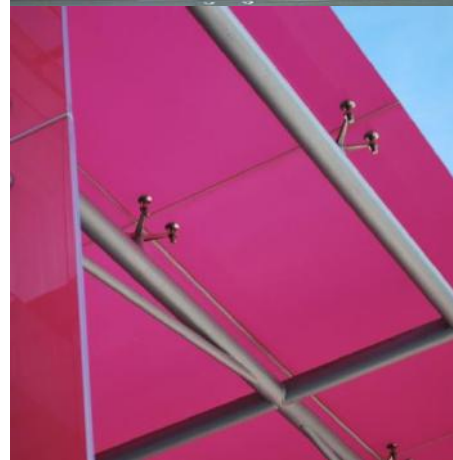
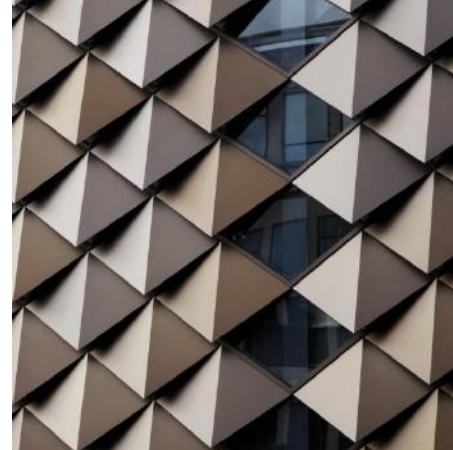


North Denbighshire Community Hospital, Rhyl Interim Travel Plan

Curtins Ref: 074057-CUR-00-XX-RP-TP-021-V01
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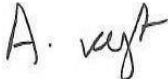
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Plans

Drawing 074057-CUR-00-XX-DR-TP-06001	– Illustrative Pedestrian Catchment (Commuting)
Drawing 074057-CUR-00-XX-DR-TP-06002	– Illustrative Cycle Catchment
Drawing 074057-CUR-00-XX-DR-TP-06003	– Illustrative Public Transport Catchment
Drawing 074057-CUR-00-XX-DR-TP-06004	– Illustrative Pedestrian Catchment (Patient/Visitor)

Appendices

Appendix A	– Proposed Site Layout
Appendix B	– Review of Existing Parking Provision

1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed on behalf of Kier Construction Ltd. to provide traffic and transport advice in relation to the proposed redevelopment of the Royal Alexandra Hospital, Rhyl. In accordance with the NHS Direct Wales website, the existing hospital offers the following services:

- Child and Adolescent Mental Health (CAMHS)
- Child Health & Development
- Chiropody Service
- Continence Service
- Dental Service
- Dietetics
- District Nursing
- Occupational Therapists
- Outpatient Clinic
- Physiotherapy
- Psychology Treatments and Interventions
- Sexual Health
- Speech and Language Therapy
- X-Rays

1.1.2 The redevelopment would see the main hospital building retained, with a new community healthcare facility (known as North Denbighshire Community Hospital - NDCH) delivered to its south on land that currently primarily accommodates surface car parking and facilities buildings.

1.1.3 The NDCH building would re-accommodate much of the services currently available on site, providing a building that is fit for purpose as a modern healthcare facility.

1.1.4 As part of the proposals the existing surface parking provision would be rationalised and re-provided to the west of Alexandra Road; constructed on the site of existing ancillary hospital buildings (the uses of which would be re-accommodated in the new building) and their associated areas of surface car parking. Alexandra Road would also be stopped-up in order to restrict vehicular access from Russell Road and provide public realm.

1.1.5 The redevelopment proposals can be seen in **Appendix A**.

1.2 What is a Travel Plan?

1.2.1 A Travel Plan (TP) is defined by the Department for Transport (DfT) and by the Department for Communities and Local Government (DCLG) as:

“A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.”

Source: *National Planning Policy Framework*, DCLG, 2019.

- 1.2.2 In essence, a TP is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.

1.3 Document Purpose

- 1.3.1 This Interim Travel Plan (ITP) is intended to be read alongside the accompanying Transport Assessment (TA, document reference: 074057-CUR-00-XX-RP-TP-001-V01), prepared to consider the development proposals. Specific reference should be given to the Transport Implementation Strategy (TIS) contained in Section 7 of the TA.
- 1.3.2 An ITP is the first stage of the Travel Plan process and is often prepared during the planning stage prior to the construction of the development. It includes a list of potential measures that could be implemented to affect modal choice, and a management strategy for producing a full Travel Plan in the future.
- 1.3.3 The following is noted in paragraph 9.13 of TAN 18:

“Developers may voluntarily submit a travel plan with a planning application, for example to illustrate existing promotion of sustainable travel activity at the site. However, in order to determine the necessity and effectiveness of the travel plan, it is preferable that a TA is undertaken and the travel plan developed as a component of the TIS. The weight to be attached to a travel plan when determining a planning application will depend upon the extent to which it (or parts of it) can be secured through a planning condition or obligation and the extent to which it affects the acceptability of the development proposed. Development that is unacceptable should never be permitted because of the existence of a travel plan if the implementation of that plan cannot be enforced.”

Source: Planning Policy Wales Technical Advice Note 18: Transport, 2007

- 1.3.4 This document has been provided to demonstrate a commitment to sustainable travel, and should be read alongside the TIS in the accompanying Transport Assessment.
- 1.3.5 Rather than relying solely on the TIS, it is considered appropriate to outline the wholesale improvements to the accessibility of the site within an Interim Travel Plan as part of the planning submission. This is because the proposed redevelopment would result in a reduction in car parking spaces; with a reassignment of this provision to cycle, motorcycle and EV spaces.
- 1.3.6 It is expected that a full Travel Plan with surveys would be conditioned as part of any planning consent.

1.4 Document Structure

- 1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan. It also sets out key aims and objectives for the Travel Plan process.
- 1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout.
- 1.4.3 **Section 4** assesses the accessibility of the site by various means of sustainable modes of travel including public transport, walking and cycling.
- 1.4.4 **Section 5** outlines various initiatives that will be considered to encourage a modal shift from single occupancy car travel and towards sustainable modes of travel for future employees and visitors.
- 1.4.5 **Section 6** provides example Travel Plan Targets, outlining the need to present SMART targets following the completion of the base Travel Surveys.
- 1.4.6 **Section 7** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan process progresses.
- 1.4.7 **Section 8** concludes the report by providing an Action Plan which summarises the document and the next steps.

2.0 Travel Plan Benefits

2.1 Introduction

2.1.1 The benefits from a TP can be loosely categorised under three main headings:

- Environmental Benefits;
- Health Benefits; and
- Financial Benefits.

2.1.2 This section explores just some of the improvements which can be made to an organisation during a successful Travel Planning process.

2.2 Environmental Benefits

2.2.1 Climate change is a global issue that affects all nations. The British Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

"It is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 80% lower than the 1990 baseline."

Source: *Climate Change Act 2008*, Chapter 27, Part 1, 2008.

2.2.2 Organisations and developments can play their part in meeting carbon reduction targets through reducing vehicular traffic and facilitating uptake in more sustainable modes of travel.

2.3 Health Benefits

2.3.1 A reduction in polluting vehicles on the roads surrounding the site will mean better air quality throughout the area. There are also well documented health benefits associated with active travel, and activity levels across the UK could still be improved:

"66% of men and 58% of women aged 19 and over met the aerobic activity guidelines of at least 150 minutes of moderate activity or 75 minutes of vigorous activity per week or an equivalent combination of both, in bouts of 10 minutes or more."

26% of men and 27% of women were obese. The proportion of adults who were obese has been similar since 2010."

Source: *Health Survey for England*, DoH, 2016.

2.3.2 Regular moderate physical activity (including walking and cycling), can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems.

2.4 Financial Benefits

- 2.4.1 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates:

"The estimated direct cost of physical inactivity to the NHS across the UK is £1.06 billion. This is based upon five conditions specifically linked to inactivity, namely coronary heart disease, stroke, diabetes, colorectal cancer and breast cancer.

In England, the costs of lost productivity have been estimated at £5.5 billion per year from sickness absence and £1 billion per year from the premature death of people of working age."

Source: *Start active, stay active: report on physical inactivity in the UK*, DoH, 2011.

- 2.4.2 Individuals can also benefit financially from travelling to and from a site with a TP in place due to the improved range of transport options available, some of which may be more cost-effective than car travel. In some circumstances, TP measures can remove an individual's need for a car (or their household's need for a second car), removing the capital and on-going cost of car ownership.
- 2.4.3 An effective TP can help encourage residents to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

2.5 Mutual Benefits

- 2.5.1 As demonstrated, there are multiple reasons as to why TPs are important to modern society. The initiatives in this TP will have a positive effect on the future residents of the proposed development. They must be communicated correctly:

"It is important that the outcomes sought from the travel plan can be seen as a benefit to all parties, e.g. the developer, occupiers and site users, the community and the local authority. Such benefits can help in gaining widespread commitment."

Source: *Good Practice Guidelines: Delivering Travel Plans through the Planning Process*, DfT, 2009.

2.6 Travel Plan Aims & Objectives

- 2.6.1 Considering the above benefits and the end users, this ITP aims to minimise the number of car trips generated by the development and encourage residents to use sustainable modes of transport.
- 2.6.2 The aims of this ITP will be supported with the following objectives:
- **Objective 1** – To increase the level of cycling to and from the site;
 - **Objective 2** – To increase the level of walking to and from the site;
 - **Objective 3** – To increase the level of public transport use to and from the site; and
 - **Objective 4** – To reduce single occupancy car travel to and from the site.

