Road.

3.3.5 The provision of local and national cycle routes within the vicinity of the site, which benefit from being mostly traffic-free, is conducive to encouraging staff and visitors at the ED to cycle to work.

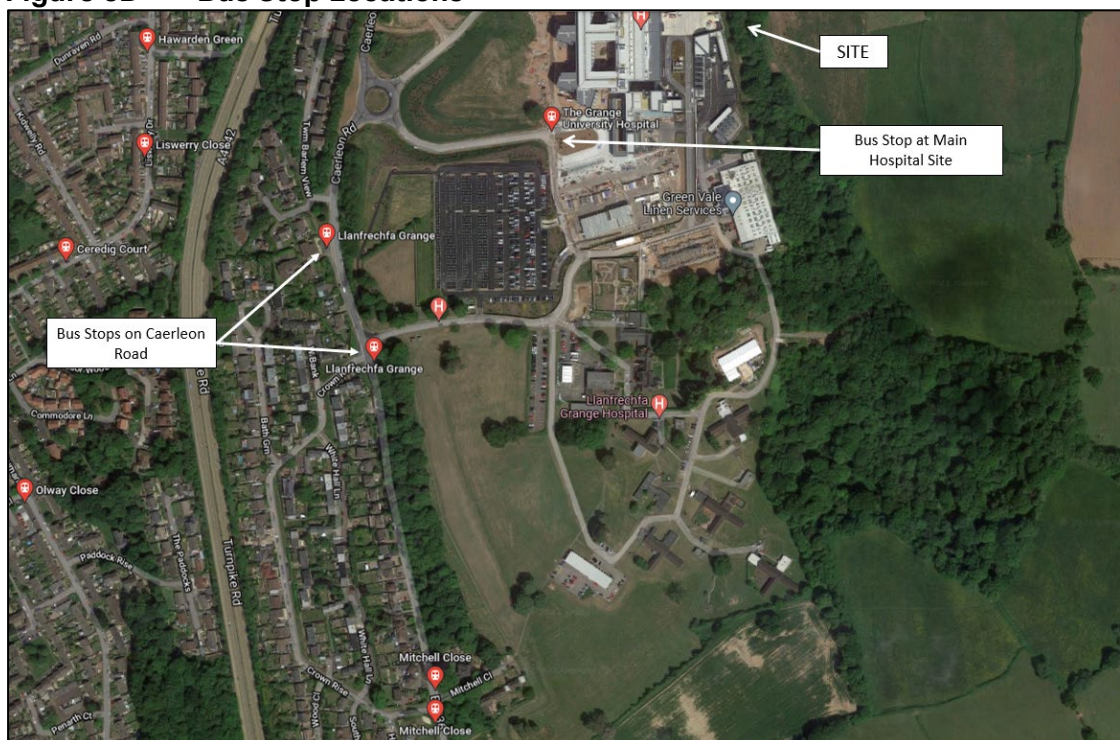
3.4 Public Transport

Bus

3.4.1 The nearest bus stop to the ED is located at the main hospital entrance and is easily accessible via the footpath at the building hospital frontage. The stop benefits from a shelter, seating, and timetable information.

3.4.2 In addition, there are bus stops on Caerleon Road located approximately 650 metres from the proposed ED extension. The nearby bus stops are shown in Figure 3D.

Figure 3D Bus Stop Locations



3.4.3 Both stops on Caerleon Road near the junction with OHD benefit from a shelter, seating, and timetable information.

3.4.4 CIHT’s Buses in Urban Development report (2018) states that 500 metres is the maximum walking distance to bus stops for sites with core bus corridors. As such, the bus stop at the hospital entrance is within this threshold.

3.4.5 The local stops are served by route no. 29/29A which together provide 2 buses per hour from Monday – Saturday between Cwmbran Bus Station and Newport. Service 29A operates hourly services only on Sundays. The bus route 29 map is shown in Figure 3E.

Figure 3E Bus Route 29 Map



3.4.6 The main hospital bus stop and those on Caerleon Road therefore offer convenient access to Cwmbran Railway Station and Newport. This 29/29A service offers a convenient and attractive option for site users with physical infrastructure including footways, crossing points, and shelters, combined with frequency of service and connectivity to urban centres and public transport links.

