WESTMORLAND ROAD, MAIDENHEAD

TRAVEL PLAN

September 2023

Churchgate Services Ltd

CARE HOME DEVELOPMENT
WESTMORLAND ROAD
MAIDENHEAD

TRAVEL PLAN

CONTROLLED DOCUMENT

Document No:	502.0183/TP/2	
Status:	Original	
	Name	Date
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Checked by:	James Rand	June 2023
Approved by:	Harry Cross	June 2023

Revision Record

Rev.	Date	By	Summary of Changes	Aprvd
2	September 2023	LOM	Updated Layout	HLC

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CARE HOME
WESTMORLAND ROAD
MAIDENHEAD

TRAVEL PLAN

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1. INTRODUCTION

1.1 This Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of Churchgate Services to support a planning application for a Care Home with 70 bedrooms at Westmorland Road, Maidenhead. The location of the site is demonstrated within Figure 1 below, with the proposed site layout attached within Appendix A. The development would be operated by Boutique Care Homes.

Figure 1: Site Location (Source: OpenStreetMap)

1.1 In addition to this Travel Plan, a Transport Statement has been prepared, outlining the anticipated impacts of the development in relation to transportation and highways. Therefore, this Travel Plan should be read in conjunction with that document.

Purpose of the Travel Plan

1.1 A TP is a strategy for managing travel demand to a development site by addressing the travel needs of its future users, reducing the impact of car travel by promoting and facilitating the use of sustainable modes of transport, encouraging a reduced need to travel and increasing sustainable travel practices where appropriate. This TP supports access to a full range of local facilities and activities for future site users, whilst encouraging good design principles and working with the local community.

Travel Plan Principles

1.4 A successful TP must follow a set of principles to be determined acceptable and create a sustainable development. A TP must be Transparent, Realistic, Achievable, Committed, Enforceable and Sustainable (TRACES). This TP therefore aims to demonstrate that there are sustainable local travel options available, and measures proposed, along with an implementation and monitoring strategy.

Travel Plan Structure and Approach

1.1 This TP will follow the following structure:

Chapter 2 – Travel Plan Policy
Chapter 3 – Local Accessibility
Chapter 4 – Proposed Development
Chapter 5 – Indicative Baseline and Targets
Chapter 6 – Travel Plan Strategy
Chapter 7 – Implementation and Monitoring

2. TRAVEL PLAN POLICY

1.4 This TP has been produced in accordance with relevant national, regional and local policy. For reference this includes:

National Planning Policy Framework (NPPF); and
Royal Borough of Windsor and Maidenhead Local Transport Plan 2012 – 2026.

National Planning Policy Framework (NPPF)

1.4 The NPPF (July 2021) acts as the central guidance for development planning. As defined in NPPF Annex 2: Glossary, a Travel Plan is 'a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed' and is a requirement for developments which generate a significant amount of movement. The following NPPF paragraphs are relevant to the Travel Plan:

> Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
>
> a) The potential impacts of development on transport networks can be addressed;
> b) Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
> c) Opportunities to promote walking, cycling and public transport use are identified and pursued;
> d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
> e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.
>
> (NPPF Para.104)

> The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.
>
> (NPPF Para.105)

> All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
>
> (NPPF Para. 113)

Royal Borough of Windsor and Maidenhead Local Transport Plan 2012 – 2026

1.4 Royal Borough of Windsor and Maidenhead's Local Transport Plan 2012 – 2026 is the third Local Transport Plan (LTP3), which sets out a long-term strategy for transport in the district to 2026. The Local Transport Plan sets out 5 overarching aims, which are as follows:

To improve access to everyday services and facilities for everyone;

To improve road safety and personal security for all transport users;

To improve sustainable economic growth;

To improve quality of life and minimise the social, health and environmental impacts of transport; and

To mitigate and adapt to the effects of climate change.

2.4 This Travel Plan (TP) is designed to encourage sustainable travel from the proposed development to future site users and Royal Borough of Windsor and Maidenhead's Local Transport Plan outlines a number of policies aimed at promoting sustainable travel and improving access to such opportunities. The relevant policies are as follows:

Policy ASF3: Walking and Cycling Networks –

High quality and continuous local walking and cycling networks will be developed with appropriate levels of segregation or priority over motor traffic on busy roads. Elsewhere, they will seek to create traffic conditions that are appropriate for walking and cycling.

(LTP3 Para.4.6.3)

Policy ASF4: Cycle Parking –

The council will work with partner organisations to provide cycle parking at key destinations such as retail centres, schools, colleges, centres of employment, rail stations and leisure facilities.

(LTP3 Para.4.6.3)

Policy ASF5: Public Rights of Way –

The council will continue to manage and improve the Royal Borough's Public Rights of Way network in order to attain better provision for walkers, cyclists, equestrians and people with mobility impairments.

(LTP3 Para.4.6.7)

Policy ASF7: Public Transport Network –

In partnership with bus operators and neighbouring local transport authorities, the Council will work towards a commercially viable public transport network that links communities within and beyond the Royal Borough, enabling residents and visitors to access key destinations such as town centres, business parks, schools, hospitals, leisure facilties, visitor attractions and events.

(LTP3 Para.4.6.13)

Policy ASF12: Access for All –

The council will seek to improve access to everyday services and facilities in a way that considers the needs of all transport users, particularly the young, the elderly, people with mobility impairments, and those on low incomes.

(LTP3 Para.4.6.37)

Policy SEG2: Smarter Choices –

A programme of Smarter Choices initiatives designed to influence travel behaviour and encourage a modal shift from private car use to public transport, walking and cycling, will be implemented to complement investment in new transport infrastructure.

(LTP3 Para.6.6.3

Policy SEG6: Network Management –

The efficiency of operation of the local road network will be improved in order to minimise unnecessary congestion and delay and associated carbon emissions, whilst giving appropriate levels of priority to pedestrians, cyclists, equestrians and buses.

(LTP3 Para.6.6.12)

Policy SEG8: Rail –

The council will work with Network Rail, Crossrail and train operating companies to encourage sustainable travel to and from stations and ensure that major rail infrastructure and service improvements are properly planned and integrated with investment in local transport network.

(LTP3 Para.6.6.18)

Policy SEG9: New Development –

The Council will seek to ensure that new development takes place in sustainable locations within urban areas that are well service by public transport, cycling and walking network – improvements to existing transport network will be sought through the planning process to mitigate the impacts of any new development.