3.0 Existing Situation

3.1 Site Location

- 3.1.1 The application site is located within Rhyl, approximately 1km north east of the town centre. The site currently comprises buildings and parking associated with The Royal Alexandra Hospital.
- 3.1.2 The site is bounded to north by East Parade, by Grosvenor Road to the east, Russell Road to the south and the rear of existing residential properties off Beechwood Road to the west. Alexandra Road bisects the site, extending from East Parade to Russell Road.
- 3.1.3 **Figures 3.1** and **3.2** below show the site location from a regional and local perspective:



Figure 3.1 – Site Location (Regional)



Figure 3.2 – Site Location (Local)

3.2 Existing Use

- 3.2.1 The application site currently comprises The Royal Alexandra Hospital buildings and associated surface car parking.

3.3 Existing Access Arrangements

- 3.3.1 Vehicular access to the site is provided from eight access points along Alexandra Road, East Parade and Grosvenor Road. All take the form of simple priority access points, with a mixture of full access points and dropped kerbs providing access to various sections of car parking and facility buildings.
- 3.3.2 The access junctions are illustrated on **Figure 3.3**:

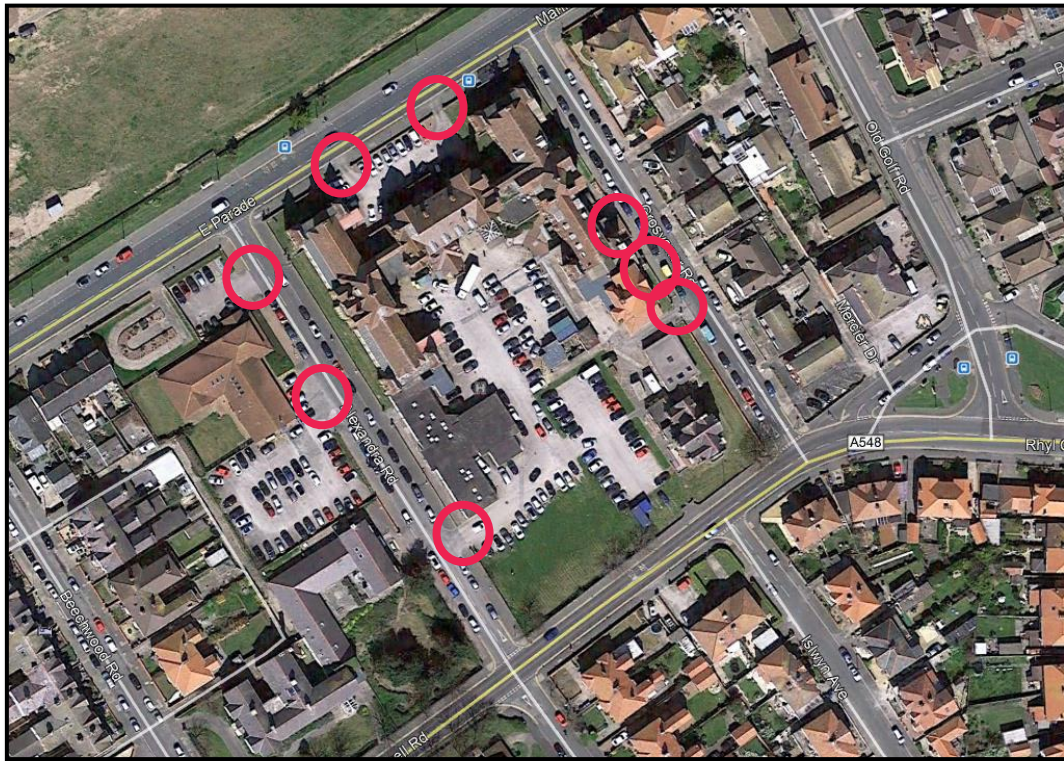


Figure 3.3 – Existing Access Points

- 3.3.3 The existing buildings provide several pedestrian and cycle connections around their perimeter, meaning the site is permeable and can be accessed directly from East Parade, Alexandra Road and Grosvenor Road.

3.4 Surrounding Road Network

B5118 East Parade

- 3.4.1 The B5118 East Parade forms the northern boundary of the proposed development site. East Parade runs along the coastline of Rhyl; from the roundabout junction with West Parade/ Stryd Y Baddon approximately 900m to the south west of the site, to a priority junction with Grosvenor Road at the north east corner of the site, where the B5118 continues to the east as Marine Drive.
- 3.4.2 In the vicinity of the site, East Parade comprises a single lane, two-way road with a total carriageway width of approximately 9m. Opposite the northern site boundary, there is on-street Pay & Display/coach parking on the north-western side of the carriageway.
- 3.4.3 Also, in the vicinity of the site, East Parade is subject to a 30mph speed limit. Footways are present at 2-3m in width and street lighting provided along both sides of the carriageway. No waiting at any time (double yellow line) parking restrictions and no loading at any time restrictions are present on the southern side of the road.

- 3.4.4 **Figure 3.4** shows views to the west and east along East Parade from its junction with Alexandra Road:



Figure 3.4 – East Parade (views from the junction with Alexandra Road)

- 3.4.5 Alexandra Road provides two points of access to a small area of parking to the immediate north of the main hospital building.
- 3.4.6 East Parade benefits from a scheme of pedestrian facilities including pedestrian guard railing points complete with dropped kerbs and tactile paving to facilitate crossings. Bus stops are provided at various points along East Parade with the closest within 20m of the site boundary.

A548 Russell Road

- 3.4.7 The A548 Russell Road forms the southern boundary of the proposed development site. The road extends for approximately 1,000m along a north east/south west alignment between a priority junction with High Street in the west, where the road continues on as Wellington Road, and a priority junction with Old Golf Road in the east, where it continues on as Rhyl Coast Road.
- 3.4.8 In the vicinity of the site, Russell Road is approximately 6-6.5m in width. Similar to East Parade, Russell Road forms priority controlled T-junctions with Alexandra Road and Grosvenor Road. **Figure 3.5** provides a westbound view along Russell Road at the southern corner of the site.
- 3.4.9 In the vicinity of the site Russell Road is subject to a 30mph speed limit with footways approximately 2m in width provided on either side of the carriageway. The road is also well lit by street lighting.
- 3.4.10 Russell Road includes double yellow line parking restrictions along the majority of its length, and there are instances of traffic calming road markings (ARAF/SLOW).

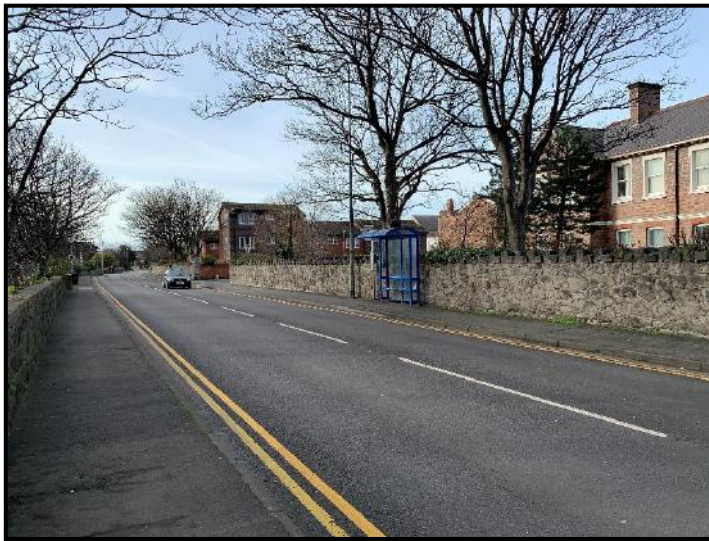


Figure 3.5 – Russell Road (view Westbound)

Alexandra Road

- 3.4.11 Alexandra Road bisects the development site, extending for approximately 135m between two priority controlled T-junctions with East Parade in the north and Russell Road in the south. Alexandra Road is two-way road with a single lane in each direction.
- 3.4.12 Alexandra Road has a typical carriageway width of approximately 7m. However, the effective width varies along the road's length due to on-street parking which is often present as much of the carriageway is uncontrolled.
- 3.4.13 Alexandra Road provides access to three of the existing access points, leading to associated parking for the current Hospital buildings. **Figure 3.6** provides a northbound view along the eastern footway of Alexandra Road adjacent to the main car park access, c.30m north of Russell Road:



Figure 3.6 – Alexandra Road (view Northbound)

- 3.4.14 The road is subject to a 30mph speed limit, with footways 2-3m in width and street lighting provided along both sides of the carriageway.

Grosvenor Road

- 3.4.15 Grosvenor Road is located on the eastern perimeter of site and extends along a north-west/south-east alignment. The road comprises a single carriageway and is one-way in a southbound direction. From its northern entrance at East Parade, formed by a priority controlled T-junction, the road extends approximately 130m to the south east and terminates at another priority controlled T-junction with Russell Road.
- 3.4.16 Grosvenor Road has a typical carriageway width of approximately 7m. However, the effective width varies along the road's length due to on-street parking which is often present as much of the carriageway is uncontrolled.
- 3.4.17 Footway widths are approximately 2-3m along Grosvenor Road, and street lighting is provided at regular intervals. **Figure 3.7** provides a southbound view along the western footway of Grosvenor Road at the midpoint of the road between East Parade and Russell Road:



Figure 3.7 – Grosvenor Road (view Southbound)

- 3.4.18 Grosvenor Road accommodates three of the six access junctions to the existing site, with one full access point approximately 45m north of the junction with Russell Road and two gated access points to the building only.
- 3.4.19 The road benefits from existing pedestrian facilities including dropped kerbs to facilitate pedestrian movement, and tactile paving at its junction with Russell Road. Grosvenor Road is subject to a 30mph speed limit.

