

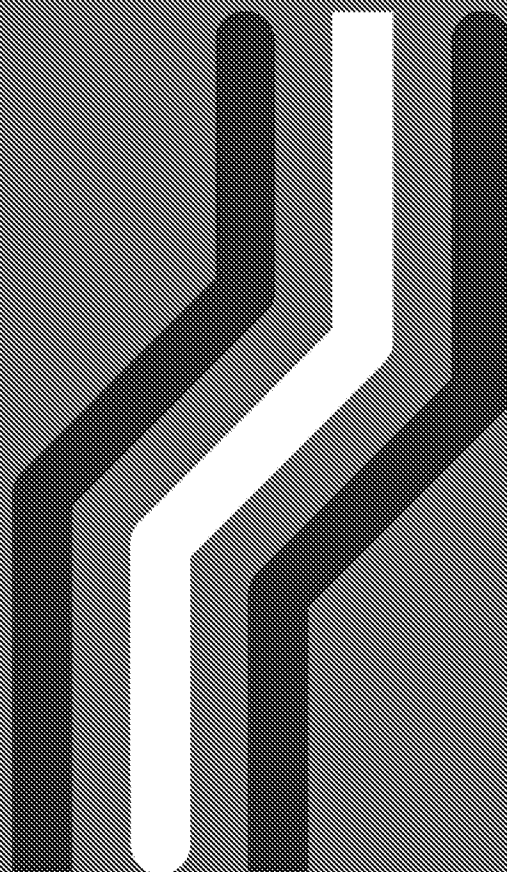


TRAVEL PLAN

Proposed Care Home, Land to the Rear of Baird's Farm Shop, Crookthorn Lane, Climping, Littlehampton, West Sussex on Behalf of Brackley Investments Ltd

Date: May 2022

Issue No. 1



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CE Plan 5522/201(A)

Site Location Plan

CE Plan 5522/202

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Drawing No. M9316-APL003

Proposed Site Plan (by Hunters)

Drawing No. BCH-ICS-01-XX-DR-C-025(P3)

Highway Improvements (by Infrastruct CS)

Appendix 3 – Example Travel Survey

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1.0 INTRODUCTION

- 1.1 Cole Easdon Consultants Limited (CE) have been instructed by Brackley Investments Limited to prepare a *Travel Plan (TP)* for a 64-bed Care Home on land to the Rear of Baird's Farm Shop, Crookthorn Lane, Littlehampton. Refer to CE Plan 5522/201(A) [*Site Location Plan*] contained within Appendix 1.

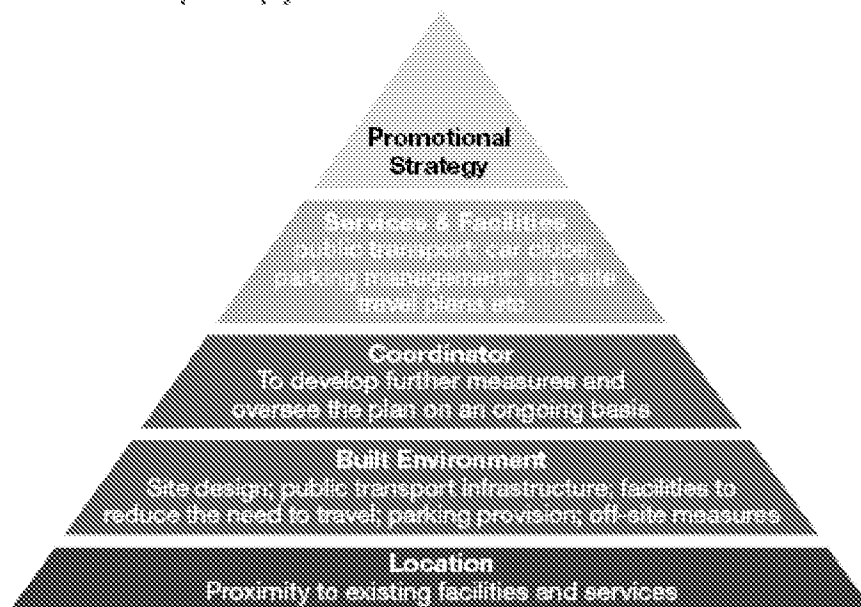
Background

- 1.2 A planning application was submitted to Arun District Council in June 2018 for the proposed Care Home (planning reference: CM/16/18/PL). Following an appeal the application was approved on 21st January 2020 subject to conditions. Condition 7 of the approval notice requires a *Travel Plan* to be submitted and approved in writing by the Local Planning Authority, prior to first occupation.
- 1.3 The *TP* sets out a range of measures, targets and objectives to reduce the vehicular impact of the proposed development, and to increase the number of trips made by walking, cycling and public transport.
- 1.4 This *TP* is aimed at both employees and visitors to the proposed Care Home. The *TP* will be managed by the Healthcare Management Trust, who will operate the Care Home facility.