(LTP3 Para.6.6.20)

Policy SEG11: Visitor Travel –

The Council will work with local visitor attractions and event organisers to encourage and promote visitor travel by sustainable forms of transport and manage car based trips so as to minimise the impact on local residents and businesses.

(LTP3 Para.6.6.25)

1.4 The LTP aims to promote sustainable travel as demonstrated through the above policies. Policy SEG2: Smarter Choices is a key policy which sets out how travel behaviour can be influenced to encourage a modal shift to the above travel methods. The policy also states that Travel Plans should be implemented to assist with achieving a modal shift at new developments.

2.4 This TP has been written in accordance with the above policies to meet the sustainable requirements for new developments within Royal Borough of Windsor and Maidenhead (RBWM) and increase the modal share of alternative transport options for the benefit of the proposed development and wider community.

3. EXISTING CONDITIONS AND LOCAL ACCESSIBILITY

Site Location

2.4 The existing site is currently occupied by a single large residential dwelling known as Lawnfield, which is located on the corner of Westmorland Road and Bath Road (A4) with a gated vehicular access in place on both roads. The site is bound to the north by Bath Road, to the west by Westmorland Road, to the south by residential dwellings and to the east by commercial units and residential dwellings. The existing conditions of the site are pictured in Photographs 1 and 2 below.


Photograph 1: Existing Westmorland Road Access


Photograph 2: Existing Site Conditions

Local Road Network

1.4 Westmorland Road is a residential single carriageway road measuring approximately 9.0m wide. Westmorland Road is subject to parking restrictions with only permit holders able to park on-street between the hours of 11am – 1pm. Westmorland Road meets Bath Road to the north and Boyn Hill Avenue to the south, both via priority junctions. Westmorland Road and the applicable parking restrictions are shown in Photographs 3 and 4 below.


Photograph 3: Conditions along Westmorland Road

Photograph 4: Westmorland Road Parking Restrictions

3.3 Bath Road is a single carriageway road measuring approximately 7.5m wide and is subject to a 30mph speed limit. Bath Road forms part of the A4, which provides direct access into the centre of Maidenhead 850m to the east and the A404(M) 2.0km to the west. In the vicinity of the site, Bath Road is bordered on both sides by double-yellow lines to prevent on-street parking from taking place. The existing conditions along Bath Road are displayed in **Photograph 5** below.


[redacted]

Photograph 5: Bath Road (A4)

Pedestrian Infrastructure

3.4 There is excellent pedestrian infrastructure throughout the local area, presenting the opportunity to encourage active travel to and from the site in the future. Westmorland Road is flanked by 2.5m wide footways on both sides, which are continuous and lit throughout. The footways on both sides continue directly onto both Boyn Hill Avenue to the south and Bath Road to the north. Bath Road is also bordered by continuous and lit 2.0m wide footways on both sides, providing access to several nearby amenities as well as Maidenhead town centre 850m to the east. The footway infrastructure along both Westmorland Road and Bath Road is shown within **Photographs 6** and **7**.

Photograph 6: Westmorland Road Footway


[redacted]

Photograph 7: Bath Road Footway

1.4 There are also conveniently positioned pedestrian crossing points throughout the local area to further assist pedestrian movement. In relation to the site, the most notable pedestrian crossing point is a refuge island equipped with dropped kerbs, tactile paving and bollards located on Bath Road 80m east of the Westmorland Road junction. There is also a signalised crossing located 280m east of the Westmorland Road junction composed of dropped kerbs with tactile paving, a refuge island and road markings. In addition, there are dropped kerbs with tactile paving at a number of minor junctions including the Westmorland Road/Bath Road junction. The pedestrian crossing infrastructure in the vicinity of the site is pictured in Photographs 8 and 9.

Photograph 8: Bath Road Pedestrian Crossing

Photograph 9: Westmorland Road/Bath Road Pedestrian Crossing

2.4 As previously mentioned, Maidenhead town centre is located 850m east of the site and can be reached via the footways along Bath Road. Figure 2 below indicates the areas that can be reached from the site via a 5, 10 and 15-minute walk.

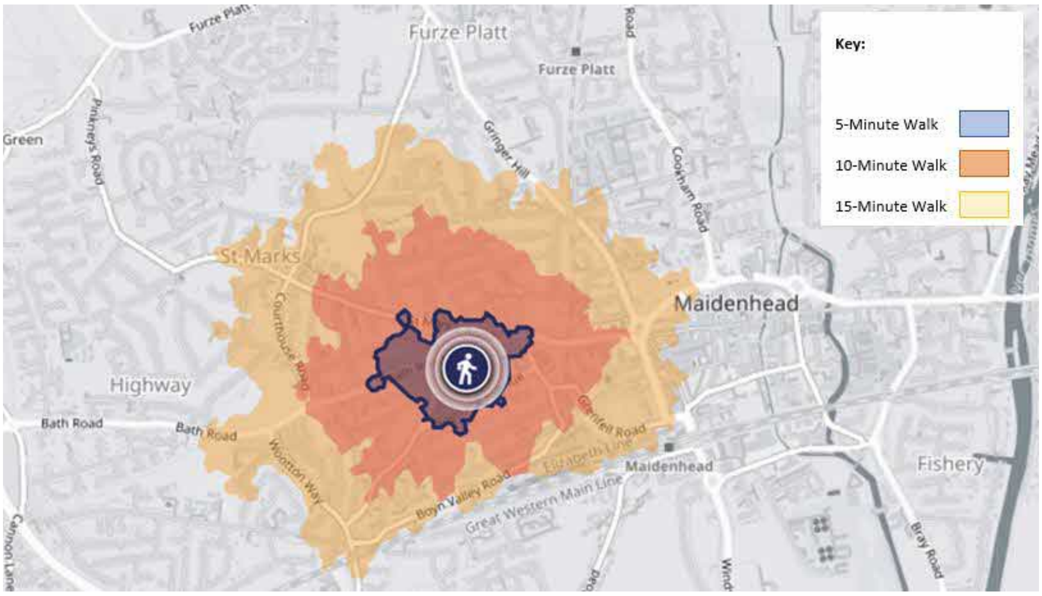

Figure 2: Walking Isochrone Map (Source: Travel Time Map)

2.4 The nature of the proposed development means that residents are unlikely to cycle to/from the site, however there are still opportunities to promote this method of sustainable travel in the local area for the staff working on site. An extract from RBWM's cycle map is shown in Figure 3, with blue areas denoting traffic free paths.