3.5 Access for Mobility and Visually Impaired Users

- 3.5.1 The site benefits from segregated footways on all vehicular links in the surrounding vicinity. There are existing features that assist with safe and convenient access for those site users who have young children, and those who are disabled and/or visually impaired.
- 3.5.2 Dropped kerbs are present at every crossing place in the vicinity of the site, with tactile paving provided at certain junctions including along Russell Road.
- 3.5.3 The proposed development will accommodate a zebra crossing facility through the proposed area of parking. All footways and cycle ways will be well lit, with dropped kerb access and tactile paving provided in appropriate locations.

3.6 Existing Parking Provision

- 3.6.1 A review of existing parking provision to the east and west of Alexandra Road has been undertaken, the results of which are provided in **Appendix B** to the rear of this report. The areas of parking were split up into seven zones, and a summary is provided in **Table 3.1**:

Parking Zone	Regular Bays	Disabled Bays	Total Bays
East Parade (Green Zone)	17	0	17
Alexandra Road West A (Orange Zone)	11	1	12
Alexandra Road West B (Yellow Zone)	46*	0	46
Main Car Park A (Blue Zone)	50	11	61
Main Car Park B (Red Zone)	23	4	27
Main Car Park C (Purple Zone)	23	3	26
Main Car Park D (Grey Zone)	27*	0	27
Totals	197	19	216

*estimated count (informal parking)

Table 2.1 – Personal Injury Accident Data Summary

- 3.6.2 There is a total of approximately 216 car parking spaces on site, comprising 197 regular bays and 19 marked disabled bays.
- 3.6.3 It should be noted that provision at the 'Alexandra Road West B' and 'Main Car Park D' zones (total of 73 spaces) have been estimated using an assumption of relatively efficient parking.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national, regional and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Accessibility by Cycle; and,
- Accessibility by Public Transport.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. Although the Chartered Institution for Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' has no legal standing within Scotland, the suggested walking distances found therein are considered applicable to this planning application. These are reproduced in **Table 4.1**.

	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Suggested Acceptable Walking Distances

4.2.2 To assist in summarising, the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. Drawings **074057-CUR-00-XX-DR-TP-06001** and **06004** to the rear of this report show the CIHT '*Desirable*', '*Acceptable*' and '*Preferred Maximum*' for commuting trips and trips elsewhere, respectively.

4.2.3 The hospital itself would include complimentary facilities for staff, patients and visitors on site such as cafés and convenience shops, as well as facilities at the Rhyl Pavilion. Additionally, there are a variety of residential properties in the close proximity to the proposed site, that could accommodate both staff and patients; as well as Care homes and hotels/B&B facilities.

- 4.2.4 There are several bus stops located within the 500m walking catchment, which can be found Russell Road, East Parade Street and Old Golf Road. These bus stops offer access to a wide variety of bus services and useful destinations that can be used for commuting and appointments purposes. The public transport section of this Chapter discusses the bus and rail services available from the site in further detail.
- 4.2.5 Within a 1km walking distance of the development there are similar facilities to those found within the 500m walking catchment, along with a greater number of residential properties extending as far as roads such as Molineaux Road in the east, Brighton Road in the south and Church Street in the west. This catchment area also contains educational facilities, Rhyl Leisure Centre, convenience stores, Rhyl Botanical Gardens, amongst many other useful facilities. Rhyl Bus station is also located within this catchment, providing a variety of buses across Rhyl and Denbighshire.
- 4.2.6 Within the final 2km walking distance of the site there are more of the same facilities as found within the previous 500m and 1km areas, as well as some new facilities including schools, Pharmacies, Morrisons, Aldi, restaurants, among other retail sites. Rhyl Railway station is also located in this catchment, just outside the 1km catchment. This allows for both staff and patient access to the hospital via a multi modal route from the station.
- 4.2.7 Also, within the 2km catchment the majority of residential areas within Rhyl are incorporated, which represents a large proportion of the patient base served by the existing (and proposed) hospital.

4.3 Accessibility by Cycle

- 4.3.1 In order to assist in assessing the accessibility of the site by cycle, **Drawing 074057-CUR-00-XX-DR-TP-06002** to the rear of this report presents an 8km cycle catchment, which equates to approximately 30mins when cycling at a comfortable speed of 15kmph (10mph). The catchment extends as far as Prestatyn in the east, Pengwern in the south and Abergele in the west.
- 4.3.2 In the immediate vicinity of the site there are several recommended or signed routes for cycling, the most significant of which is National Cycle Route (NCR) 5 along the promenade within c.100m of the site boundary. There are two links to the route to NCR 5 at the north east and north west of the site via the northern footway of East Parade.
- 4.3.3 NCR 5 is a long-distance route which connects Reading and Holyhead via Oxford, Stratford-upon-Avon, Bromsgrove, Birmingham, Stoke-on-Trent, Chester, Colwyn Bay and Bangor. But locally, it links Pensarn to Prestatyn, providing a high-quality off-road cycle link along the front of Rhyl.
- 4.3.4 Additionally, in the surrounding area, there are more local link routes along; Conwy Street, Queens Walk, A548 Rhyl Coast Road, Oakville Avenue, Eastville Avenue and Garford Road. The surrounding cycle network is illustrated in **Figure 4.1**:

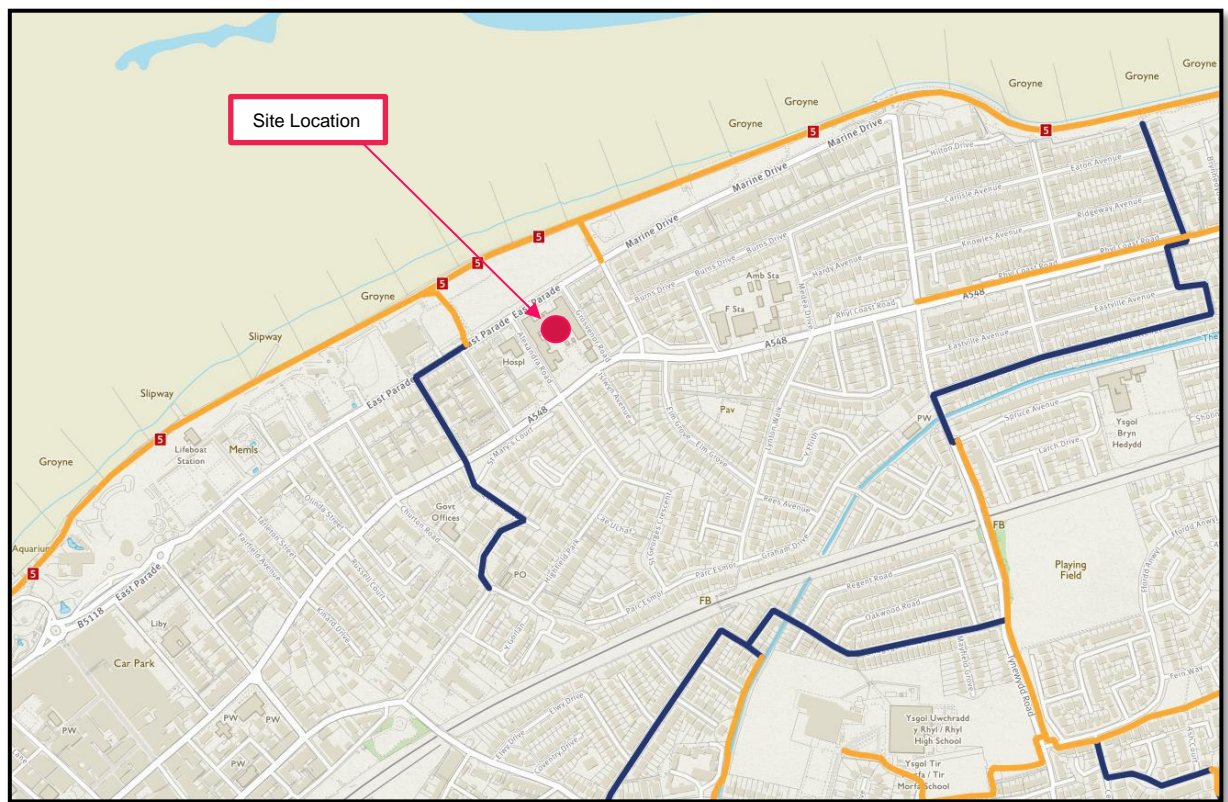


Figure 5.3 – Extract from Sustrans Cycle Mapping

4.4 Accessibility by Public Transport

- 4.4.1 The site is well situated to take advantage of existing public transport infrastructure within Rhyl. **Drawing 074057-CUR-00-XX-DR-TP-06005** demonstrates the areas accessible via public transport within 20, 40 and 60 minutes journey of the site. Accessibility by bus and rail are considered in further detail below.

Bus Accessibility

- 4.4.2 The nearest pair of bus stops to the site is located immediately adjacent to the proposed development on East Parade, as well as upon Russell Road. Both pairs of stops are within 150m. The pair of stops upon East Parade contain shelter, timetable and seating. Shelter and timetable facilities are also provided at the stops on Russell Road. **Table 4.2** details the services that call at these stops and their associated frequencies:

Bus Service	Route	Typical Frequency (mins)		
		Mon – Fri	Sat	Sun/Hols
Services from East Parade				
35	Rhyl Circular Route	30	30	120

Bus Service	Route	Typical Frequency (mins)		
		Mon – Fri	Sat	Sun/Hols
Services from Russell Road				
18	Rhyl- Flint Cottage Hospital	120	120	-
19	Flint- Prestatyn-Hoylwell-Rhyl	120	Peak AM/PM Services	-
40	Dyserth- Rhyl	30	-	-
47	Rhyl - Rhyl via Brynheddydd	Peak AM/PM Services	Peak AM/PM Services	-

Table 4.2 – Summary of the Frequent Bus Services from East Parade/Russell Road

- 4.4.3 In summary, in light of the site's location close to a number of existing services on East Parade and Russell Road, it has been demonstrated that the site is accessible by bus.