Rail

- 3.4.7 Cwmbran Railway Station is located approximately 2.5 kilometres northwest of the site via Turnpike Road (i.e., 30-minute walk or a 10-minute cycle). The station is located on the Welsh Marches Line and is operated by Transport for Wales. The station provides services to Newport, Cardiff Central, and Manchester Piccadilly via Abergavenny and Hereford. The station is equipped with 76 car parking spaces, six cycle parking spaces and has step free access to all platforms.
- 3.4.8 Newport Railway Station is located approximately 7.9 kilometres south of the site on Queensway via the A4042 (i.e., less than a 25-minute cycle). The station provides regular services to Cardiff Central, Swansea, London Paddington, Carmarthen, and Manchester Piccadilly. The station is equipped with 266 car parking spaces, 42 cycle parking spaces, and has step free access to all platforms.

3.5 BREEAM Assessment

Accessibility Index Existing

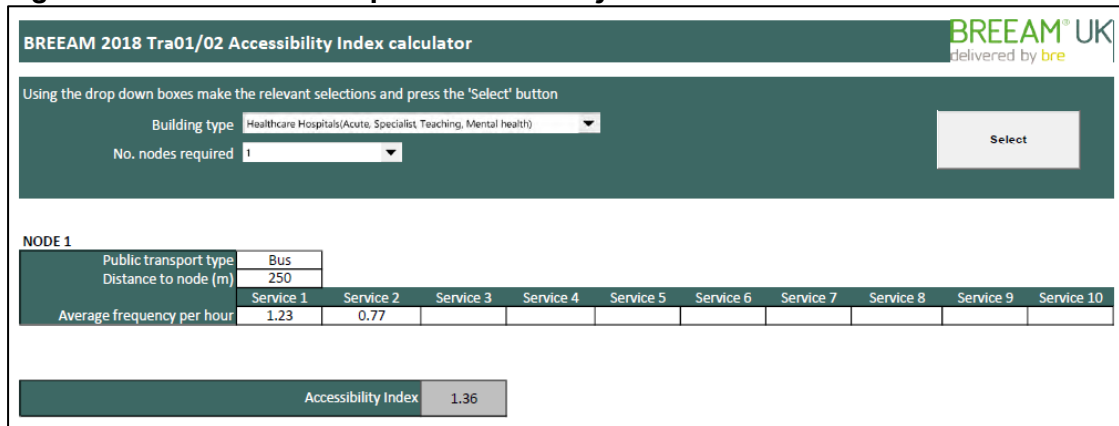
- 3.5.1 In accordance with BREEAM requirements, the existing Public Transport Accessibility Index has been calculated based on bus stops within 650 metres and railway facilities within 1000 metres of the proposed site entrance. The average number of services has been calculated for The Grange University Hospital bus stop node between 07:00 – 20:00 (i.e., 13 hours). The results are summarised in Table 3A below.

Table 3A BREEAM Accessibility Index Calculation

Transport Type	Location	Distance from main building entrance (m)	Service No	No of Services 07:00 – 20:00	Average Frequency / hr.
Bus	The Grange University Hospital	250	29	16	1.23
Bus	The Grange University Hospital	250	29A	10	0.77
Accessibility Index Calculation					1.36

3.5.2 Table 3A demonstrates that the Accessibility Index (AI) for the site is 1.36. The AI calculator is shown in Figure 3F.

Figure 3F Public Transport Accessibility Index Calculator



BREEAM 2018 Tra01/02 Accessibility Index calculator BREEAM[®] UK
delivered by bre

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type: Healthcare Hospitals(Acute, Specialist, Teaching, Mental health)

No. nodes required: 1

NODE 1

Public transport type	Bus										
Distance to node (m)	250										
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
	1.23	0.77									

Accessibility Index: 1.36

Local Amenities

3.5.3 In accordance with the BREEAM requirements for Type 3 buildings (i.e., Healthcare), ADL have considered the applicable amenities located within 500 metres of the site. Due to the location of the proposed site, these amenities will be confined to the existing Grange University Hospital grounds. Within 500 metres of the site there is:

- Costa Coffee Shop;
- Hospital Restaurant;
- Post Box;
- Cash Machine; and
- Pharmacy.

3.5.4 It should be noted that the locations of additional amenities within 2,000 metres (i.e., two kilometres) are provided in the walking catchment plan (Figure 3A).

3.5.5 The provision of these amenities reduces the need for staff of the ED to drive for separate trips during the workday.