What is a *Travel Plan*?

- 1.5 A *TP* is a package of measures designed to reduce car usage originating from new development, by means of promoting alternative forms of transport to the car, together with the introduction of measures to reduce the need to travel by car in the first place. *TPs* are an important tool to help deliver accessible, sustainable communities and offer clear benefits to all the parties involved – public, private and the community.
- 1.6 The *TP* pyramid below helps demonstrate how successful plans are built on the firm foundations of a good location and site design. A *TP* should also combine hard measures; such as on-site cycle parking, as well as soft measures; such as travel advice in the form of Travel Information Packs.

The travel plan pyramid



- 1.7 All of the associated measures within the *TP* should be integrated into the design, marketing and occupation of the site.

Travel Plan Target Audience

- 1.8 In the first instance, this *TP* is to be read by Technical Officers of the Local Planning and Highway Authorities. More user-friendly literature will be produced for staff and visitors, and included in welcome packs and literature for the Care Home.

Structure of the Report

- 1.9 This *TP* is structured into the following Sections:
- Section 2.0 discusses the context of the development;
 - Section 3.0 discusses the accessibility of the site by sustainable travel modes;
 - Section 4.0 sets out the development proposals;
 - Section 5.0 provides details of trip generation and modal splits;
 - Section 6.0 sets out the *TP* objectives;
 - Section 7.0 proposes the targets for the *TP*;
 - Section 8.0 identifies the *TP* measures;
 - Section 9.0 discusses the Monitoring and Review programme for the *TP*; and
 - Section 10.0 outlines the actions and programme for the *TP*.

2.0 CONTEXT

Site Location

- 2.1 The application site is located to the south and east of Baird's Farm Shop at Crookthorn Lane, Climping, West Sussex. The site is presently undeveloped land that was used for grazing. Refer to CE Plan 5522/201(A) [*Site Location Plan*] contained within Appendix 1.
- 2.2 Crookthorn Lane forms part of the A259, which is the main route between Littlehampton (approximately 3.6km to the east) and Bognor Regis (approximately 8.6km to the west).
- 2.3 The nearby villages of Climping and Yapton are situated on the northern side of Crookthorn Lane, approximately 1.2km and 2.6km from the proposed development respectively.
- 2.4 The proposals comprise the construction of a 64-bed C2 Care Home with associated car parking and landscaping. Further details of the development proposals are included within Section 4.0 of this Report.

3.0 ACCESS BY SUSTAINABLE MODES OF TRANSPORT

- 3.1 This Section sets out the application site's accessibility by walking, cycling, and public transport, and demonstrates how it is situated in a sustainable location. Each of the alternative modes of travel (to the private car) are detailed in this Section in the context of the development site.

Walking and Cycling

- 3.2 The area around the site is generally conducive to walking and cycling, with footways provided adjacent to the northern carriageway of Crookthorn Lane. A pedestrian island provides access to the northern footway from the existing pedestrian access to the farm shop.
- 3.3 In terms of cycling, National Cycle Network (NCN) Route 2 passes along Crookthorn Lane (located adjacent to the site) and provides high quality access to Littlehampton and Bognor Regis. The section between Ferry Lane (in Climping), and the edge of Bognor Regis (which passes close to the site) runs along a foot and cycleway segregated from vehicular traffic.
- 3.4 Additionally cycle friendly routes connect onto NCN Route 2 into Climping Village and Yapton to the north, and towards Middleton-on-Sea to the south. The routes of NCN Route 2 and the cycle friendly routes are shown on CE Plan 5522/202 [*Sustainable Transport Plan*] in Appendix 1 of this Report.

Bus

- 3.5 The bus may be the most suitable mode of travel for employees that live further away from the proposed Care Home, and for visitors travelling up to 20km.
- 3.6 The principal bus route serving the site is the 700 'Coastliner' service between Chichester, Bognor Regis & Littlehampton. The nearest bus stops to the site (known as the 'Oystercatcher' stops) are located on Crookthorn Lane, approximately 150 – 200 metres from the site. The bus stops benefit from shelters, together with timetable information.
- 3.7 Table 3.1 below provides summary details of the 700 'Coastliner' service described above, as well as other bus services that operate from the Oystercatcher bus stops.