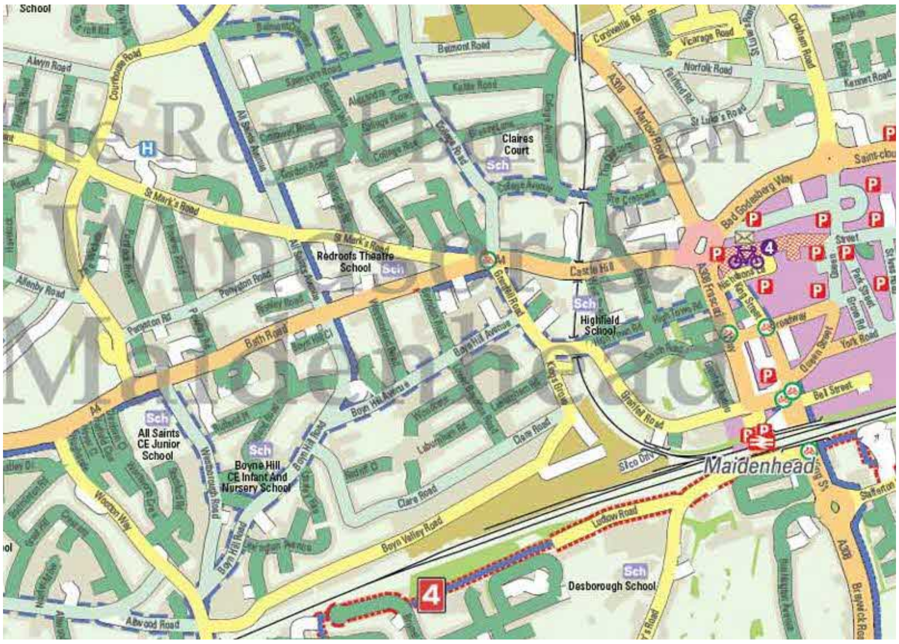

Figure 3: Extract from RBWM Cycle Map

Public Transport

2.4 The proposed site benefits from being located within close proximity to excellent public transport links including bus and rail. The nearest bus stops to the site are located 160m and 240m east of the Westmorland Road junction along Bath Road. Both bus stops are identified by a single post with a flag, with the eastbound stop additionally benefitting from a layby with road markings and a raised kerb. Both bus stops are displayed within Photographs 10 and 11.

Photograph 10: Westbound Bus Stop

Photograph 11: Eastbound Bus Stop

2.4 The bus stops provide services to destinations such as Reading and Windsor. These bus services are detailed in full within Table 1 below.

Service	Operator	Route	Approximate Frequency		
			Mon-Fri	Sat	Sun
16	Thames Valley Buses	Maidenhead – Bray – Fifield – Dedworth – Windsor	Hourly	Hourly	Hourly
234	Thames Valley Buses	Maidenhead – White Waltham – Shurlock Row – Waltham St Lawrence – Knowl Hill	5 Times per day	Twice per day	No Service
239	Thames Valley Buses	Maidenhead – Knowl Hill – Burchett's Green – Hurley – Henley-on-Thames	5 Times per day	Twice per day	No Service
F10	Thames Valley Buses	Maidenhead Circular (includes town centre and railway station)	Every 30 Minutes	No Service	No Service

Table 1: Summary of Local Bus Services

3.10 In addition to the above bus services, the site also benefits from being within walking distance of Maidenhead railway station, which is located a 15-minute walk southeast. Maidenhead railway station is formed of 5 platforms located on the Great Western Main line, Marlow Branch line and Elizabeth line. Several key destinations are directly accessible from Maidenhead railway station including Reading (14-minutes), Marlow (23-minutes), London Paddington (24-minutes) and Didcot Parkway (41-minutes).

3.11 Therefore, it is evident that the site is well-connected in terms of public transport with good local bus links to nearby destinations – most notably the 16 and F10 services. Whilst the nearby Maidenhead railway station supports sustainable travel to key destinations further afield such as Reading and London, presenting the opportunity for future staff and visitors to travel sustainably to the development.

Accessibility to Local Amenities

3.11 The CIHT document 'Planning for Walking' (April 2015) references 'Building Sustainable Transport into New Developments' (DfT, 2008) stating that 'Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres)'.

3.11 Additionally, the CIHT document 'Planning for Walking' (April 2015) identifies that whilst the number of pedestrian journeys are decreasing, 'the average length of pedestrian journeys increased slightly from 0.7 miles to 0.85 miles' from 1985 to 2007 (page 6). This equates to an average length of pedestrian journeys of 1,386m. The average duration also increased from 15 minutes to 17 minutes.

3.10 The location of the site in proximity to the local amenities offers an excellent opportunity to create a sustainable development. A short summary of the key amenities that would be of interest to the demographic of the proposed development (i.e., staff and visitors of residents) within the locality of the site is presented within Table 2 below, applying the average walking speed of 1.4m/s as classified in CIHT's 'Providing for journeys on foot' (2000, Table 3.2).

Amenity	Approximate Distance	Approximate Walking Journey Time	Approximate Cycling Journey Time
Tesco Express (Convenience Store)	80m	1 Minute	1 Minute
The Windsor Castle (Public House)	130m	2 Minutes	1 Minute
Bus Stops	130m/240m	2/3 Minutes	1 Minute
Ghandi Indian (Restaurant)	290m	4 Minutes	1 Minute
Symons Medical Centre	400m	5 Minutes	2 Minutes
Pond House (Public House)	500m	6 Minutes	2 Minutes
Saints Café	550m	7 Minutes	2 Minutes
Boyn Grove Park	700m	9 Minutes	2 Minutes
Maidenhead High Street	800m	10 Minutes	2 Minutes
Maidenhead Railway Station	1.2km	14 Minutes	6 Minutes

Table 2: Summary of Local Amenities

3.11 As summarised in Table 2, there are several key facilities within walking distance of the site location that would appeal to the demographic of the proposed development. Amenities such as the Tesco Express and bus stops would be of particular importance to staff and visitors on a daily basis. In addition, as outlined in Table 2 Maidenhead High Street is within walking distance of the site, with an array of shops, cafés, restaurants and supermarkets amongst other amenities located within this area of Maidenhead town centre. Furthermore, the local bus and rail networks provides frequent services to other key destinations such as Reading, Windsor and London where further amenities are accessible.