4.0 AIMS, OBJECTIVES AND BENEFITS

Aims

- 4.1 The aim of this FTP is to facilitate and encourage sustainable transport and the reduction of single occupancy vehicle use by staff of the proposed development.
- 4.2 This in turn will help reduce the development's impact on local air quality and traffic noise. Through a range of initiatives, the FTP will help to manage the travel needs of staff and visitors and help to increase knowledge of the range of travel options available, by which the site can be accessed.

Objectives

- 4.3 The objectives of this FTP are to:
- Encourage the use of more sustainable modes of transport to travel to and from the site;
 - Improve awareness of transport issues and reduce the impact of traffic on the local environment;
 - Minimise the proportion of single occupancy car trips made by staff and visitors to and from the site;
 - Ensure that inclusive access arrangements are available for all visitors providing greater support for specific user groups such as the mobility-impaired and carers;
 - Develop a change in travel behaviour of individuals towards sustainable modes of travel and then maintain that change.

Benefits

- 4.4 The benefits of the FTP are therefore:

- Improving site access and travel choice for staff and visitors;
- Ensuring adequate provision for site users with disabilities;
- Delivering local environmental improvements for reduced congestion, pollution, and noise; and
- Providing opportunities for active and healthy travel.

Travel Plan Co-Ordinator

4.5 A Travel Plan Co-ordinator (TPC) would be appointed to oversee the implementation and management of the travel plan. The TPC will be ‘hands-on’, actively implementing and monitoring the travel plan.

4.6 The TPC will be appointed at least 6 months prior to occupation of the proposed extension. This role will typically be undertaken by a member of the staff at Aneurin Bevan University Health Board.

4.7 The TPC will be provided with a copy of the FTP and contact details at ADL Traffic and Highways Engineering Ltd to assist them in implementing the plan. ADL will act as an Interim TPC prior to formal appointment of the TPC. Contact details are provided below:

- Tom Ponting (Transport Planner) (between 09:00 – 16:00 Mon – Fri)
tom@adltraffic.co.uk

4.8 The TPC will be responsible for:

- Acting as the point of contact for the travel plan;
- Marketing and promoting the travel plan;
- Providing sustainable travel information to staff and visitors;
- Monitoring and reviewing the travel plan;
- Liaison with TCBC, transport operators and specialist groups; and
- Arranging for travel surveys to be undertaken by staff and visitors.

5.0 MEASURES

5.1 Travel Information

5.1.1 Travel information will be distributed to the staff at the ED, the intention of which will be to encourage engagement in sustainable modes of transport. The travel information will include:

- Maps and information on local walking and cycling routes;
- Public transport information including bus and rail services;
- Details of public transport discounted fares/season tickets;
- Details of the 'Cycle 2 Work' scheme;
- Information on marketing and promotional events at a national/local level; and
- Reasons for using sustainable modes of transport.

5.1.2 The travel information will be communicated through a number of channels including the employee handbook, website, new staff starter packs, and staff/visitor noticeboards.

5.2 Promotion of Walking

Pedestrian Infrastructure

5.2.1 Pedestrian connectivity would be provided linking the car park on the north side of the ED access road (subject to retrospective planning permission) and the building entrance in the form of new footpaths and zebra style crossing points with dropped kerbs and tactile paving.

5.2.2 The proposed improvements to the internal pedestrian infrastructure would link with the existing network in the vicinity of the ED building.

5.2.3 There is a footpath on the east side of the existing ED car park which connects the building entrance with the 11 additional spaces to the north. The 47-space car park benefits from a footpath which bounds the parking bays to the rear, which will be contiguous with the existing infrastructure and proposed footpaths/crossing points.

Soft Measures to Encourage Cycling

5.2.4 The TPC would provide online maps, signage, and leaflets showing walking routes within the vicinity of the site, distances, and indicative journey times.

5.2.5 Information about active travel routes to the site can be found at:

- <https://www.torfaen.gov.uk/en/RoadsTravelParking/WalkingCycling/Torfaen-Walks/Torfaen-Walks.aspx>

5.2.6 The TPC would investigate the feasibility of organising ‘walking buses’ in the evening to various locations based on further analysis of staff home locations. The TPC will also highlight the availability of personal alarms which can be requested by staff.

5.2.7 The TPC would explore the option to provide access to umbrellas which can be borrowed and returned to the site to enable users to walk to work through all weather.

5.3 Promotion of Cycling

Cycle Parking and Infrastructure

5.3.1 Cycle parking is provided at The Grange near the main entrance, the extension would not provide any additional bed spaces and is not anticipated to result in increased patient or staff numbers, and therefore further provision is not considered to be necessary.