Table 3.1: Summary of Local Bus Services¹

Service Number	Route	Frequency	Bus Stop
69 Stagecoach	Climping – Littlehampton – Wick	DAILY 18:40, 19:40	Oystercatcher (eastbound)
	Climping – Middleton-on-Sea – Felpham – Bignor Regis – Aldwick – Sefter Farm	DAILY 05:00, 06:00	Oystercatcher (westbound)
700 Stagecoach COASTLINER	Climping - Littlehampton	MONDAY – FRIDAY 06:00-20:10 Approx. every 30 mins. 20:10-22:10 every 60 mins. SATURDAY 06:45-19:10 Approx. every 30 mins. 19:10-22:10 every 60 mins. SUNDAY 07:15-18:45 Approx. every 30 mins 18:45-20:45 every 60 mins.	Oystercatcher (eastbound)
	Climping – Yapton – Felpham – Bognor Regis – Bersted - Chichester	MONDAY - FRIDAY 05:20-20:30 Approx. every 30 mins. 20:30-22:30 every 60 mins. SATURDAY 07:00-20:30 every 30 mins. 20:30-22:30 every 60 mins. SUNDAY 07:45-18:55 Approx. every 30 mins. 18:55-20:55 every 60 mins	Oystercatcher (westbound)

- 3.8 Reference to Table 3.1 above demonstrates that convenient bus travel to and from the site will be available to visitors, staff and residents throughout the day. The 700 'Coastliner' service is likely to be attractive to staff and visitors, providing a 30-minute frequency service throughout the day seven days a week.

Rail

- 3.9 For those visitors travelling further afield, using the railway will be the most sustainable method of travel.
- 3.10 The most accessible railway station to the site is Littlehampton station, located approximately 3.0km to the east of the site. Whilst this is likely to be too far for people to walk on a regular basis it is within cycling distance and is easily accessible via the previously mentioned 700 'Coastliner' bus service.
- 3.11 Additional services can be accessed from Ford station located approximately 3.1km to the north of the site. Train services from both stations are operated by Southern, and bicycles can be carried on most journeys.

¹ As of April 2022

3.12 Table 3.2 provides a summary of the rail services available from Littlehampton railway station, and Table 3.3 provides a summary of the rail services available from Ford railway station. During peak times, early mornings and late evenings, destinations served only by Ford during the day can be accessed from Littlehampton and vice versa.

Table 3.2: Summary of Direct Rail Services from Littlehampton Railway Station¹

Destination	Typical Journey Time	Typical Frequency	Weekend Services
Worthing	21 minutes	2 trains per hour	Sat: 2 trains per hour Sun: 1 train per hour
Shoreham-by-Sea	30 minutes		
Hove	38 minutes		
Haywards Heath	58 minutes		
Gatwick Airport	1 hour 10 minutes		
East Croydon	1 hour 26 minutes		
London Victoria	1 hour 46 minutes		

Table 3.3: Summary of Direct Rail Services from Ford Railway Station¹

Destination	Typical Journey Time	Typical Frequency	Weekend Services
Worthing	19 minutes	1 train per hour	Sat: 1 train per hour Sun: 2 trains per hour
Shoreham-by-Sea	29 minutes		
Hove	40 minutes		
Brighton	45 minutes		
Arundel	5 minutes	2 trains per hour	Sat: 2 trains per hour Sun: 1 train per hour
Horsham	30-33 minutes		
Crawley	47-51 minutes		
Gatwick Airport	58-63 minutes		
East Croydon	1 hour 16 minutes		
London Victoria	1 hour 37 minutes		
Chichester	13 minutes	1 train per hour	Sat: 1 train per hour Sun: 3 trains per hour
Havant	33 minutes		
Portsmouth & Southsea	50 minutes		
Southampton Central	1 hour 5 minutes	Change at Fratton	Sat: Change at Fratton Sun: 1 train per hour

3.13 Tables 3.2 and 3.3 shows that the railway stations in Littlehampton and Ford offer many travel opportunities to a wide range of destinations. Frequent services operate along the south coast between Portsmouth and Brighton and inland towards Horsham, Crawley, Gatwick Airport and Greater London. This will be useful for visitors that need to travel from abroad to visit their relatives. Many of the destinations can be reached within an hour, which provides the Care Home with opportunities to recruit from slightly further afield.