3.10 Overall, it is evident that there is an excellent opportunity to promote sustainable travel from the proposed development in the future as there are an array of key amenities located within walking distance of the site supported by excellent pedestrian infrastructure to ensure safe and convenient pedestrian movement. Furthermore, there are excellent public transport links that can be utilised to promote sustainable travel to and from the site, whether that be for staff and visitors commuting, or for day trips where possible.

4. PROPOSED DEVELOPMENT

2.4 The proposed development is for a 70-bedroom Care Home with associated parking to be accessed from Westmorland Road.

2.4 Staffing information has been based on the operator's experience of their existing care homes. Staff would be employed across care, catering, domestic, administration and management roles. Care staff would be split across day and night shifts whilst shifts for other staff are role dependent. The maximum number of staff on site at any one time would 20 – 25.

Access Arrangements

2.4 As previously outlined, there are two gated access points to the existing site with one located on Westmorland Road and the other on Bath Road. As part of the proposed development, both existing access points would be stopped up with a single new access point implemented along Westmorland Road.

4.4 Pedestrian access will also be provided along Westmorland Road on the northern side of the vehicular access. This will provide a direct connection into the site for pedestrians.

Car & Cycle Parking Provision

2.4 The proposed development would provide 19 parking spaces on site, with 2 dedicated for Blue Badge holders. Furthermore, the proposed development site is considered sustainable due to the nearby bus and rail links, and such measures will be promoted to staff and visitors through this Travel Plan to ensure that these opportunities are maximised and help reduce parking demand.

4.4 It is proposed that a total of 8 cycle spaces in the form of 4 Sheffield stands will be provided.

5. INDICATIVE BASELINE AND TARGETS

Travel Plan Aim

2.4 The overall aim of the TP is:

> 'To support a sustainable development by reducing the need for single occupancy vehicle trips through highlighting and promoting the use of more sustainable travel methods.'

Travel Plan Objectives

1.4 Specific to this TP, the objectives are:

Reduce single occupancy vehicle trips and their subsequent impact on the local road network;
Maximise the opportunities for travel by alternative means;
Promote pedestrian and cycle routes both on and off-site;
Promote local public transport; and
Ensure safe and easy access for all site users.

1.4 Meeting these objectives will help achieve a development that has a high standard of sustainable travel practices and a decreased reliance on the private car, thus reducing the impact of car travel on the local road network.

Baseline Travel Patterns

2.4 Before setting specific targets, understanding how staff of similar developments currently travel is essential. The multi-modal TRICS database (V.7.10.1) has been consulted to establish an indicative baseline modal split for each travel method, with the following parameters applied as part of this assessment:

Land use: 'Health', 'Care Home (Elderly Residential)';
Surveys in England and Wales (excluding Greater London);
17 – 180 Residents;
Weekday surveys only; and
'Suburban Area' and 'Edge of Town' locations.

1.4 The modal split based on the TRICS assessment is displayed in Figure 4 below with the outputs in Appendix B.

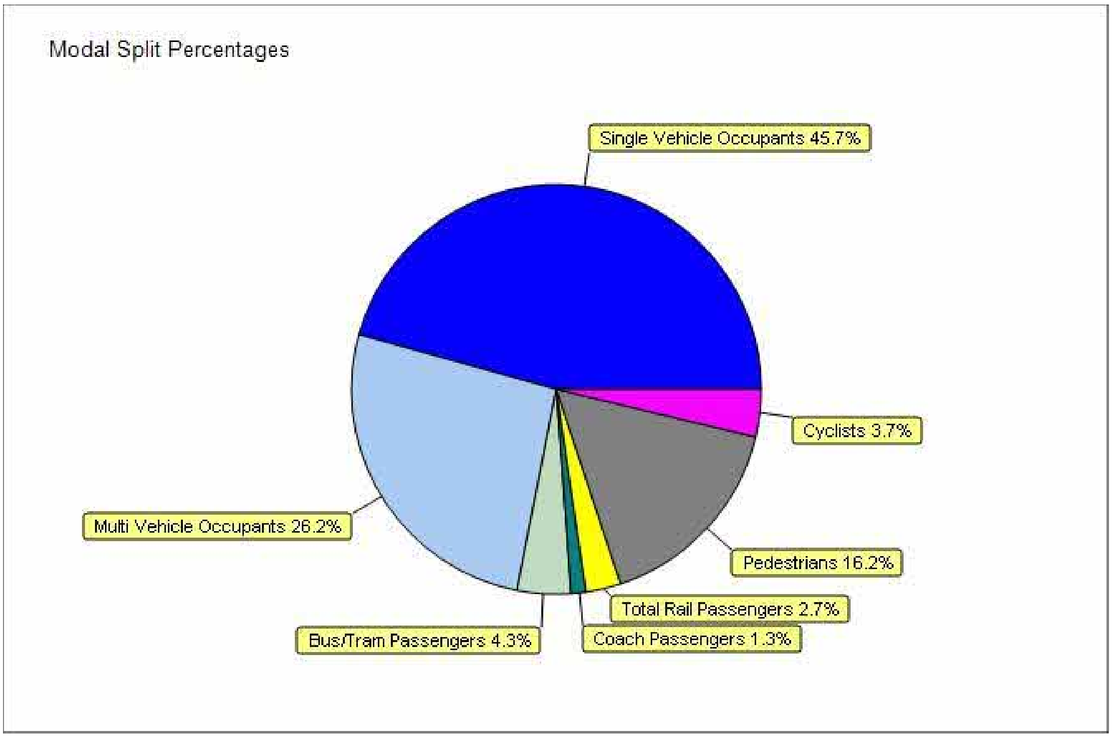

Figure 4: Baseline Modal Split

Travel Plan Targets

2.4 To enable the progression and assessment of the success of the travel plan, it is key that SMART targets (Specific, Measurable, Achievable, Realistic and Time-bound) are implemented. This Travel Plan proposes a target of a 10% reduction in single occupancy vehicle trips which should be met over the lifetime of the TP.

2.4 It is proposed that to determine the ‘actual’ travel patterns surveys would be completed within 3 months of first occupation. This would enable a sufficient sample size whilst also providing the opportunity to embed the TP. The survey will comprise questionnaire surveys.