5.3.2 The TPC could explore options for the ED to be equipped with lockers/drying spaces and changing/shower facilities for staff if not already in place.

5.3.3 As part of the MHSISU application, ABUHB consulted with the Council on the state of the local cycling and walking routes and identified the need for a £50,000 contribution secured by S106 Agreement to improve active travel linkages in the vicinity. Therefore, no further improvements are considered to be necessary to support the ED.

Soft Measures to Encourage Cycling

5.3.4 The TPC would promote local/national events to encourage cycling such as:

- Bike Week: <https://www.cyclinguk.org/bikeweek>
- Cycle to Work Day – promoted by Aneurin Bevan University Health Board

5.3.5 The TPC would make staff aware of salary sacrifice schemes to purchase discounted bikes and equipment. Schemes include:

- <https://www.cyclescheme.co.uk/>
- <https://www.halfords.com/cycling/expert-advice/cycle2work.html>
- <https://www.cyclesolutions.info/>

5.3.6 The TPC would promote TCBC’s website, which includes information on cycling in the district and local cycle maps:

- <https://www.torfaen.gov.uk/en/RoadsTravelParking/WalkingCycling/Cyclelanesandroutes/Cycling-in-Torfaen.aspx>
- <https://www.torfaen.gov.uk/en/Related-Documents/Countryside/Cycle-Lane-and-Routes/Cycle-Route-Map-North-Torfaen.pdf>

5.3.7 In addition, the TPC will investigate the potential for the following cycling measures:

- Cycle Training – Bikeability cycle training is available through Bikeability Wales;
- Liaise with local cycling shops to establish if discounts on cycles/equipment or outdoor clothing can be agreed; and
- Consult with TCBC on the state of the local cycling network and on improvements.

5.4 Public Transport

5.4.1 Information on public transport links (timetables and route maps) would be made available to all employees in the staff handbook. In addition, the TPC could investigate the possibility for a screen to be installed at the main hospital bus stop which would provide live information.

5.4.2 The local bus operator and Transport for Wales websites would be promoted, which provide live bus and train information:

- <https://www.torfaen.gov.uk/en/RoadsTravelParking/PublicTransport/Public-Transport.aspx>
- <https://www.newportbus.co.uk/>
- <https://tfw.wales/>

5.4.3 The TPC would promote the Newport Bus Smartcards which offers a series of travel smartcards to allow staff and visitors to benefit from a discounted rate with weekly or monthly passport passes, including a cashless bus card, the Freedom card. Information can be found at:

- <https://www.newportbus.co.uk/newport-bus-smartcards>
- <https://www.newportbus.co.uk/network-rider>

5.4.4 The TPC could explore the possibility to arrange the provision of bus taster ticket or travelcard loans for travel on trains for staff.

5.4.5 The Grange University Hospital bus stop at the main entrance would serve the ED as per the existing situation.

5.4.6 Staff would be provided with online links to maps of the best pedestrian routes between the site and local public transport links, including the main hospital bus stop and the local stops on Caerleon Road.

5.4.7 The proposed development would benefit from a pleasant pedestrian environment, with new crossing points and footpaths connecting the new car park with the ED. The bus stop at the hospital frontage benefits from waiting areas, lighting, shelter with seating, and timetable information.

5.4.8 The TPC would promote to those who qualify, concessionary bus passes or similar discounted tickets via TCBC:

- <https://www.torfaen.gov.uk/en/RoadsTravelParking/PublicTransport/Concessionary-Travel-Pass/Concessionary-Travel-Pass.aspx>

5.5 Car Sharing

5.5.1 Staff and visitors would be encouraged to car share. This would be included in the travel information packs. Liftshare is an example of a car share website to reduce the number of single occupancy car trips:

- <https://liftshare.com/uk>

5.5.2 The TPC could explore the option to create a car share database for the staff to encourage site users to car share.

5.5.3 The TPC could explore the option to allocate priority car parking spaces for staff who car share.

5.5.4 The TPC could explore the options to provide road safety training to staff.

5.6 Visitor Information and Taxis

5.6.1 Visitors to the site will be encouraged to travel to the site by means other than the car. This will be facilitated through the provision of travel information, including local walking/cycling maps and bus timetables, in a prominent position within the site. The TPC will be responsible for the production and publication of visitor travel information.