4.0 DEVELOPMENT PROPOSALS

- 4.1 Planning permission has been granted for the construction of a 64-bed Care Home, together with associated parking areas and landscaping. The masterplan (Drawing No. M9181-APL003 [*Proposed Site Plan*]) prepared by Hunters is included within Appendix 2 of this Report.
- 4.2 The Care Home will be operated by the Healthcare Management Trust who specialise in dementia care.
- 4.3 The Care Home has been specifically designed so that it is similar to a normal house rather than a care home. The Care Home will be spread over two storeys, with four wings each providing 16 bedrooms each. Each wing is divided into an eight bed home, with each home provided with their own kitchen, dining and day lounge area. Approximately 90 staff will be employed at the facility.
- 4.4 Construction is expected to be completed by Spring 2023, with the Care Home expected to open during the summer or autumn of 2023.

Vehicular Access

- 4.5 Vehicular access to the site will be achieved from the existing priority T-junction access off Crookthorn Lane that currently serves Baird's Farm Shop. The existing access road will be extended into the site as shown on the masterplan.

Pedestrian Access

- 4.6 As part of the proposed development a new 1.5m wide section of footway will be provided along the site frontage extending westwards from the site access junction to the existing bus stop. Informal crossing facilities will also be provided at the site access junction in the form of a dropped kerb with tactile paving. The proposed footway works will enhance the pedestrian accessibility of the site (both the existing garden centre and proposed Care Home) and also improve access to the bus services along Crookthorn Lane.

Car Parking

- 4.7 28 car parking spaces (including four disabled spaces) are proposed on site which is considered reasonable given the scale and location of development and is based on the operator's experience of similar sites. The majority of the spaces will be located at the northern portion of the site, adjacent to Crookthorn Lane. The disabled parking spaces will be located within the centre of the site, adjacent to the main entrance into the Care Home.

Cycle Parking

- 4.8 A secure cycle store will be located to the north of the disabled parking spaces, close to the main entrance of the Care Home, providing space for up to 12 bicycles. Given the nature of the development it is considered that this level of provision is suitable to address the needs of staff and visitors.

5.0 BASELINE TRAVEL INFORMATION

Staff Travel

- 5.1 The Healthcare Management Trust have advised that approximately 90 members of staff will be employed on site, once the Care Home has reached full occupancy. The nature of the proposed development requires staff to work various shift patterns. Table 5.1 outlines the staffing requirement at full occupancy.

Table 5.1: Summary of Staff Shift Patterns and Job Roles

Shift Pattern		Days of the week shift applies	Job Role	No. of staff on Site
Start time	Finish time			
09:00	17:00	Mon – Fri	Administration	1
09:00	17:00	Mon – Fri	Receptionist	1
10:00	15:00	Sat – Sun	Receptionist	1
09:00	16:00	Mon – Fri	PRA/Marketing	1
09:00	17:00	Mon – Fri	Home Manger	1
09:00	17:00	Mon – Fri	Clinical Lead	1
07:30	13:30	Mon – Sun	Day Care staff	23
13:30	19:30	Mon – Sun	Day Care Staff	22
19:30	07:30	Mon – Sun	Night Care Staff	17
07:30	15:00	Mon – Fri	Housekeeping Supervisor	1
07:30	15:00	Mon – Sun	Housekeepers	2
07:30	15:00	Mon – Sun	Laundry	2
07:00	19:00	Mon – Sun	Kitchen	3
09:00	17:00	Mon – Fri	Maintenance	2
07:30	19:30	Mon – Sun	Home Maker	4
10:00	14:30	Mon – Sun	Activities Early	4
10:00	14:30	Mon – Sun	Activities staff	4

- 5.2 The information presented in Table 5.1 will need to be taken into account when considering measures for the Care Home, although as can be seen shift patterns have been designed so that all members of staff have the opportunity to travel to and from work using sustainable methods of transport where possible. In certain circumstances staff may be required to work additional or alternative work patterns, and measures may need to be designed to fit with these work patterns.
- 5.3 The above table suggests that the peak travel patterns for staff will be 07:00 - 08:00, 13:00 – 14:00 and 19:00 – 20:00, largely coinciding with care staff shift patterns.

