

# **NAILSEA & DISTRICT COMMUNITY TRANSPORT**

## **SUSTAINABILITY POLICY Version 2**

**VERSION HISTORY**

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2017-05-11	Added Sustainability Targets
2017-06-07	Corrected minor typos
2020-02-07	Converted to Word and into standard format. Updated membership figures and targets.
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## 1.0 Introduction and Elements of Sustainability

1.1 Sustainability, broadly means allowing for growth in a way that does not compromise the ability of future generations to meet their own needs.

1.2 Many people depend on local transport to access work and education; to visit family and friends; for shopping and services; or to attend social events and clubs - local transport is a vital lifeline. The independence that local transport gives to individuals demonstrates its importance for both the sustainability and growth of communities.

1.3 The economic benefits of transport are clear: sustained economic growth depends, in part, on people having easy access to work, education, healthcare, shopping and leisure and on businesses being able to access markets and distribute goods. However, these benefits can be undermined by congestion and poor accessibility.

1.4 The social and environmental impacts of transport are complex. Transport can have an impact on the health and wellbeing of the population, in terms of air quality, safety, levels of participation in work and training, physical activity and social interaction.

1.5 These issues are even more pronounced for disabled people. Lack of transport, inability to use the transport available or affordability are significant factors contributing to social exclusion.

1.6 From the environmental perspective, the growing contribution of transport to greenhouse gas emissions means that the way we travel affects our efforts to tackle climate change, and in some areas is also a major source of air pollution.

1.7 Inadequate transport provision is a very real concern and can be a barrier to the prosperity of the country. There are approximately 1700 community transport organisations in England, with over 60,000 volunteers and 10,000 employees. Over 15 million trips were provided by community transport groups in 2010 and many of these services were tailored to the needs of groups and individuals, providing both efficient and effective community based transport.

## 2.0 Nailsea and District Community Transport Limited

### 2.1 General

Nailsea and District Community Transport Ltd (N&DCT) is a not-for-profit independent

organisation with charitable status with a local base within the community that it serves. It is governed by trustees, who are well placed to provide an ethos of community ownership and management.

N&DCT's aim is to provide safe transport to particularly the elderly and disabled who are the most vulnerable in our society. It provides transport to the local community in Nailsea, Clevedon and Portishead and all the surrounding rural villages who are not able to access conventional bus services and other local transport. It also provides sustainability for the many clubs and shops in the community.

### 2.2 Social Isolation

The provision of the service prevents social isolation. Examples of how these benefits arise include:

- Providing access to social opportunities.
- Providing opportunities to leave the house.
- Giving a chance to socialise with the driver and other passengers.

For more reading on the social benefits that N&DCT brings see N&DCT's Social Value document.

### 2.3 Pollution

In terms of air pollution the buses can carry up to 16 passengers per trip thus reducing traffic congestion and air contamination when compared with individual car or taxi trips.

We currently operate a fleet of diesel mini buses and when the time comes to replace the buses it will be necessary to consider the environmental impact especially of where we intend to operate, the number of passengers and the influences within the local community at the time. Bristol is currently following the lead of London to minimise traffic and reduce air pollution by the introduction of clean air zone and banning diesel cars in certain areas. All these factors, including liaison with the local authorities will be considered when procuring any future mini buses.

### 2.4 Safety

N&DCT offers dial a ride, shopping trips, trips to medical practices, days out and transport to other local organisations. It operates a door-to-door service so that all passengers are accompanied to their homes to provide a safe and secure service. In respect of safety N&DCT's mini buses are all fitted with power lifts and easy access stairs to provide safe carriage of passengers and those in wheel chairs. N&DCT provides a driver and on occasions, a passenger assistant where necessary for all their trips to ensure safety between the bus and the passenger's home.

### **3.0 Links with Local Authorities**

Although N&DCT is currently dependent upon local grants, it is in regular contact with the local authorities to ensure that we are working together wherever possible to provide community transport in the development and delivery of their transport plans and policies. Thus we are always seeking a sustainable, in the possible widest sense, transport solution.

### **4.0 Sustainability Improvements**

#### **4.1 Environmental**

When procuring new or replacement vehicles we will consider fuel type and efficiencies to reduce the environmental pollution impact of our fleet. This will include, but is not limited to, consideration of electric/ hybrid vehicles.

We will continue to actively plan routes to maximise seating capacity, maximise fuel efficiency, reduce the number of vehicles on the road and reduce pollution.

All our staff are fully committed to helping implement and improve our organisation's sustainability. This includes reducing our consumption of raw materials, minimising our energy usage and ensuring we recycle where possible.

#### **4.2 Social and Economic**

We will continue to grow our membership to reduce social exclusion. Increased membership will improve the economic benefits in the local area.