5.6.2 Pre-planned visitors to the site will be provided with travel information prior to their visit in order to allow them to make well-informed travel plans, with an awareness of the sustainable travel options available to them.

5.6.3 The main hospital frontage benefits from a suitable waiting area which would be suitable for ED visitor drop-off and collection. The TPC would monitor the visitation taxis to/from the site.

5.7 Parking Controls

5.7.1 The TPC would monitor the use of adjacent streets/parking areas to ensure site users who travel to the site in a vehicle, do not adversely impact the parking situation in the vicinity of the site.

5.7.2 The car parking provision for patients and visitors is 80 spaces, which is sufficient to accommodate the parking demand on site without any overspill.

5.8 Reducing the Need to Travel

5.8.1 Where possible, ABUHB will explore opportunities to enable agile working in the form of working from home and a reduction in face-to-face meetings through telephone and video conferencing. Increased availability and quality of software to facilitate makes it more viable and attractive.

5.8.2 This can relieve pressure on the road network at peak times and may also allow staff to use sustainable travel without other travelling commitments.

6.0 TARGETS, MONITORING AND REVIEW

6.1 Mode Share and Targets

6.1.1 Travel to work data from the 2011 Census can be used to predict travel behaviour, using dataset WU03EW - Location of usual residence and place of work by method of travel to work.

6.1.2 The site lies in TCBC's Middle Super Output Area (MSOA) W02000330 (Torfaen 008). Using the mode share from this MSOA is therefore a reasonable proxy for the site. Table 6A provides the mode share.

Table 6A Staff Travel to Work Mode Share (Census Data)

Mode of Transport	Mode Share
Driving a car or van	85%
On foot	6%
Passenger in a car or van	5%
Bus, minibus, or coach	2%
Bicycle	1%
Motorcycle, scooter or moped	1%
Total	100%

6.1.3 Table 6A demonstrates that 90% of those who work within the MSOA in which the ED is located travel to work by car or van (i.e., either as driver or passenger), 7% travel by active modes (i.e., walking or cycling), and 2% travel by bus.

6.1.4 Following the baseline travel survey, the travel behaviour of staff will be more accurately determined. Following this, definitive mode share targets can be set through discussion between TCBC and the TPC.

6.1.5 In any case, the primary targets would be to:

- Reduce single occupancy vehicle trips by staff and visitors; and
- Increase sustainable transport trips (i.e., car sharing, walking, cycling, and public transport).

6.1.6 Specific targets for individual modes would be set following the first set of travel surveys. As per comments by TCBC on the MHSISU application, an ambitious target of 50% mode share by public transport, walking, and cycling by Year 5 of the travel plan monitoring period was set. The ED would also aim for a similar target for staff.

6.2 Travel Surveys

6.2.1 The point at which baseline travel surveys are required will be subject to agreement with TCBC. A minimum response rate to the travel surveys will be required to be set and agreed to ensure that the data is representative.

6.2.2 The format of the baseline and monitoring surveys will need to be agreed with TCBC. In general, these will seek to establish the actual travel patterns, the reasons for travel choice and potential measures to encourage consideration of alternatives.

6.2.3 The TPC would be responsible for distributing, collecting, and analysing the surveys.

6.2.4 A draft staff travel survey is provided as Appendix 2.0 and a draft visitor travel survey is provided as Appendix 3.0.

6.3 Monitoring

6.3.1 The results of each travel survey will be assessed against the targets set for reduction in single occupancy vehicle use. A monitoring report will be prepared by the TPC which summarises the survey results and will be submitted to TCBC within 3 months of completion of each annual travel survey.

6.3.2 In addition to the staff and visitor travel surveys, the following would also be monitored:

- Occupation of the cycle stands at the hospital frontage;
- Usage of car sharing; and
- Daily vehicle trips, including servicing trips.

- 6.3.3 The additional monitoring would be undertaken by the TPC periodically alongside when the surveys are undertaken.
- 6.3.4 The surveys would be undertaken in Year 1, 3, and 5 following the occupation of the development.
- 6.3.5 At the end of the formal monitoring period (5 years), if the target for reduction in single occupancy vehicle use has not been achieved, the TPC will liaise with TCBC to extend the period of monitoring or agree that the actual level of reduction achieved is satisfactory.