- 5.4 The Healthcare Management Trust anticipates that it will take between 18 to 24 months for the Care Home to reach full occupancy. Staff numbers will build up gradually from first occupation to full occupation. Certain measures may not be suitable until full occupation is achieved, whilst other measures may only be required until full occupation. Additionally, *Travel Plan* targets will need to reflect the staffing levels of the Care Home.

Visitor Travel

- 5.5 Approximately 18 to 23 visitors are expected to visit residents at the Care Home on a typical weekday, with between 30 to 40 visitors on a typical weekend.
- 5.6 The Healthcare Management Trust operate an open visiting policy, although most visiting is expected to take place between 10:00 and 20:00. In certain circumstances arrangements can be made for later visiting. The peak time for visitors is between 10:00 and 12:00 on a weekday and between 15:00 and 19:00 during weekends.
- 5.7 Approximately half of all visitors are expected to live within three miles of the site (of which 10% are expected to live within one mile). The remaining 50% are expected to live further afield. *Travel Plan* measures provided for visitors will need to take this into account.

Predicted Future Vehicle Trip Generation

- 5.8 The TRICS database has been accessed to derive suitable vehicle trip rates for the proposed Care Home. The 'Care Home (Elderly Residential)' classification was used as the basis of the assessment. Only sites with comparable location and accessibility characteristics to the proposed site were included within the assessment, resulting in a total of three similar surveyed sites. The predicted vehicle trip generation rates are presented within Tables 5.2 and 5.3, whilst the resulting predicted vehicle trip generation, based on a fully occupied 64-bed Care Home, is displayed within Tables 5.4 and 5.5. These cover the peak times for staff and visitor movements as mentioned in the above paragraphs.

Table 5.2: Vehicle Trip Generation Rates for Proposed Care Home (trips / resident)

Mode	Weekday (07:00-21:00)		Weekday Peak (10:00-12:00)		Weekday Peak (07:00-09:00)		Weekday Peak (19:00-20:00)	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Vehicle Trips	0.991	1.033	0.323	0.306	0.140	0.091	0.083	0.058
Mode	Weekend (07:00-21:00)		Weekend Peak (15:00-19:00)		Weekend Peak (07:00-09:00)		Weekend Peak (19:00-20:00)	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Vehicle Trips	0.628	0.611	0.112	0.181	0.129	0.069	0.043	0.043

Table 5.3: Development Vehicle Trip Generation for Proposed Care Home Use (64 residents)

Mode	Weekday (07:00-21:00)		Weekday Peak (10:00-12:00)		Weekday Peak (07:00-09:00)		Weekday Peak (19:00-20:00)	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Vehicle Trips	63 vpd	66 vpd	21 vpd	20 vpd	9 vph	6 vph	5 vph	4 vph
Mode	Weekend (07:00-21:00)		Weekend Peak (15:00-19:00)		Weekend Peak (07:00-09:00)		Weekend Peak (19:00-20:00)	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Vehicle Trips	40 vpd	39 vpd	7 vpd	12 vpd	8 vph	4 vph	3 vph	3 vph

VPD = Vehicles per day VPH = Vehicles per hour

- 5.9 From Table 5.3, it can be determined that during an average weekday the proposed Care Home is predicted to generate approximately 129 daily two-way trips (63 arrivals and 66 departures), and 79 two-way trips each weekend (40 arrivals and 39 departures).

Modal Split

- 5.10 There were no suitable multi-modal sites available in TRICS that were comparable to the site location (almost all were situated in urban locations), and therefore the trip rates presented are vehicle trip rates only. At approximately twelve months after the opening of the Care Home, travel surveys will be undertaken. This will allow time for the Care Home to reach a suitable level of occupancy and provide enough time for more solid travel patterns to emerge.

6.0 TRAVEL PLAN OBJECTIVES

6.1 This Section identifies the proposed objectives for the *TP*.

6.2 The headline objective of this *TP* shall be as follows:

'To reduce the number of new car borne trips, particularly single occupancy trips, on the local highway network resulting from the development to a significantly lower level than predicted within the *Transport Statement*, and to encourage employees and visitors to travel by sustainable modes of transport'.

6.3 Beneath this headline objective, it is possible to identify a number of other sub-objectives as follows:

- A. establish a management regime for the *TP*;
- B. to reduce the proportion of single occupancy car trips;
- C. to increase the proportion of car sharing trips;
- D. to encourage employees to walk or cycle;
- E. to encourage employees and visitors to use public transport; and
- F. to increase awareness of the *TP* and sustainable travel issues generally.