2.4 Once the ‘actual’ baseline modal splits have been established, the Travel Plan Coordinator (TPC) and Travel Plan Officer (TPO) should discuss the acceptability of the indicative modal share targets presented in Table 3.

Mode of Travel	Indicative Baseline	Year 3 Target	Year 5 Target
Car Alone	46%	41%	36%
Car Share	26%	59%	64%
Train	3%		
Bus	6%		
Walk	16%		
Cycle	4%		
Total	100%	-	-

Table 3: Indicative Baseline Splits and Targets Based on TRICS Data

6. TRAVEL PLAN STRATEGY

Measures Package

1.4 In addition to physical infrastructure the following section proposes a package of soft measures to be implemented and refined by the TPC over the lifetime of the TP. The measures proposed are strongly influenced by the site location, the TP aim, objectives and targets and the local and national policy.

1.4 The measures set out in this section will be determined based on the potential for achieving a 10% modal shift, which will help reduce greenhouse gas emissions.

Key Stages: Preliminary

1.4 In order to meet the objectives of the TP it is essential that a number of tasks are completed prior to the first occupation, as outlined within the site's Action Plan (Table 4). These include:

Appoint a Travel Plan Coordinator (operator);
Identify a point of contact for all queries;
Produce Staff Welcome Pack (TPC) including:

- Walking and cycling routes;
- Bus stop locations, prices and times;
- Rail Station information;
- Electric charging information;
- Car sharing information and benefits; and
- Details of the TPC.

Key Stages: Five Years Following Opening of the Development

2.4 It is proposed that the TP period would become fully active upon the opening of the development and would remain active for 5 years following that date.

1.4 During these five years, the Action Plan set at the preliminary stage would evolve to reflect the needs of the staff and visitors. Such measures would be determined by the TPC in dialogue with occupants of the site, local authority and other key players as necessary. These measures are discussed in further detail in the remainder of this section and are included in the Action Plan which is presented in Table 5.

	Action
Preliminary measures	-TPC to be appointed -LPA to receive TPCs contact details -Implement ‘hard’ measures -Discharge of Travel Plan condition (if applicable)
Within 3 months of opening	-Prepare site noticeboard with relevant transport information -Prepare and distribute Welcome Packs -Confirm communication strategy
Walking/Cycling	-Promote local and national events/campaigns -Inform staff of pedestrian and cycle routes -Maintain onsite pedestrian areas and cycle storage -Provision of bicycles where appropriate
Public Transport	-Provide up-to-date timetables -Consistent reviews of local travel infrastructure -Issuing Welcome Packs to staff
Car sharing	-Promote the benefits of car sharing to staff/visitors -Provide information on how to make use of car sharing
Sustainable vehicle use	-Provide information on sustainable travel practices -Provision of information on the road network and fastest routes -Inform staff of any EVC points
Communication/Marketing	-Prepare travel welcome packs promoting sustainable travel -Provide newsletters & keep noticeboard up to date

Table 4: Action Plan

Modal Measures: Walking and Cycling

2.4 This TP has summarised the local walking and cycle networks and the facilities which this TP would promote to staff. These will be detailed to staff in their welcome pack. The accessibility review indicates that walking and cycling are likely to be a key travel mode for staff and visitors.

2.4 The baseline modal splits indicate that walking is a key travel mode for staff and visitors of similar developments and considering the excellent pedestrian infrastructure in the locality of the site, this mode of active travel will be heavily promoted to staff and visitors.

2.4 The operator has a very proactive approach to cycling, and provides bicycles to staff on request with electric assistance where appropriate. Staff changing and showering facilities are also provided to encourage staff to commute via active travel modes.

1.4 The TPC would work with walking and cycling campaigns and support local and national campaigns and events (i.e., Cycle to Work Day and local bike doctor events).

Modal Measures: Public Transport

3.10 Given the services available in the area, there is an opportunity to promote bus travel as an alternative mode. Maximising staff use of public transport would be supported through highlighting costs and benefits in comparison to single occupancy vehicle use through the Welcome Pack and the noticeboard.

3.11 The attractiveness of the bus services, particularly those from Bath Road would be supported and promoted. The TPC will promote rail services from Maidenhead railway station, with the station located within walking distance of the site. Staff and visitors travelling from destinations such as London and Reading would be particularly targeted in promoting the use of rail services.

Modal Measures: Car Sharing

3.11 Car sharing is a simple yet effective way of quickly reducing the number of single occupancy car trips, whilst bringing reductions in transport costs, congestion and pollution as well as social benefits including increasing staff or visitor interaction and creating a sense of community.

3.11 Liftshare is a well-established scheme and would be promoted to staff through their welcome pack to help them find potential lift sharing partners in the local area. The TPC will also look to promote the savings brought about through car sharing.

Modal Measures: Sustainable Private Vehicle Use

3.10 On occasions when single occupancy vehicle use is unavoidable or where alternative travel options are significantly limited in comparison, opportunities to promote more sustainable driving practices would be promoted such as through the use of electric vehicles.

Marketing and Communication

3.11 To ensure the ongoing promotion of the Travel Plan to staff, over its life a number of marketing and communication elements would be implemented. Namely, the Welcome Pack to be provided upon staff induction and maintenance of the dedicated noticeboard within the development.

Visitors and Deliveries

3.11 As well as co-ordinating the promotion and practice of sustainable travel with the wider local community, the TP should be encouraging and extending sustainable travel opportunities to any visitors travelling to and from the site. Staff's positive sustainable travel experiences should have a knock-on effect to visitors.

7. IMPLEMENTATION AND MONITORING

Travel Plan Coordinator

2.4 This section covers the implementation and monitoring of the development. The TPC position would be part-time over the life of the TP which at this stage is anticipated to be the Preliminary period followed by five years of full implementation, beginning upon first occupation of the care home.

1.4 The TPC role and contact details will be finalised with Royal Borough of Windsor and Maidenhead prior to occupation and following their appointment by the developer. The TPC would be responsible for the day-to-day implementation and monitoring of the TP to ensure targets are met. The early stages of the TP are relatively time intensive, and the budget should be 'front-loaded' to consider the work that is required to establish the TP.

1.4 More specifically, the role of the TPC requires:

Overseeing the development and implementation of the TP and maintaining support;
Liaising with public transport operators, local interest groups and Royal Borough of Windsor and Maidenhead;
Designing and implementing an effective marketing strategy and raising awareness;
Attending relevant networking events;
Organising travel-based events;
Acting as the point of call for all TP enquiries; and
Co-ordinating the monitoring and evaluation programme for the TP including organisation of surveys.