6.4 Travel Plan Review

- 6.4.1 A review would be a report prepared by either the TPC or appropriate consultancy acting on their behalf. The review would include the results of the travel surveys, comprehensively assessing the effectiveness of the TP in terms of:
- Implementing its terms or recommendations; and
 - Achieving its targets.
- 6.4.2 It would also (if necessary) propose further reasonable measures for incorporation which would improve the effectiveness of the TP. The review would validate and suggest adjustments, if necessary, to the targets in the TP.

Timetable

- 6.4.3 The timetable for submission of reviews is as follows:
- Year 1 Review (within 3 months of baseline travel surveys);
 - Year 3 Review; and
 - Year 5 Final Review.

Procedure

- 6.4.4 The reviews would be submitted in writing by the TPC to the Council. The TPC would consult TCBC on the content of every Travel Plan submission.
- 6.4.5 The Council would respond to the submission within one month of receipt, either recommending approval, or in the event that the submissions are unacceptable the Council will forward the reasons for refusal. In the event of a refusal the TPC would address as appropriate the deficiencies highlighted and resubmit within one month of receipt.
- 6.4.6 The recommendations of the Review would be implemented immediately or as soon as possible (as appropriate dependent upon the type of measures) upon completion of an approved review.
- 6.4.7 Should any meetings between the parties be necessary to discuss the contents of the submissions then this would be arranged.

6.5 Remedial Action

- 6.5.1 The TP cycle should restart should it be found not to achieve its targets and introduce additional measures to achieve the desired targets. There would be a commitment for the TPC to seek a meeting with Council officers, should the review conclude that targets are not being met. The reasons for the non-achievement and any required mitigation would be discussed, if required.
- 6.5.2 Remedial measures would be proposed should the TP be identified to be failing to meet its targets during monitoring. The identification of measures to be undertaken if targets are not met would be included.

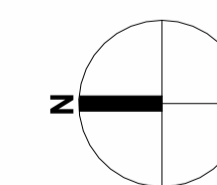
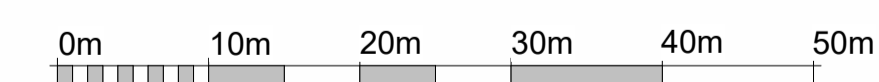
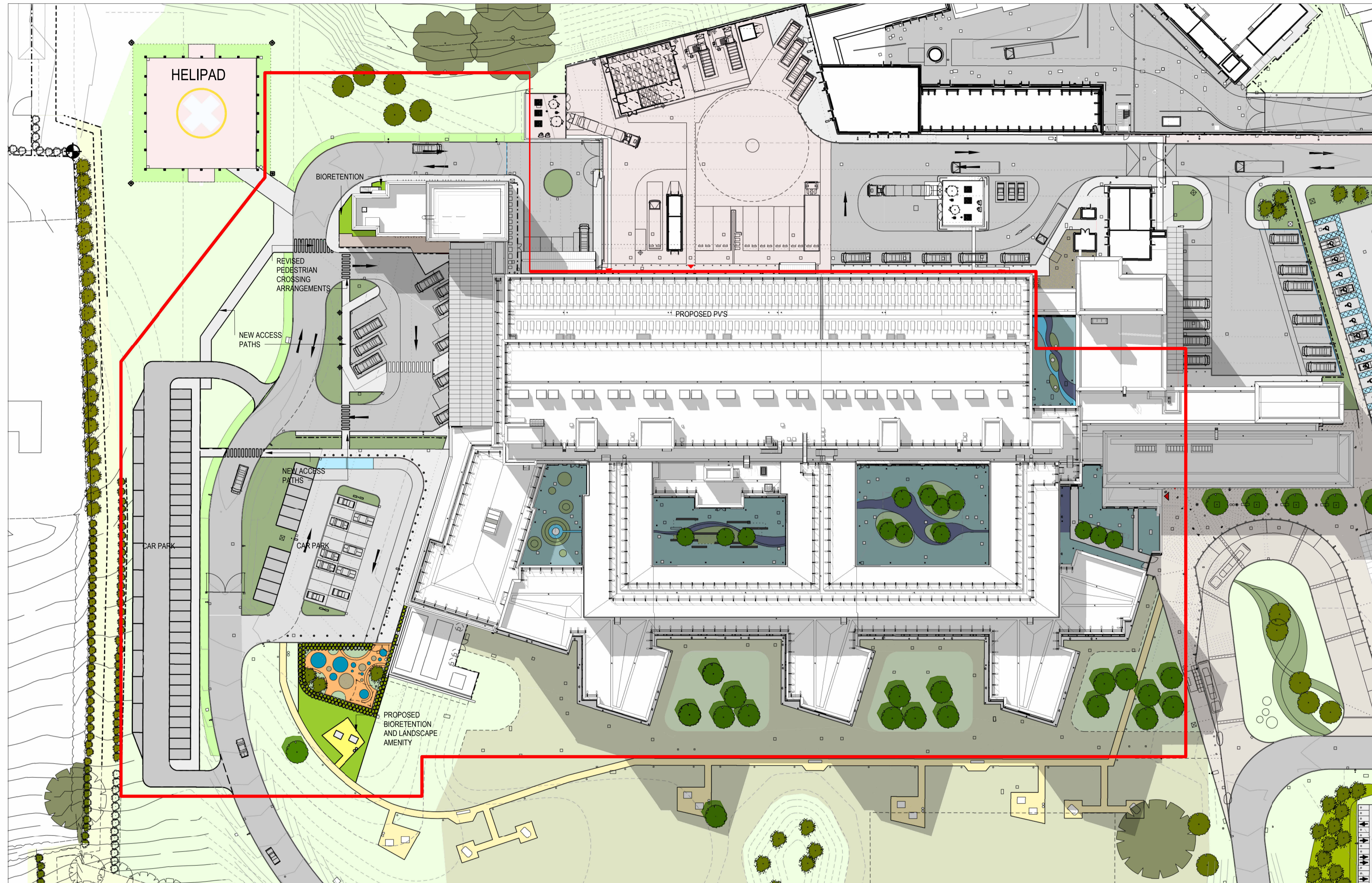
6.6 Action Plan