Rail Accessibility

- 4.4.4 The nearest railway station to the site is Rhyl Railway Station, which is located approximately 1.1km from the site. Rhyl station is served by Avanti West Coast and Transport for Wales. It has regular services that run to Holyhead at a frequency of approximately 1 train every 30 minutes in each direction. It also serves hourly trains to Llanelli and Llandudno. Stations such as Manchester Airport, Birmingham International, Cardiff Central, Manchester Piccadilly and London Euston, are served frequently by this station. Allowing further catchments for staff and patients.
- 4.4.5 Whilst the walking distance from the site to the railway station may be too far a walk from some prospective site users, it may still be viable for some users, particularly those who cycle or 'park and ride'. Furthermore, Rhyl Bus station is situated adjacent to the railway station, providing frequent services that link to the hospital (including 40 as listed in **Table 4.2**).
- 4.4.6 It is therefore considered that a multi-modal rail journeys would be viable for users of the site who are unable or unwilling to walk the 1.1km distance. In view of the availability of connecting bus services to access the nearby railway stations, and the level of service available at the station, it is considered that the site is accessible for travel by rail.

4.5 Summary

- 4.5.1 In summary, the site is located such as to benefit from existing walking, cycling and public transport opportunities. The site is located in close proximity to a variety of key services and facilities as well as a number of pre-existing residential areas. The site is therefore considered to be accessible from sustainable modes of travel.

5.0 Travel Plan Initiatives

5.1 Introduction

- 5.1.1 This section of the FTP sets out the initiatives that could be implemented in a full Travel Plan. The initiatives are designed in order to reduce employee, patient and visitor dependency on the private car where possible; encouraging uptake in sustainable modes of travel where appropriate. They are in line with the aims and benefits set out in **Section 2** of this document.

5.2 Production of Staff Welcome Packs

- 5.2.1 Welcome packs can be critical in influencing travel patterns and therefore it is envisaged that welcome packs will be supplied to all staff at the development upon moving in to the redeveloped facility. The contents of the welcome packs could include:

- Introduction to the TP concept detailing objectives and aspirations;
- Literature on the health benefits of walking, cycling and environmental benefits of sustainable modes of transport;
- Personal travel initiatives;
- Maps showing local walking / cycling routes and places of interest;
- Details of public transport services, including timetables and routes; and
- Details of the Travel Plan Co-ordinator (TPC).

5.3 Measures to Encourage Walking

- 5.3.1 Walking is the most sustainable and accessible mode of travel. Any individual in relatively fair health can incorporate walking into part of their journey. Furthermore, 30 minutes of moderate activity 5 or more times per week is likely to enhance the health and fitness of the individual.

- 5.3.2 It has been demonstrated throughout **Section 4** of this ITP that there is a good high level of pedestrian infrastructure in the surrounding area. The redevelopment proposals will also provide improved shared pedestrian/cycle access routes. The following measures will be considered in order to encourage employees to walk:

- Clear signing of pedestrian routes within and adjacent to the site;
- Provide a pool of umbrellas on-site for employees;
- Provide storage for employees scheduled visitors;
- Provide on-site shower and changing facilities for employees;
- Provide information on the local pedestrian routes in communal areas; and
- Promote the www.walkit.com website for journey planning on foot.

5.4 Measures to Encourage Cycling

5.4.1 It has been demonstrated throughout **Section 4** of this ITP that there is an existing high level of cycle infrastructure in the surrounding area, with convenient access to National Cycle Route 5. There will also be excellent cycle parking facilities provided as part of the development, shifting the emphasis away from just providing car parking with space for a total of 181 bicycles (including 81 secure for employees and 100 spaces for visitors across six different locations across the site for maximum convenience). To encourage employees to cycle, the following measures will be considered:

- Promote the availability of cycling information, including route maps and useful tips and guidance from the “Sustrans” website www.sustrans.org.uk;
- Provide on-site shower and changing facilities for employees;
- Provide an on-site puncture repair kit for employee use;
- Register the employer to the Cycle2Work scheme, promoting to employees; and
- Encourage the establishment of an employee Bicycle User Group (BUG).

5.5 Measures to Encourage Public Transport

5.5.1 It has been demonstrated throughout **Section 4** of this ITP that the site is accessible by public transport. Regular buses already serve the existing healthcare uses on site, and there would be an opportunity for some site users to use rail services as part of a multi-modal trip. The following measures will be considered in order to encourage employees to travel by public transport:

- Distribute details of the Traveline Journey Planning tool for Wales on the hospital website and in communal areas: www.traveline.cymru;
- Provide up to date bus and rail information in communal areas;
- Provide a guaranteed taxi home for employees who travel to the site by public transport in the event of an emergency (certain terms would need to be agreed and set);
- Advertise any promotions/discounts offered by public transport operators;
- Implement a policy of using public transport for travel in the course of work wherever feasible; and
- Limited time discount tickets could be provided in the previously discussed welcome packs.

5.6 Car Sharing

5.6.1 Whilst rebalancing the parking provision will encourage less to drive to the site, it is accepted that some employees, patients and visitors will still either need or chose to travel by car.

5.6.2 Car sharing is an effective way of reducing single occupancy car trips if a number of employees travel to the same location each day and encouraging uptake in car sharing is considered a key initiative to improve the operation of the car parking facilities.

- 5.6.3 It is suggested car sharing is promoted and facilitated through an on-line intranet system that managed by administrative staff. Employees would sign up to the database, indicating where they live and a shift pattern. The database would then match compatible lift shares.
- 5.6.4 In addition, there are also organisations which offer this same service. Employees would be able to use the website; www.liftshare.com/uk, in order to organise car shares. They would have to register themselves with the site, which then searches for and matches appropriate car sharers. This scheme would be promoted by the Travel Plan Coordinator (TPC).
- 5.6.5 Alongside promoting such schemes, it would be appropriate to raise awareness of car ownership costs and highlight the social and economic benefits through advertising around the site. Certain parking passes in line with the Car Park Management strategy as outlined below could be provided as an incentive or reward for car sharing.

5.7 Car Parking Management Strategy

- 5.7.1 As recognised in the Transport Assessment (document reference: **074057-CUR-00-XX-RP-TP-001**), there is an intention for the proposed development to help reduce vehicular modal split through encouraging alternative modes of travel.
- 5.7.2 Notwithstanding this, it is appreciated that uncontrolled overspill parking on to the surrounding roads would not be desirable. In this case a Car Parking Management Strategy should be developed to help:
- Protect an appropriate level of patient/visitor parking on site;
 - Protect a level of parking on site for employees that have accessibility needs; and
 - Provide employees with a suitable alternative area of parking if required.
- 5.7.3 It is not proposed that levels of parking are proportioned or fixed at this stage. It is still maintained that the proposed redevelopment will encourage uptake in sustainable modes of travel, and on this basis, it is expected that private car modal split will reduce.
- 5.7.4 However, should on-street parking cause concerns after an initial monitoring period of three months after opening, it may be more appropriate to formalise employee parking through a permit scheme. Employee parking on site could be restricted to the following priorities:
- Those employees that have accessibility needs;
 - Those employees actively engaged in the hospital car sharing scheme; and
 - Those employees that have more anti-social working hours where it is more difficult to travel by sustainable modes other than the private car.

- 5.7.5 Such a permit scheme would provide further encouragement to travel by alternative modes, but a permit scheme would also displace parking to the surrounding area.
- 5.7.6 It has been demonstrated that there are in excess of 575 spaces across the Rhyl Pavilion and East Parade Car Parks within 150m-350m of the site, and a total of c.130 Pay & Display bays on-street along East Parade/Marine Drive within 20m-500m of the site. There is clearly an opportunity to utilise this provision if required, and this approach has been supported by Denbighshire Highways.
- 5.7.7 The idea of a permit scheme at these car parks for employees should be explored if it has been shown that there is on-street parking detrimental to the surrounding area. Any additional off-site parking permits, if necessary, would need to be agreed with Denbighshire County Council.

5.8 Reducing the Need to Travel

- 5.8.1 An effective way of lessening the travel impact of a commercial development is to reduce the need to travel in the first instance. Therefore, the following measures will be considered:
- Providing the option for staff to work from home where possible;
 - Provide video and audio teleconferencing facilities;
 - Promoting nearby or on-site services; and
 - Implement a policy of using local suppliers.

6.0 Targets

6.1 Introduction

6.1.1 Target setting is an important part of any Travel Plan, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged. This section sets out some example targets and provides an overview of the data that should be collected as part of future travel surveys to inform the full Travel Plan once developed.

6.2 Initial Modal Split Targets

6.2.1 As the redevelopment will provide a significant upgrade to the existing hospital facilities including installation of cycle parking, EV charging points, enhanced pedestrian/cycle access points and motorcycle parking; travel surveys undertaken now would not provide a definitive set of targets.

6.2.2 However, it is possible to provide an indication of potential targets, and an example is provided in **Table 6.1** below:

Example of Potential Targets					
Travel Mode	Existing Modal Split Percentage	Short Term Target Modal Shift Change	Medium Term Target Modal Shift Change	Long Term Target Modal Shift Change	Total Target Modal Shift Change
Car Driver (alone)	TBC following surveys	-4%	-3%	-3%	-10%
Car Share		+1%	+1%	+1%	+3%
Public Transport		+1%	-	-	+1%
Cycle		+1%	+1%	+1%	+3%
Foot		+1%	+1%	+1%	+3%

Table 6.1 – Example of Potential Targets

6.2.3 The example modal split targets above aim for a 10% reduction in single occupancy car trips, whilst aiming for a 10% increase in trips by more sustainable modes such as public transport, walking and cycling.