Monitoring

2.4 This TP's approach to monitoring acknowledges the above requirements and the strategy set out within the previous section. The resultant monitoring structure for the TP is therefore set out within Table 5 and summarised in the subsequent paragraphs.

Preliminary Period	End of Year 1	End of Year 3	End of Year 5
Travel to Work Questionnaire (3 months following opening)	Travel to Work Survey & Monitoring Report	Travel to Work Survey & Monitoring Report	Travel to Work Survey & Monitoring Report

Table 5: Monitoring Strategy

1.4 A travel to work questionnaire is proposed to be undertaken within 3 months of the care home opening, and at the end of Years 1, 3 and 5. It is proposed that the survey will be completed electronically, although physical surveys may also be used. An example staff survey is included in Appendix C.

2.4 The results of the survey will be available for staff to view on the development's dedicated noticeboard. An annual monitoring/progress report will be produced and submitted to the LPA within 3 months of surveys taking place. This report will outline how the TP has been implemented for the year, along with a presentation of any survey results, analysis of the responses and information of measures implemented. The report will then conclude with an outline of the future monitoring strategy and a confirmation of targets and revisions where necessary/applicable. Monitoring will then continue a biennial basis, concluding in Year 5 of the travel plan.

Overcoming Barriers to Success

2.4 Mismanagement can become a potential barrier to the successful implementation of TP's. Whilst the TPC is responsible for the overarching management of the TP, ongoing co-ordination with Royal Borough of Windsor and Maidenhead's TPO will ensure that mismanagement does not occur.

Appendix A

KEY:

SITE BOUNDARY ━

LANDSCAPING - LAWN 🟩

LANDSCAPING - PLANTING 🟩

LANDSCAPING - PATH ▨

LANDSCAPING - CAR PARK ▨

LANDSCAPING - PATIO ▨

LANDSCAPING - TREES ●

Note: Refer to drawing 'Tree Constraints Plan' for additional information with regards to existing trees on site

REV	DESCRIPTION	BY	DATE

RM Design Group

Email: ray@rmdesigngroup.co.uk

NOTE:

ALL DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO THE COMMENCEMENT OF ANY WORK OR THE PRODUCTION OF ANY SHOP DRAWING. ALL DISCREPANCIES TO BE REPORTED TO RM DESIGN GROUP.

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELATED ARCHITECT'S AND ENGINEER'S DRAWINGS AND ANY OTHER RELEVANT INFORMATION

CLIENT

Propco (Maidenhead) Ltd

PROJECT

Propco (Maidenhead) Ltd

DRAWING TITLE

Proposed Site Plan

DRAWING STATUS

PLANNING

N

VISUAL SCALE 1:200

SCALE AT A1:	DATE:	DRAWN:	CHECKED:
As indicated	07.08.23	JRA	RM
PROJECT NO:	DRAWING NO.:		REVISION:
B01-02	42		

Appendix B

Calculation Reference: AUDIT-247601-230620-0610

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
05	EAST MIDLANDS		
	NN	NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	BP	BLACKPOOL	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Number of residents
Actual Range:	31 to 60 (units:)
Range Selected by User:	17 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 13/06/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	2 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	4
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C2	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 BP-05-F-01 NURSING HOME BLACKPOOL
LYTHAM ROAD
BLACKPOOL
SQUIRES GATE
Edge of Town
Residential Zone
Total Number of residents: 31
Survey date: TUESDAY 27/09/16 Survey Type: MANUAL

2 NN-05-F-01 NURSING HOME NORTH NORTHAMPTONSHIRE
MALHAM DRIVE
KETTERING

Edge of Town
No Sub Category
Total Number of residents: 60
Survey date: MONDAY 13/06/22 Survey Type: MANUAL

3 NY-05-F-05 NURSING HOME NORTH YORKSHIRE
SEAGRIM CRESCENT
RICHMOND

Edge of Town
Residential Zone
Total Number of residents: 37
Survey date: MONDAY 04/03/19 Survey Type: MANUAL

4 TW-05-F-03 NURSING HOME TYNE & WEAR
MOORE STREET
GATESHEAD
FELLING SHORE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 52
Survey date: THURSDAY 02/05/19 Survey Type: MANUAL

5 WS-05-F-02 NURSING HOME WEST SUSSEX
WYKEHAM ROAD
WORTHING

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 54
Survey date: TUESDAY 17/05/22 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.68

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	47	**0.098**	5	47	0.081	5	47	0.179
08:00 - 09:00	5	47	0.073	5	47	0.060	5	47	0.133
09:00 - 10:00	5	47	0.073	5	47	0.047	5	47	0.120
10:00 - 11:00	5	47	0.051	5	47	0.038	5	47	0.089
11:00 - 12:00	5	47	0.064	5	47	0.081	5	47	0.145
12:00 - 13:00	5	47	0.051	5	47	0.064	5	47	0.115
13:00 - 14:00	5	47	0.094	5	47	0.038	5	47	0.132
14:00 - 15:00	5	47	0.068	5	47	0.111	5	47	0.179
15:00 - 16:00	5	47	0.098	5	47	**0.171**	5	47	**0.269**
16:00 - 17:00	5	47	0.038	5	47	0.056	5	47	0.094
17:00 - 18:00	5	47	0.034	5	47	0.043	5	47	0.077
18:00 - 19:00	5	47	0.034	5	47	0.038	5	47	0.072
19:00 - 20:00	5	47	0.056	5	47	0.030	5	47	0.086
20:00 - 21:00	5	47	0.047	5	47	0.051	5	47	0.098
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.879			0.909			1.788