6.6.1 The proposed travel planning measures are laid out in an action plan with timescales and responsibilities. Where appropriate, budgeting/funding parties have been identified. This is shown in Table 6B below.

Table 6B Action Plan

	Description	Responsibility	Timescale
1	Ensure that facilities to promote walking and cycling including secure cycle parking and pedestrian/cycle routes are constructed as per the approved plans.	Developer	Construction phase
2	Developer will hand over a copy of the TP to the management company	Developer	Prior to occupation
3	Management company takes ownership of the TP and appoints a TPC	Management company	Prior to occupation
4	ADL to be the initial point of contact for the newly appointed TPC. ADL will also provide TPC with TCBC's TP Officer and provide TCBC with the TPC's contact details	ADL	During TP handover
5	Ensure travel information is available to staff and visitors	TPC	On-going
6	Make an initial point of contact with TCBC	TPC	Within 1 month of appointment
7	Ensure on-site facilities to promote walking and cycling including secure cycle parking and pedestrian/cycle routes are appropriately maintained	TPC	On-going
8	Make parents/staff aware and encourage them to use the carshare database https://liftshare.com/uk	TPC	On-going
9	Undertake 1 st travel survey	TPC	Within 6 months of first occupation
10	Submit the results to TCBC	TPC	Within 1 month of survey
11	Analyse the results and set targets in liaison with TCBC	TPC	Within 2 months of survey
12	Revise the TPs and submit revised TPs to TCBC for approval	TPC	Within 3 months of survey
13	Repeat steps 9 – 12	TPC	Year 3 and year 5
14	Be a point of contact for all site users with regards to travel matters	TPC	On-going
15	If the targets are not met, liaise with RCT to put forward remedial measures	TPC	Year 1, 3 and 5
16	Further review to be undertaken within 6 months of implementing the remedial measures	TPC	6 months after the remedial measures are implemented

PROPOSED SITE LAYOUT



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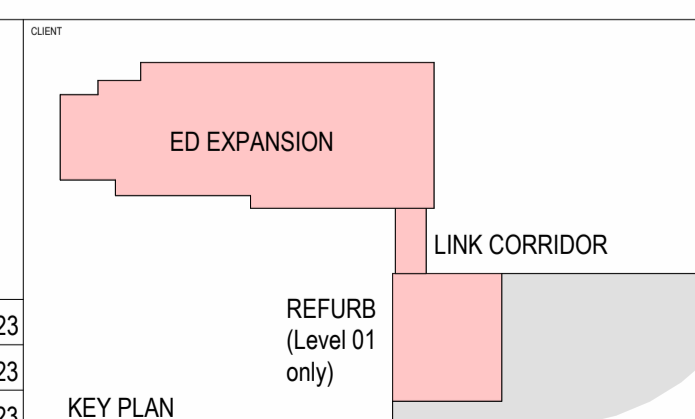
ANY DRAWING ERRORS OR DIVERGENCIES SHOULD BE BROUGHT TO THE ATTENTION OF BUILDING DESIGN PARTNERSHIP AT THE ADDRESS SHOWN BELOW.

DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE FOLLOWING BEFORE WORK COMMENCES:
 • THE CDM DESIGN ISSUES REGISTER
 • THE BDP RISK SERIES OF DRAWINGS
 • THE PROJECT CDM RISK REGISTER

NOTES

REVISION	DESCRIPTION	DRAWN	CHECKED	DATE	REVISION	DESCRIPTION	DRAWN	CHECKED	DATE	REVISION	DESCRIPTION	DRAWN	CHECKED	DATE

P03	Parking layout updated	BH	SW	05/06/23
P02	Red line boundary update	BH	SW	31/05/23
P01	Planning Issue	BH	SW	25/05/23



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BDP.

PROJECT TITLE
 GUH ED Expansion

BDP JOB NUMBER
 P3003076

DRAWING TITLE
 Proposed Site Plan

DRAWING NO.
 P012X-BDP-ED-XX-PL-A-901012

SCALE
 @ A1

1 : 500

DATE PLOT ISSUED
 15/05/23

REVISION
 P03

DRAFT STAFF TRAVEL SURVEY

**STAFF
TRAVEL
SURVEY**



CONFIDENTIAL

The following information is required to produce a Travel Plan.

Please complete all the sections as accurately as possible – there is no right or wrong answer.

Surname		Initials	
Job Title		Home postcode <i>e.g. NW10 1NE</i>	
Gender	Male <input type="checkbox"/>	Female <input type="checkbox"/>	
Age	Under 25 <input type="checkbox"/>	25-34 <input type="checkbox"/>	35-44 <input type="checkbox"/>
	45-54 <input type="checkbox"/>	Over 55 <input type="checkbox"/>	

Do you work full/part time? <i>(please tick)</i>	What are your normal working hours? <i>e.g. 8am – 5pm</i>						
	Mon	Tues	Wed	Thurs	Fri	Sat	Sun
Part time <input type="checkbox"/>							
Full time <input type="checkbox"/>							

Which mode of transport do you use most often when travelling to or from work? <i>(please tick one option only)</i>	
1. Car <input type="checkbox"/>	6. Train <input type="checkbox"/>
2. Car passenger (shared with another employee) <input type="checkbox"/>	7. Bus (Numbers if available.....) <input type="checkbox"/>
3. Car passenger (dropped off by friend/relative) <input type="checkbox"/>	8. Cycle <input type="checkbox"/>
4. Motorcycle (parked in car park) <input type="checkbox"/>	9. Walk <input type="checkbox"/>
5. Taxi <input type="checkbox"/>	Other <i>(please state)</i>

Do you use a car as part of your job?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Not applicable <input type="checkbox"/>
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How long does your journey take <i>(please tick box)</i>	0-5 mins <input type="checkbox"/>	5-10 mins <input type="checkbox"/>	10-20 mins <input type="checkbox"/>	>20 mins <input type="checkbox"/>
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How far do you travel? <i>(please tick box)</i>	0-1 miles <input type="checkbox"/>	1-3 miles <input type="checkbox"/>	3-5 miles <input type="checkbox"/>	>5 miles <input type="checkbox"/>
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Would you be prepared to:	Yes	No	If No, Please State Reason
Walk	<input type="checkbox"/>	<input type="checkbox"/>	
Cycle	<input type="checkbox"/>	<input type="checkbox"/>	
Car Share with another employee (as either driver or passenger)	<input type="checkbox"/>	<input type="checkbox"/>	
Use Public Transport	<input type="checkbox"/>	<input type="checkbox"/>	

Survey completed – Thank-you!

APPENDIX 2.0 Staff Travel Survey

DRAFT VISITOR TRAVEL SURVEY

ABUHB Draft Visitor Travel Survey [ADL ref 5232]

	Journey To or From Site	Time 24 hr	No Persons in Group	Journey Purpose	Postcode Origin/ Destination	Mode of Travel	Vehicle Type (if applicable)	Parking Location
1	Arrive							
	Depart							
2	Arrive							
	Depart							
3	Arrive							
	Depart							
4	Arrive							
	Depart							
5	Arrive							
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14	Arrive							
	Depart							