6.2.4 The interim target of 10% reduction in single occupant car journeys is across all person trips to and from the redeveloped hospital. It is expected that there will be different impacts associated with 'patients/visitors' and 'employees', and therefore there should be separate targets for both groups.

6.2.5 The above targets are indicative only, and final targets for patients/visitors and employees will be decided following the receipt of the travel surveys. Surveys will be organised and distributed within 3 – 6 months of opening the redeveloped facility.

6.3 SMART Targets

- 6.3.1 The above example modal split targets are considered to be suitable interim measure before travel surveys are undertaken.
- 6.3.2 At this point official targets will be set through consultation with Denbighshire County Council. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed).

6.4 Funding

- 6.4.1 Appropriate funding should be provided for the general maintenance of the on-site facilities, including the parking provision and general infrastructure such as lighting.
- 6.4.2 Funding and/or time costs should also be set aside for the finalised travel plan measures. These will generally be small administration costs or 'one-off purchases'.
- 6.4.3 Additional parking funding should be secured if a permit scheme is deemed necessary. Some NHS Trusts operate a staff parking fee whereby a nominal amount is subtracted from their monthly pay packet as part of an employee benefit. This could be considered in order to fund (either partially or fully) some parking permits at a local car park such as the Rhyl Pavilion Car Park, if deemed appropriate.

7.0 Monitoring and Review

7.1 Introduction

- 7.1.1 This section of the report sets out the proposed management arrangements associated with the ITP. It also sets out the next steps with regards to converting this ITP into a full Travel Plan.

7.2 Responsibility and Management

- 7.2.1 Overall responsibility for the ITP will lie with the hospital Facilities Management. Following construction and full occupation of the redeveloped site, the ITP will need to be updated to a full Travel Plan. This will involve the distribution of travel surveys.
- 7.2.2 The travel surveys will be completed by all site users and the survey will be influenced by national travel planning guidance, and approved by Denbighshire County Council. These will extract key travel characteristics such as:
- Post code;
 - Purpose of trip;
 - Mode of travel;
 - Reason for mode of travel; and
 - Barriers to other mode choices.
- 7.2.3 This information will enable analysis to be undertaken to establish final targets associated with each element of the proposals. It will also provide information on the reasons for that modal split and identify any measures that may encourage a modal shift.

7.3 Travel Plan Coordinator (TPC)

- 7.3.1 When the full Travel Plan is produced, the day to day responsibility will shift from the developer to the appropriately appointed TPC for each element of the proposals. The TPCs will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:
- Leading on the delivery of the TP;
 - Representing the human face of the TP and explaining its purpose and opportunities on offer;
 - Promoting individual measures/initiatives in the TP;
 - Liaising with public transport operators;
 - Monitoring the TP; and
 - Taking a key role in reviewing the TP.

7.3.2 A TPC will be nominated in due course.

7.4 Monitoring and Evaluation

7.4.1 The monitoring of travel behaviour is vital to measure progress towards the targets.

7.4.2 Annual monitoring reports will be undertaken following the receipt of the first surveys, so that the hospital can record progress and target funding. Monitoring will be carried out for a period of at least three years from the date of the baseline travel surveys.

8.0 Action Plan

8.1 Introduction

8.1.1 **Table 8.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

Action	Indicator	Target Date	Responsibility
Appoint TPCs	Development build nearing completion	One month before occupation	Facilities Management
Produce Welcome Pack	TPCs appointed	First occupation of each element of the development	TPC
Undertake Initial Travel Surveys	Redevelopment completion	Within 3 – 6 months	TPC
Decide Modal Split Targets	Receipt of the initial Travel Surveys	Within one month of undertaking the initial surveys	TPC in conjunction with DCC
Update ITP to a full Travel Plan	Once Modal Split Targets are agreed with DCC	Within two months of agreeing modal splits with DCC	TPC
Present Annual Monitoring Report	Once full Travel Plan is approved by DCC	Annually for at least three years following the agreement of targets with DCC	TPC

Table 8.1 – Action Plan

Plans



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Web <https://www.curtins.com/>

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Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Project:

Alexandra Hospital, Rhyl

Status:

PRELIMINARY

Drg Title:

ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

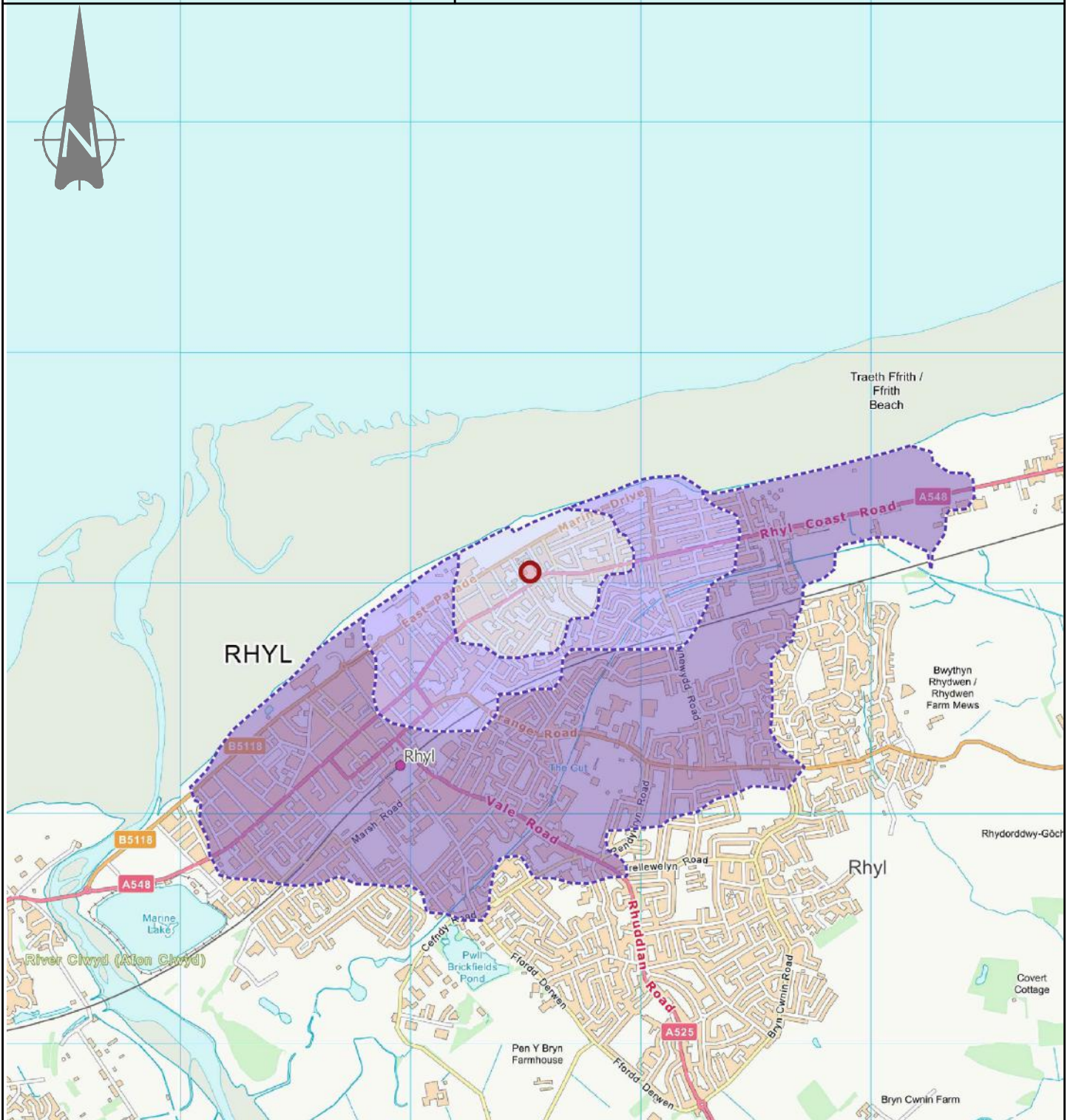
Drawn By: HD Checked By: KY

Designed By: HD Date: 18/03/20

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

074057 - CUR - 00 - XX - DR - TP - 06001 - P01



Site  Walking Catchment

2000m



1000m



500m



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Project:

Alexandra Hospital, Rhyl

Status:

PRELIMINARY

Drg Title:

ACCESSIBILITY
INDICATIVE CYCLING CATCHMENT

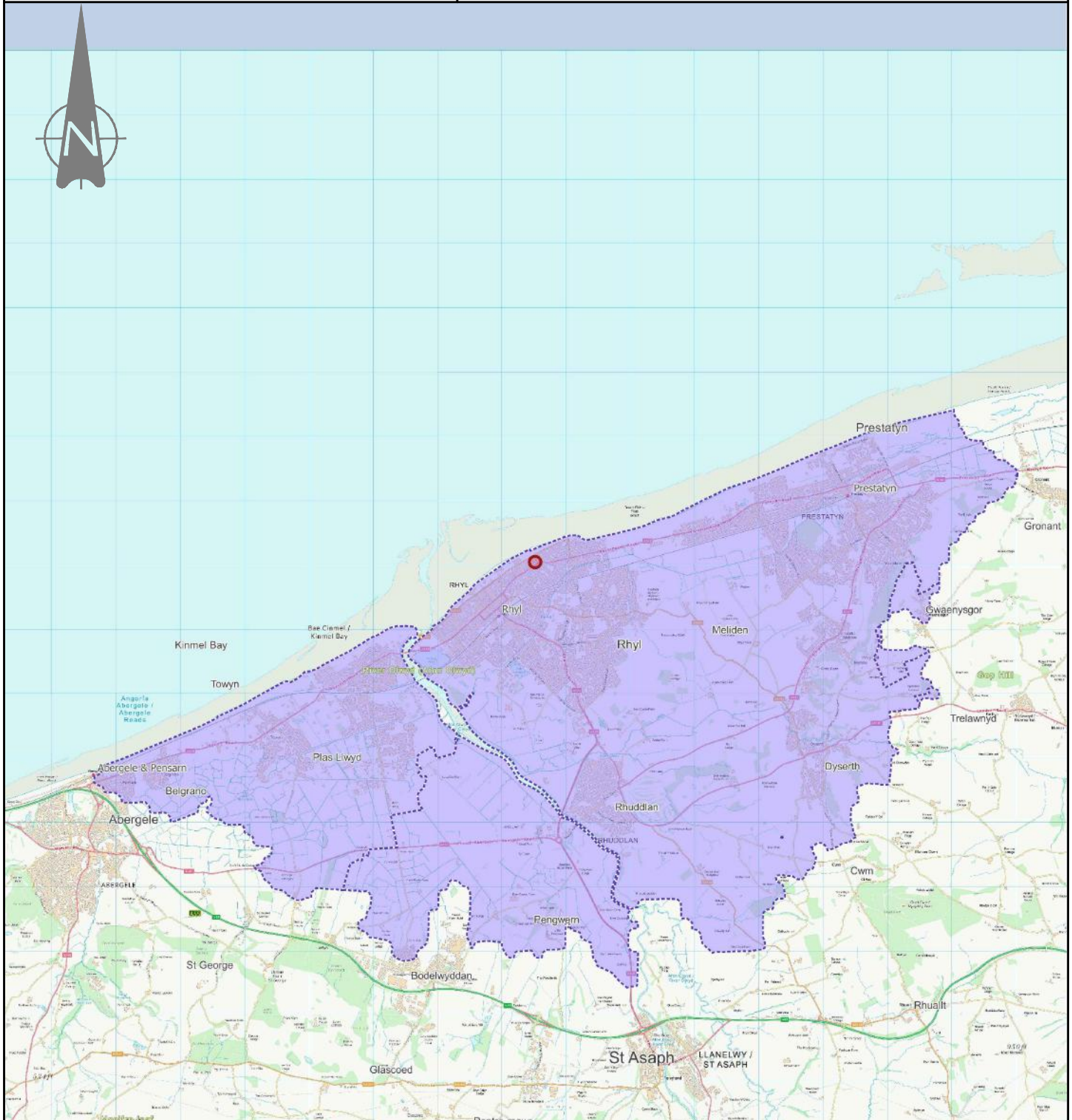
Drawn By: HD Checked By: KY

Designed By: HD Date: 18/03/20

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

074057 - CUR - 00 - XX - DR - TP - 06002 - P01



○ Site Cycling Catchment
8000m

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\\liso3\projects\TP074057 - Alexandra Hospital\Q4-Production\4A-Models-Drawings\TP\CAD\061



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Project:

Alexandra Hospital , Rhyl

Status:

PRELIMINARY

Drg Title:

ACCESSIBILITY
INDICATIVE PT CATCHMENT

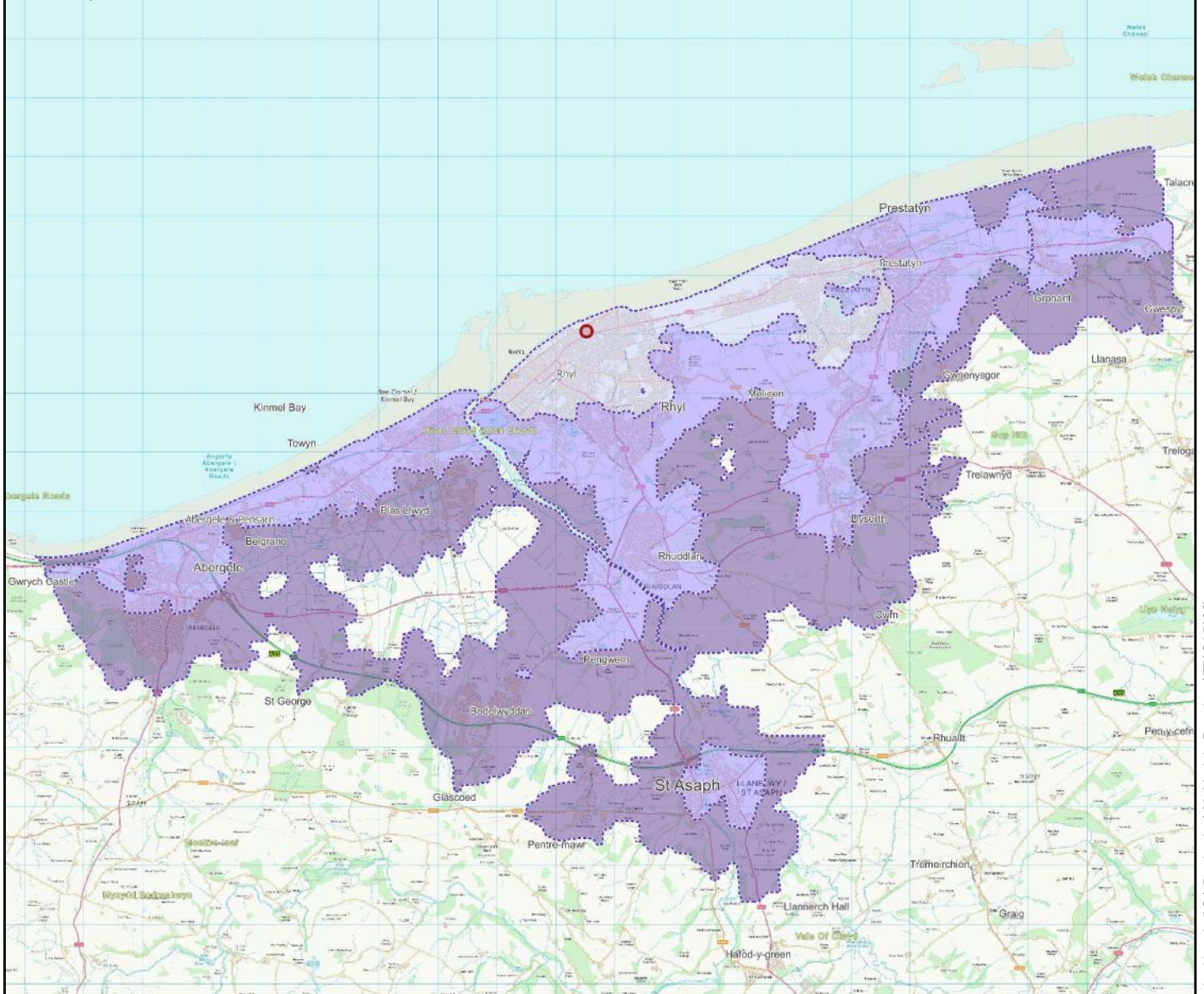
Drawn By: HD Checked By: KY

Designed By: HD Date: 18/03/20

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

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- Site PT Catchment
- 60 minutes
- 40 minutes
- 20 minutes

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Project:

Alexandra Hospital, Rhyl

Status:

PRELIMINARY

Drg Title:

ACCESSIBILITY
INDICATIVE VISITOR WALKING
CATCHMENT

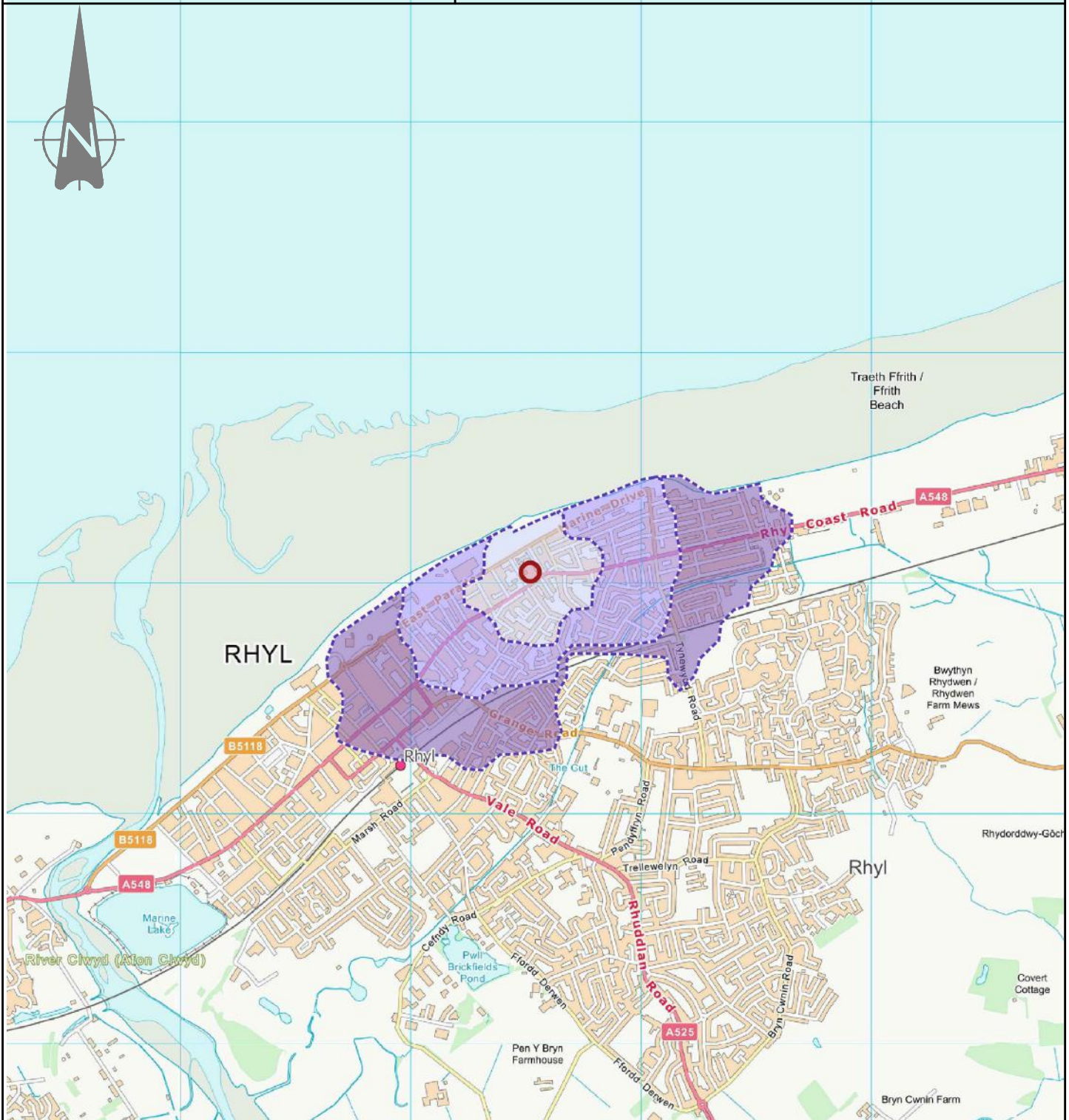
Drawn By: HD Checked By: KY

Designed By: HD Date: 18/03/20

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

074057 - CUR - 00 - XX - DR - TP - 06004 - P01



Site  Visitor Catchment

1200m



800m



400m



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Appendix A – Proposed Site Layout

PARKING PROVISION - In accordance with Denbighshire Council's 'Supplementary Planning Guidance Note, Parking Requirements In New Developments'.

Cars	Proposed	70 no. parking spaces overall
	Existing	108 no. parking spaces based on 1 per 60sqm office space
	Total Cars	178 no. parking spaces (incl. 13 electric, 9 disabled & 9 family spaces)
Planning guidance states that the disabled requirement for existing buildings is 2% of total car park capacity and the requirement for new buildings is 5% of total parking capacity.		
Motorcycles		9 no. spaces (calculated as 5% of total overall spaces provided)

Bicycles - In accordance with BREEAM guidance

Existing	Staff - 49 secure staff spaces, calculated as 1 per 10 staff members. (Existing Building Staff No. = 326 full time & 168 part time)
	Visitors/building users - 50 visitor cycle spaces (to be confirmed) (calculated as 1 per 10 users (up to 500 users in total)
Proposed	Staff - 32 secure staff spaces, calculated as 1 per 10 staff members. (Proposed Building Staff No. = 320 TBC) Visitors/building users - 50 visitor cycle spaces, calculated as 1 per 10 users - up to 500 users in total. (no. of building users to be confirmed)

SOFT & HARD LANDSCAPING KEY

All specifications to be reviewed at RIBA Stage 4

- NB** All paving specified below has been selected from the Marshall's Commercial www.marshalls.co.uk/commercial.

Proposed Demolition

Proposed New Build

Proposed Concrete

Concrete has been limited to the sprinkler compound and external services area only (430m²).

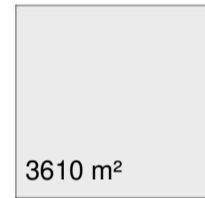
Car Park Bays

Parking bays will be finished in Piora Permeable Block Paving or similar (1 & 2).



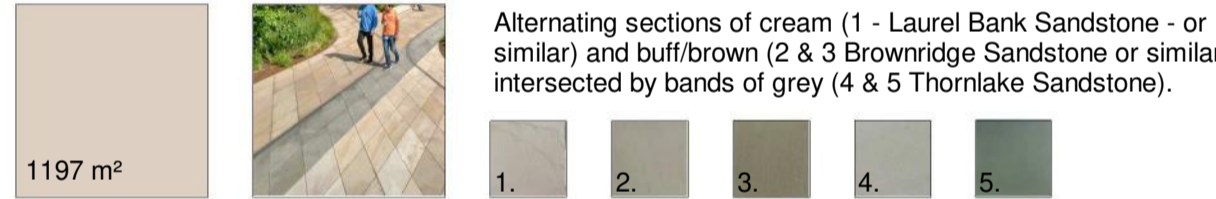
Vehicular Routes

Vehicular access routes through the site will be finished in Tarmac or similar.



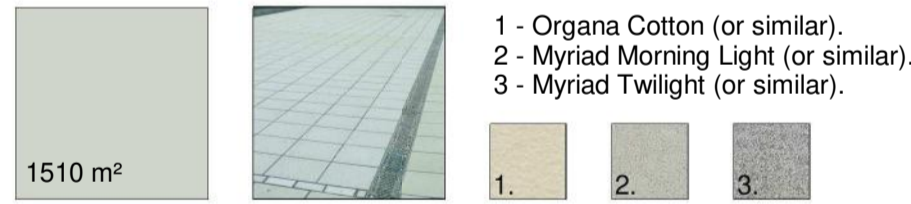
Key Pedestrian Routes - Natural Stone Paving

The combination of natural stone paving indicated below provides an extremely attractive, hardwearing solution for the key pedestrian routes through the site. The use of natural stone has been limited in an effort to minimise costs.



Secondary Pedestrian Routes - Concrete Paving

Concrete paving slabs have been selected for the areas of hard landscaping branching off the key pedestrian routes, as a cost effective yet attractive alternative to the natural stone specified elsewhere.



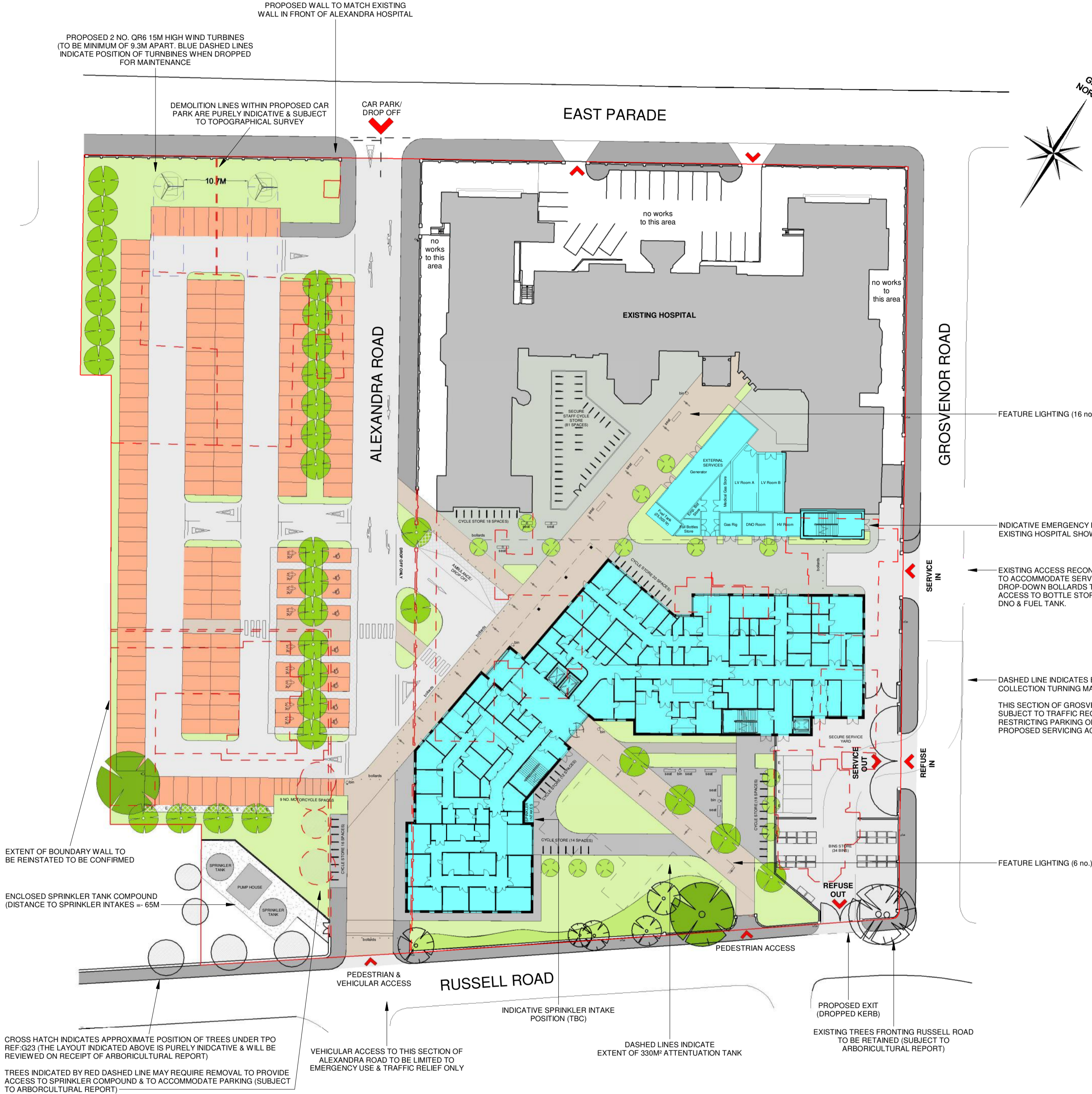
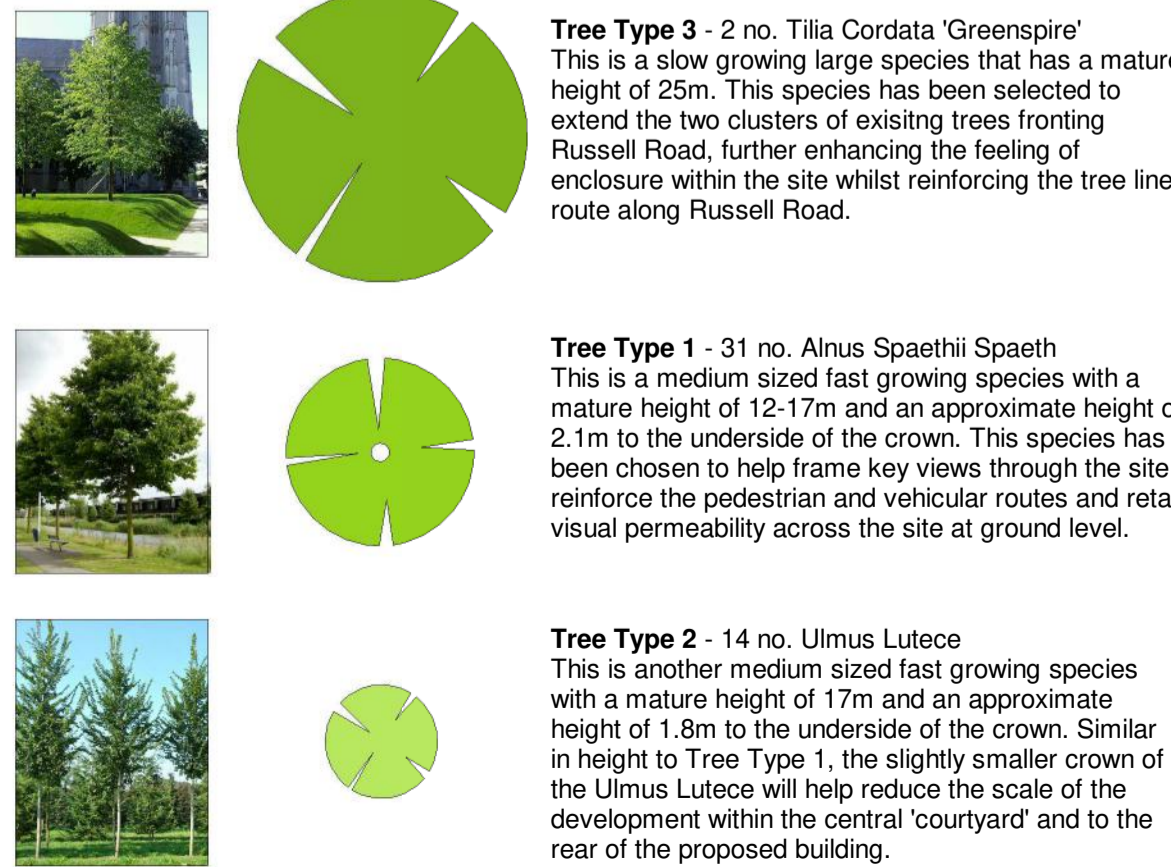
Soft Landscaping