6.4 Delivery of this *TP* will not only benefit employees and visitors, but also contribute towards enhancing the environment of the wider community. This will be achieved through increased numbers of employees and visitors walking, cycling and making use of local public transport (which will ensure the viability of the existing bus services) as well as by reducing congestion and journey times and improving local air quality through reduced emissions.

7.0 TRAVEL PLAN TARGETS

- 7.1 Targets are measurable goals which need to be set in order to assess whether the objectives of the *TP* have been achieved.
- 7.2 The following indicative targets related to the objectives identified in the previous section are proposed for the *TP*:
1. reduce the modal share proportion of car trips by five percentage points by year three and by ten percentage points by year five;
 2. increase the total proportion of daily trips made by public transport by three percentage points by year three and by six percentage points by year five;
 3. increase the total proportion of daily trips made by walking and cycling by two percentage points by year three and by four percentage points by year five; and
 4. reduce the overall total number of trips generated by the Care Home by 10% by year five.
- 7.3 Definitive staff mode share targets will be set following the completion of the first staff travel surveys. The Healthcare Management Trust have confirmed that full occupancy is not expected until between 18 to 24 months after the Care Home opens. A clearer picture of travel patterns is expected to emerge after twelve months following first occupation.
- 7.4 The modal split targets may be refined in light of the results of the staff surveys. A number of staff may be restricted on their choice of travel. Although the planned shift patterns as shown in Table 5.1, do allow for most staff to travel by sustainable modes to and from the Care Home, those staff that do start or finish in the evening or early morning, may be less willing to walk or cycle.
- 7.5 The trip generation targets will apply at all times of the week, and will initially be based on the trip generation forecasts identified in Table 5.3. Applying the 10% target reduction in vehicle trips would yield the following reduced development vehicle trips as summarised within Table 7.1.

Table 7.1: Development Vehicle Trip Generation Target

	Time Period	Arrivals		Departures		Total	
		Present	Target	Present	Target	Present	Target
Weekday	07:00-21:00	63 vpd	57 vpd	66 vpd	59 vpd	129 vpd	116 vpd
Weekend	07:00-21:00	40 vpd	36 vpd	39 vpd	35 vpd	79 vpd	71 vpd

VPD = Vehicles per day

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- 7.6 Based on the information presented in Table 7.1, weekday two-way vehicular trips to the site would be reduced by 13 trips per day, and weekend trips by eight trips per day. Given the low trip numbers concerned, it is not considered necessary by CE to propose interim targets for years one and three, and instead it is therefore suggested that the target to reduce the number of vehicle trips generated by the site is based on a five year timeframe.

8.0 PACKAGE OF MEASURES

- 8.1 This section identifies the range of *TP* measures that will be implemented to help achieve the identified objectives and targets from the previous Sections. It may be necessary to refine or modify some of the measures following discussions and negotiations with the relevant Planning and Highway Authorities.

Layout / Design of the Development

- 8.2 A safe and convenient pedestrian and cycle route is provided through the development, from the main entrance to the site access. As mentioned in Paragraph 4.6 of the *TP* a new 1.5m wide section of footway will be provided along the site frontage, together with informal crossing facilities, which will provide enhanced pedestrian and bicycle access towards nearby bus stops, NCN Route 2 and the nearby villages of Climping, Ford (for the railway station) and Yapton.

Travel Plan Co-ordinator

- 8.3 A Travel Plan Co-ordinator (TPC) will be appointed by the Healthcare Management Trust to oversee and implement the *TP* on a day-to-day basis, where this will be undertaken on a part-time basis. This is mostly likely to be an existing member of staff in addition to their own duties. The responsibilities of the TPC would include (but not be restricted to) the following:
- acting as the main point of contact for the *TP* for both staff and visitors that have travel queries;
 - overseeing the implementation of the approved *TP*;
 - promoting the *TP* to staff and visitors;
 - liaising with the Local Planning and Highway Authorities as appropriate;
 - monitoring the use of on-site facilities i.e., parking availability, and use of the cycle parking, as appropriate;
 - liaising with other external organisations such as public transport operators; and
 - ensuring the Care Home meets the *TP*'s objectives.
- 8.4 The TPC will be appointed prior to first occupation of the Care Home. As monitoring is not expected to commence until twelve months after the Care Home opens (to allow for occupancy and staffing levels to increase), the TPC role is expected to cover a period of six years. The Healthcare Management Trust will confirm the appointment of the TPC prior to completion of the Care Home.
- 8.5 The TPC will work together with the Local Highway Authority (West Sussex County Council) and the Local Planning Authority (Arun District Council) in order to promote the *TP*.