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	31 - 60 (units:)
Survey date date range:	01/01/15 - 13/06/22
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TAXIS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS No. Days	ARRIVALS Ave. RESIDE	ARRIVALS Trip Rate	DEPARTURES No. Days	DEPARTURES Ave. RESIDE	DEPARTURES Trip Rate	TOTALS No. Days	TOTALS Ave. RESIDE	TOTALS Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	47	0.000	5	47	0.000	5	47	0.000
08:00 - 09:00	5	47	0.000	5	47	0.000	5	47	0.000
09:00 - 10:00	5	47	0.000	5	47	0.000	5	47	0.000
10:00 - 11:00	5	47	0.000	5	47	0.000	5	47	0.000
11:00 - 12:00	5	47	0.004	5	47	0.004	5	47	0.008
12:00 - 13:00	5	47	0.004	5	47	0.000	5	47	0.004
13:00 - 14:00	5	47	0.009	5	47	0.009	5	47	0.018
14:00 - 15:00	5	47	0.000	5	47	0.004	5	47	0.004
15:00 - 16:00	5	47	0.000	5	47	0.000	5	47	0.000
16:00 - 17:00	5	47	0.004	5	47	0.004	5	47	0.008
17:00 - 18:00	5	47	0.004	5	47	0.000	5	47	0.004
18:00 - 19:00	5	47	0.000	5	47	0.004	5	47	0.004
19:00 - 20:00	5	47	0.004	5	47	0.004	5	47	0.008
20:00 - 21:00	5	47	0.000	5	47	0.000	5	47	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.029			0.058

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL CYCLISTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	47	0.030	5	47	0.000	5	47	0.030
08:00 - 09:00	5	47	0.000	5	47	0.000	5	47	0.000
09:00 - 10:00	5	47	0.000	5	47	0.000	5	47	0.000
10:00 - 11:00	5	47	0.004	5	47	0.000	5	47	0.004
11:00 - 12:00	5	47	0.004	5	47	0.000	5	47	0.004
12:00 - 13:00	5	47	0.013	5	47	0.004	5	47	0.017
13:00 - 14:00	5	47	0.004	5	47	0.000	5	47	0.004
14:00 - 15:00	5	47	0.000	5	47	0.021	5	47	0.021
15:00 - 16:00	5	47	0.004	5	47	0.000	5	47	0.004
16:00 - 17:00	5	47	0.000	5	47	0.004	5	47	0.004
17:00 - 18:00	5	47	0.004	5	47	0.004	5	47	0.008
18:00 - 19:00	5	47	0.000	5	47	0.009	5	47	0.009
19:00 - 20:00	5	47	0.000	5	47	0.000	5	47	0.000
20:00 - 21:00	5	47	0.000	5	47	0.004	5	47	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.046			0.109

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	47	0.120	5	47	0.077	5	47	0.197
08:00 - 09:00	5	47	0.085	5	47	0.064	5	47	0.149
09:00 - 10:00	5	47	0.094	5	47	0.064	5	47	0.158
10:00 - 11:00	5	47	0.060	5	47	0.043	5	47	0.103
11:00 - 12:00	5	47	0.085	5	47	0.090	5	47	0.175
12:00 - 13:00	5	47	0.064	5	47	0.081	5	47	0.145
13:00 - 14:00	**5**	**47**	**0.128**	5	47	0.038	5	47	0.166
14:00 - 15:00	5	47	0.085	5	47	0.158	5	47	0.243
15:00 - 16:00	5	47	0.111	**5**	**47**	**0.222**	**5**	**47**	**0.333**
16:00 - 17:00	5	47	0.051	5	47	0.073	5	47	0.124
17:00 - 18:00	5	47	0.038	5	47	0.056	5	47	0.094
18:00 - 19:00	5	47	0.047	5	47	0.051	5	47	0.098
19:00 - 20:00	5	47	0.060	5	47	0.030	5	47	0.090
20:00 - 21:00	5	47	0.030	5	47	0.051	5	47	0.081
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.058			1.098			2.156

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	47	**0.051**	5	47	0.004	5	47	0.055
08:00 - 09:00	5	47	0.021	5	47	0.017	5	47	0.038
09:00 - 10:00	5	47	0.013	5	47	0.000	5	47	0.013
10:00 - 11:00	5	47	0.009	5	47	0.004	5	47	0.013
11:00 - 12:00	5	47	0.009	5	47	0.004	5	47	0.013
12:00 - 13:00	5	47	0.004	5	47	0.009	5	47	0.013
13:00 - 14:00	5	47	0.026	5	47	0.038	5	47	**0.064**
14:00 - 15:00	5	47	0.004	5	47	0.038	5	47	0.042
15:00 - 16:00	5	47	0.030	5	47	0.026	5	47	0.056
16:00 - 17:00	5	47	0.017	5	47	0.017	5	47	0.034
17:00 - 18:00	5	47	0.009	5	47	0.013	5	47	0.022
18:00 - 19:00	5	47	0.013	5	47	0.021	5	47	0.034
19:00 - 20:00	5	47	0.004	5	47	0.038	5	47	0.042
20:00 - 21:00	5	47	0.004	5	47	**0.043**	5	47	0.047
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.214			0.272			0.486

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**5**	**47**	**0.013**	5	47	0.000	5	47	0.013
08:00 - 09:00	5	47	0.013	5	47	0.000	5	47	0.013
09:00 - 10:00	5	47	0.013	5	47	0.004	5	47	0.017
10:00 - 11:00	5	47	0.004	5	47	0.000	5	47	0.004
11:00 - 12:00	5	47	0.004	5	47	0.000	5	47	0.004
12:00 - 13:00	5	47	0.004	5	47	0.004	5	47	0.008
13:00 - 14:00	5	47	0.000	5	47	0.000	5	47	0.000
14:00 - 15:00	5	47	0.000	5	47	0.009	5	47	0.009
15:00 - 16:00	5	47	0.000	5	47	0.000	5	47	0.000
16:00 - 17:00	5	47	0.009	5	47	0.004	5	47	0.013
17:00 - 18:00	5	47	0.000	5	47	0.000	5	47	0.000
18:00 - 19:00	5	47	0.013	**5**	**47**	**0.013**	**5**	**47**	**0.026**
19:00 - 20:00	5	47	0.004	5	47	0.013	5	47	0.017
20:00 - 21:00	5	47	0.000	5	47	0.004	5	47	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.077			0.051			0.128

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	47	0.000	5	47	0.000	5	47	0.000
08:00 - 09:00	5	47	**0.013**	5	47	0.000	5	47	**0.013**
09:00 - 10:00	5	47	0.004	5	47	0.004	5	47	0.008
10:00 - 11:00	5	47	0.000	5	47	0.000	5	47	0.000
11:00 - 12:00	5	47	0.004	5	47	0.000	5	47	0.004
12:00 - 13:00	5	47	0.000	5	47	0.004	5	47	0.004
13:00 - 14:00	5	47	0.004	5	47	0.000	5	47	0.004
14:00 - 15:00	5	47	0.000	5	47	0.000	5	47	0.000
15:00 - 16:00	5	47	0.004	5	47	0.004	5	47	0.008
16:00 - 17:00	5	47	0.004	5	47	**0.009**	5	47	0.013
17:00 - 18:00	5	47	0.004	5	47	0.009	5	47	0.013
18:00 - 19:00	5	47	0.000	5	47	0.004	5	47	0.004
19:00 - 20:00	5	47	0.000	5	47	0.004	5	47	0.004
20:00 - 21:00	5	47	0.000	5	47	0.004	5	47	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.037			0.042			0.079