### **5.0 Sustainability Targets**

#### **5.1 Introduction**

Sustainable transport goes way beyond moving vehicles and infrastructure, at its core transportation is about improving the health and quality of life for people.

N&DCT is a small organisation focused on delivering transport to the elderly and disabled. To put this into context it operates from two porta-cabins, employs 6 people, has 5 computers, a kettle, microwave and a small fridge. It operates 7 buses with 3 part-time paid drivers and 13 volunteers and all financial spend is aimed at

delivering the service at the minimum possible cost to its passengers so that we serve as many people as possible.

## 5.2 Energy

The office is two rented porta-cabins on an industrial estate and has electric heaters. The main consumption of energy is its heating as there is minimal insulation and the porta-cabins are constructed with single skin walls, double glazed windows and a flat ceiling/roof. In reality it is very unlikely that the landlord will consider the expense of additional insulation as the porta-cabins have a finite life of 5 years. Internal improvements are N&DCT's responsibility. Consideration should be given to changing the old florescent lighting for lower consumption LED lighting for example. External lighting is all solar powered.

**Target:** Investigate changing light fittings for more energy efficient ones.

So much energy is wasted due to road congestion and delays which also creates unwanted pollution. N&DCT does its best to plan journeys to minimise delays by operating mostly outside of congestion times. For the purposes of defining a target, congestion will be any delay that exceeds 20 minutes from the planned journey time.

**Target:** Greater than 95% of all journeys will not have any delay.

Fuel is also wasted by trips for routine servicing of the buses, such as safety checks, scheduled maintenance and tyre inspections/changing.

**Target:** Greater than 90% of all bus servicing to be conducted within the local town.

N&DCT is in regular contact with the local authorities to ensure that we are working together wherever possible to provide community transport in the development and delivery of their transport plans and policies. Thus we are always seeking a sustainable, in the possible widest sense, transport solutions

**Target:** Work closely with local authorities to provide a cohesive integrated transportation plan.

## 5.3 Transport

Sustainable transport goes way beyond moving vehicles and infrastructure, at its core, transportation is about improving the health and quality of life for people. Providing community transport is part of our moral responsibility to preserve the people and planet.

For the circa 350 people that N&DCT serve, it means they are not socially isolated and N&DCT delivers savings in the order of £237,000 per annum to the state (see N&DCTs Social Value Policy) through reduced numbers of trips to hospitals, GP workers and ultimately being able to live in their own homes for longer. To this end N&DCT plans to increase the number of members thus increasing the savings to the State through social isolation.

**Target:** By 2022 deliver in excess of £270,000 savings to the State.

N&DCT operates buses that can carry up to 16 people and by increasing the number of members and ensuring the buses are fuller on each trip this will thus reduce the number of cars (carrying the elderly and disabled) that are currently on the road.

**Target:** By the end of 2022 increase membership to in excess of 400.

We currently operate a fleet of diesel mini-buses and when the time comes to replace the buses it will be necessary to consider the environmental impact especially of where we intend to operate, the number of passengers and the influences within the local community at the time. Bristol and Bath are currently following the lead of London to minimise traffic and reduce air pollution by the introduction of a clean air zone and banning diesel cars in certain areas. All these factors, including liaison with the local authorities will be considered when procuring any future mini-buses.

**Target:** Replace buses with more energy efficient and less polluting ones.

#### 5.4 Waste

The vast majority of office waste material can be recycled.

**Targets:**

- Greater than 95% of all office material to be recycled.
- Provide recycling bins for paper recycling, mixed recycling and food waste.

The majority of materials used to service the buses are to be recycled (oil and service components).

**Targets:**

- All engine and gearbox oil to be recycled.
- All metal and plastic components for servicing to be recycled.



## 5.5 Purchasing

We support local suppliers and conduct our own in-house MiDAS testing, purchase tyres from a local supplier and have all our safety checks and servicing carried out within the local town.

### Targets:

- Purchase tyres from a local supplier.
- Purchase fuel from a local supplier.
- Procure garage servicing from a local supplier.
- Conduct MiDAS training in-house.

N&DCT passengers on their shopping trips support local traders to help the traders remain within the local community rather than being forced out of business by the bigger shops.

**Target:** Support our local traders by conducting more than 9000 passenger journey per annum to the local shops.

## 5.6 Staff

All N&DCT staff and volunteers are made aware of our sustainability policy and targets. Our 3rd party providers are also made aware of our policy and how they contribute to us achieving our targets.

### Targets:

- 100% of staff and volunteers have read, understood and agreed to contribute towards our sustainability policy and targets.
- Provide our sustainability policy to 3rd party suppliers for their support.
- Provide a safe and secure area for bike storage.
- Wherever practical, recruit staff and volunteers who live locally.

## 6.0 Review

This policy will be reviewed as required and at least every 3 years.