Staff Welcome Pack

- 8.6 A Staff Welcome Pack (Electronic or hard copy) will be issued to all staff, and will contain a variety of travel and transport related information specific to the site including:
- site-specific public transport information – explaining which bus services operate in close proximity to the site. Public transport route maps and timetables of the local bus services will be included, together with an explanation of ticketing arrangements where available. The Welcome Pack content will be regularly reviewed to ensure it is up-to-date;
 - details of train services from Littlehampton and Ford railway stations;
 - details of real-time public transport information available;
 - details of mobile phone applications provided by Stagecoach (the local bus operator);
 - information about the *TP* and any other services available to support sustainable travel such as personalised travel planning;
 - leaflets and promotional material from local bus operators, and the local authority promoting cycling and car sharing;
 - promotion of car sharing websites such as Liftshare;
 - details of the on-site facilities available for those walking and cycling;
 - details of the cycle-to-work scheme to encourage employees to purchase a new bicycle; and
 - useful websites, addresses and telephone numbers.

Staff Recruitment

- 8.7 Employees at the Care Home offer the greatest potential for increasing trips to the site by walking and cycling. Public transport can also play an important role in staff travel. The Care Home benefits from being located on a regular bus service serving nearby villages and the towns of Bognor Regis and Littlehampton. It is also situated in close proximity to the villages of Climping and Yapton as well as Bognor Regis, Littlehampton and Barnham where sustainable modes such as walking and cycling could be used for travel.
- 8.8 Where possible the Healthcare Management Trust will be encouraged to employ staff that live in close proximity to the Care Home, where travel by sustainable modes can be maximised. This will be beneficial to employees, as the cost of travel is likely to be less than for staff living further afield. It is also beneficial to the Care Home, as staff are less likely to be delayed if they live in closer proximity and more likely to be relied upon when additional staff are required at short notice.
- 8.9 All potential interview candidates for employment positions will be sent information detailing options for accessing the site by sustainable modes of transport. The *TP* will be introduced to

all new staff as part of their induction process in order to establish sustainable travel habits from the outset.

Car Sharing

- 8.10 Details of local car sharing schemes (such as Liftshare.com) will be provided as part of the *Welcome Packs* issued to each employee. A car share database will also be investigated to help find car share partners. This is most likely to be after the Care Home reaches full occupancy, when the numbers of staff based on site is much higher than immediately after first opening.
- 8.11 Using a taxi avoids the need to use or own a private car, it can be shared with other employees and can be accessed at times and to locations when public transport is not an option (such as late at night and on Sundays, and to destinations such as Barnham and Ford railway station). Details of local taxi operators will be provided within the *Welcome Packs*.

Public Transport

- 8.12 Comprehensive details of local bus and rail services, including route details, frequencies and links to public transport operators' website and mobile phone apps, where up to date timetable and ticket information can be found, will be included within the *Welcome Packs*.
- 8.13 A sustainable transport noticeboard will be provided in a prominent location within the building, where staff and visitors can obtain details of local bus and train services, information about ticket prices and how to obtain tickets, any changes to bus services and fares and any potential suspension of rail services.
- 8.14 Real-time bus travel information will be promoted to employees. This is available through the mobile phone applications provided by Stagecoach on online through their website (www.stagecoachbus.com). The 'real-time' facility allows users to find out exactly when their bus is due to arrive at their nearest stop avoiding the need to wait at bus stops for excessive amounts of time. Passengers can select their bus stop on their mobile phone or computer and leave within reasonable time for their next bus. All buses operated by Stagecoach are fitted with GPS tracking, which provides up to date timetable information.
- 8.15 The Healthcare Management Trust will look into the possibility of offering discounts on bus season tickets. Stagecoach (who operate the local bus service) offer a corporate travel scheme (Stagecoach Solutions), which offers employers the chance to sell bus season tickets directly to their employees. These tickets can also be used outside of work as well. If a scheme is

arranged, this will be promoted within the *Welcome Packs* and on the sustainable transport noticeboard.