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	47	0.000	5	47	0.000	5	47	0.000
08:00 - 09:00	5	47	0.000	5	47	0.000	5	47	0.000
09:00 - 10:00	5	47	0.000	5	47	0.013	5	47	0.013
10:00 - 11:00	5	47	0.000	5	47	0.000	5	47	0.000
11:00 - 12:00	5	47	0.000	5	47	0.000	5	47	0.000
12:00 - 13:00	5	47	0.000	5	47	0.000	5	47	0.000
13:00 - 14:00	5	47	0.000	5	47	0.000	5	47	0.000
14:00 - 15:00	5	47	0.013	5	47	0.000	5	47	0.013
15:00 - 16:00	5	47	0.013	5	47	0.000	5	47	0.013
16:00 - 17:00	5	47	0.000	5	47	0.000	5	47	0.000
17:00 - 18:00	5	47	0.000	5	47	0.000	5	47	0.000
18:00 - 19:00	5	47	0.000	5	47	0.000	5	47	0.000
19:00 - 20:00	5	47	0.000	5	47	0.000	5	47	0.000
20:00 - 21:00	5	47	0.000	5	47	0.000	5	47	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.013			0.039

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL CARS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	47	**0.094**	5	47	0.073	5	47	0.167
08:00 - 09:00	5	47	0.068	5	47	0.060	5	47	0.128
09:00 - 10:00	5	47	0.051	5	47	0.026	5	47	0.077
10:00 - 11:00	5	47	0.051	5	47	0.034	5	47	0.085
11:00 - 12:00	5	47	0.043	5	47	0.068	5	47	0.111
12:00 - 13:00	5	47	0.043	5	47	0.056	5	47	0.099
13:00 - 14:00	5	47	0.073	5	47	0.026	5	47	0.099
14:00 - 15:00	5	47	0.056	5	47	0.085	5	47	0.141
15:00 - 16:00	5	47	0.068	5	47	**0.141**	5	47	**0.209**
16:00 - 17:00	5	47	0.034	5	47	0.051	5	47	0.085
17:00 - 18:00	5	47	0.026	5	47	0.038	5	47	0.064
18:00 - 19:00	5	47	0.034	5	47	0.034	5	47	0.068
19:00 - 20:00	5	47	0.047	5	47	0.026	5	47	0.073
20:00 - 21:00	5	47	0.047	5	47	0.047	5	47	0.094
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.735			0.765			1.500

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Appendix C

XXX Travel Survey

[redacted]

Thank you for taking the time to complete this travel survey. This will help us help you and your local travel. Please complete all sections!
Don't forget to fill out your details at the end!
You can send your completed survey to:

- ☐ Email: travelplan@ paulbashamassociates.com
- ☐ Or you can fill this out via Survey Monkey on…
- ☐ Hand to the House Director

Welcome to XXX! This survey will help us (your travel plan coordinators) understand a little more about your travel choices and your local travel. Please return the survey to us via email or fill it out online using the survey monkey link above. Please answer ALL questions, and fill out your details on the back page.

SECTION A: YOUR JOURNEYS

1. Please tell us if you work full time or part time:

☐ Full time
☐ Part time

2. For the past 5 days please indicate (with a tick) how you travelled to work:

	Day 1	Day 2	Day 3	Day 4	Day 5
Bus					
Cycle					
Car Alone					
Car Share (passenger/ driver)					
Motorcycle/scooter					
Train					
Walk					

3. Please tell us why you chose to travel by your primary method of travel (most common method over 5 day period) (please tick all that are relevant)

Journey time
Reliability/ quicker than alternatives
Health reason
Cost
Comfort/personal safety
Environmentally friendly
Other ________________________

4. Please paint a picture of your journey to work.

Start Postcode: _____________________________________
Time I leave start postcode: __________________________
Time I arrive at work: _______________________________
Time I leave work: _________________________________

5. Please indicate how frequently you use an alternative form of travel to commute to work.

	Always	Sometimes	Rarely	Never
Bus				
Cycle				
Car Alone				
Car Share (passenger/ driver)				
Motorcycle/scooter				
Train				
Walk				

SECTION B: TRAVEL CHOICES

6. If you travel by car, why do you travel by car? (Please tick all that are relevant)

Car essential to perform job
Reliability/Quicker than alternatives
Health reason
Lack of alternative/Costs
Comfort/Personal safety
Things to do on way home
Other please specify

____
_

7. Which of the following would most encourage you to cycle (or cycle more if you already do so)? (Please specify up to 3)

Better cycle storage
Cycle training/safety courses
More information on cycle routes
Better cycle equipment/maintenance
Nothing would encourage me to cycle more
Other (please specify)

____________ _________________________________

8. Which of the following would encourage you to travel by bus or train (or more if you do this already)? (Please specify up to 3)

More direct routes
More frequent/reliable services
Better facilities at stops/station
Increased safety measures
Better connection from home to the station/bus stop
Nothing would encourage me to use the bus/train more
Other (please specify)

____

9. Which of the following would most encourage you to car share (or more if you already do so)? (Please specify up to 3)

Car share scheme at work
If I knew people to car share with
More similar journeys
If it did not affect my daily routine (e.g. when to leave)
Nothing
Other (please specify)

____

SECTION C: TRAVEL INCENTIVES

10. Does your employer offer a salary sacrifice scheme? (i.e Cycle to Work Scheme)

Yes
No
Unsure

11. What would be your preferred salary sacrifice scheme?

Cycle to Work
Train discount scheme
Bus discount scheme
Other ______________________

If you wish to discuss any part of this survey further please do not hesitate to contact us at: Paul Basham Associates, Lancaster Court, 8 Barnes Wallis Rd, Fareham, PO15 5TU

Tel: 01489 668134

Email: travelplan@paulbashamassociates.com

Thank you for your time, and we look forward to hearing from you!

Thank you