All selected plants are of the coastal variety selected for their hardiness and low maintenance. Similar alternatives may be selected than those specified below.



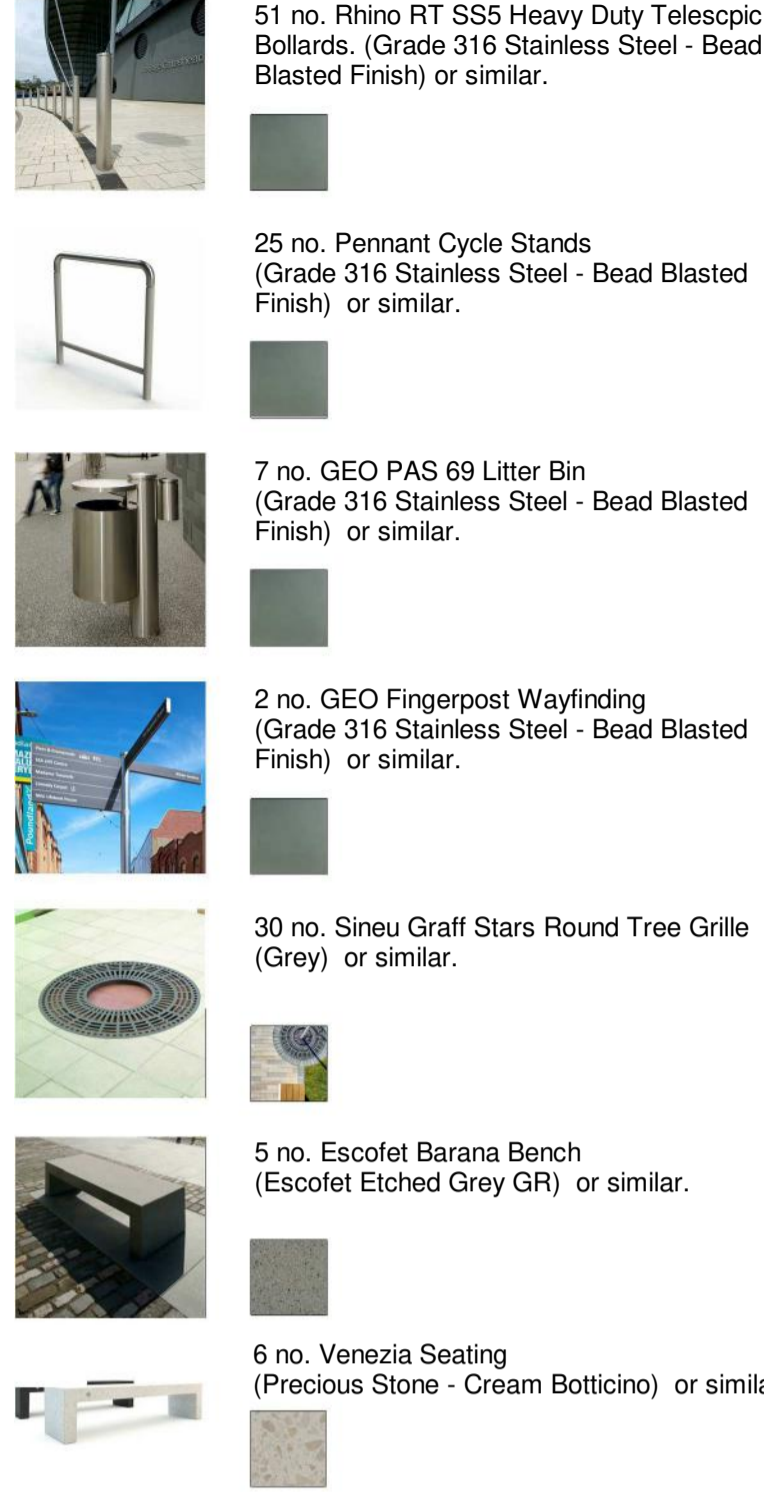
Trees

Three different tree species have been carefully selected for specific reasons, all of which will thrive in Rhyl's coastal environment and add structure. Two of the species are fast growers and will quickly add a level of maturity to the scheme while the third is a slow grower introduced to compliment and extend the clusters of existing trees fronting Russel Road.



LANDSCAPE FURNITURE KEY

All specifications to be reviewed at RIBA Stage 4



NB All materials indicated above have been carefully selected to minimise the corrosion & subsequently reduce maintenance. Both the grade 316 stainless steel and the reconstituted stone have a high resistance to corrosion. **All elements above have been specified from the Marshall's Commercial** www.marshalls.co.uk/commercial

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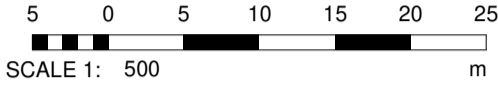
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NB SITE PLAN TO BE REVIEWED AGAINST PHASE 2 INVESTIGATION, ECOLOGY & ARBORICULTURAL REPORTS ON RECEIPT OF SURVEYS

P05	PK	Additional trees removed and walls to be demolished within proposed car park added.	31.03.20
P04	PK	Notation amended, paving specification to pedestrian routes amended, tree numbers reduced and cycle storage reconfigured, existing wall along Alexandra Road to be retained, existing areas to front and side of Alexandra Hospital to be retained as is.	30.03.20
P03	PK	Service vehicle access amended, car park reconfigured to increase numbers, cycle provision increased, fuel tank location and bollard positions amended, attenuation tank reconfigured and trees relocated.	27.03.20
P02	PK	Car park reconfigured, landscaping coordinated with drainage scheme, hatches & demolition line amended, parking/cycle provision split between existing & proposed & note related to removal of TPO trees added.	26.03.20
P01	SMc	Initial Issue	06/02/20
Rev	By	Description	Date



Client Name:
KIER

Site Name:
Royal Alexandra Hospital, Rhyl

Project Name:
North Denbighshire Community Hospital

Drawing Title:
LANDSCAPING & PARKING LAYOUT

Project No: 8356	Sheet Size: A1	Scale: As indicated	
Drawn by: PK	Checked by: VJ	Approved by: Approver	Revision: P05
Suitability: Work In Progress			Status: S0
Drawing Number: NDCH-GDA-00-ZZ-DR-A-10_35-0004			

Appendix B – Review of Existing Parking Provision



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