Walking and Cycling

- 8.16 A number of facilities and incentives will be provided to encourage employees and visitors to walk and cycle including:
- a secure cycle store (accommodating up to 12 bicycles) located in close proximity to the main entrance;
 - a dedicated area will be provided within the Care Home, which will include three staff showers, WC's, changing facilities and secure lockers to store bicycle equipment and clothing;
 - the *Welcome Packs* will provide maps and details of walking and cycling routes to and from the Care Home, together with information on the benefits of walking and cycling to work (such as health-related, cost saving and environmental); and
 - introduce a cycle and walking buddy scheme, for those that start and finish during antisocial hours, to increase personal security.
- 8.17 The use of cycle parking spaces will be monitored, so that the Healthcare Management Trust can consider additional cycle parking if required.
- 8.18 The Healthcare Management Trust will participate in the governments 'cycle-to-work' scheme. This enables employees to purchase a bicycle and bicycle equipment on a gradual basis over a 12 to 18 month period. Employees save money, as the value is taken out of their wage before tax is deducted. This will be promoted within the *Welcome Packs* and on the sustainable transport noticeboard.

Personalised Travel Planning

- 8.19 Personalised travel planning will be offered to each employee, and will be promoted within the *Welcome Packs* and on the sustainable transport noticeboard. Employees can make contact through the TPC, who can direct them to sustainable travel information that suits their requirements. This may be information on specific bus or train journeys and fare information, through to information about relevant car sharing schemes.

Visitor Travel

- 8.20 Measures aimed at visitor travel include:
- providing walking, cycling and public transport information within company literature;

-
- sustainable travel directions to the Care Home provided on 'How to Find Us' direction documents and on the Healthcare Management Trust's website;
 - sustainable travel information will be provided on a noticeboard to be positioned in a prominent position inside the main entrance and within leaflets available at reception;
 - Promotion of the direct bus services available from Littlehampton and Bognor Regis, and the direct train services available from Ford and Littlehampton railway stations.

8.21 As many of the visitors will be travelling at multiple times through the year, the Care Home will also promote railcards to visitors. Any visitor travelling within the South East is entitled to up to a 1/3 off rail fares with the railcard, which often pays for itself after only a few journeys and can be used for travel elsewhere within the South East. Other railcards are available for those travelling as a pair, as a larger group or for those aged 60 and above (which may include spouses of those living at the care home) which are valid across the UK. This will help to encourage visitors to travel by rail and also save money.

Other Measures

8.22 A minibus will be purchased to take residents out on trips to local shopping centres, pubs, parks, nearby beaches and for other daytime activities as part of the weekly activity programme. This is likely to be used during the daytime only, and when not in use for this purpose could be made available to transport employees to locations where direct public transport is not available such as Barnham and Ford railway station.

8.23 Additionally the minibus could be used to transport visitors from Ford railway station to the Care Home, encouraging use of nearby train services and reducing demand on the car park. Trips to and from Ford railway station could be arranged either before or after activity trips are made, or arranged at times when activities are not in operation. In either instance visitors would need to contact the Care Home in advance to book a seat.

9.0 MONITORING AND REVIEW

- 9.1 An essential element of the *TP* is to monitor its success and progress over time. As such, monitoring will be carried out on a regular basis to assess employee travel patterns, and to determine whether the *TP* targets are being met. It will also enable individual measures and combinations of measures to be evaluated, and will contribute to the review and amendment of the plan. The following monitoring procedures will be implemented.

Travel Survey Timetable

- 9.2 In order to establish the travel patterns from the development, and how travel compares to the targets identified in this document, employee travel surveys will be undertaken. As mentioned in Paragraph 5.4 of this Report, the Care Home is not expected to reach full occupancy until between 18 and 24 months after opening.
- 9.3 A full staff travel survey would be carried out 12 months after opening, as it is expected that the level of staff will be sufficient to make monitoring worthwhile. The results of this survey will establish baseline modal splits and allow modal split targets to be set. The results will be factored up to simulate the level of staff expected at full occupancy.
- 9.4 The full survey would ask a range of questions relating to usual travel mode choice, and factors which may influence a staff member to choose to travel by sustainable modes rather than by car. An example staff travel survey is included within Appendix 3 of this Report.
- 9.5 The full survey will be repeated approximately 12 months (Year 1), 36 months (Year 3) and 60 months (Year 5) after the baseline survey.
- 9.6 Snapshot surveys will be carried out approximately 24 months (Year 2) and 48 months (Year 4) after the baseline survey, and will simply record the mode of travel of staff on the day of the survey and a modal share derived.
- 9.7 In order to determine whether the trip generation targets are being achieved, a 7-day ATC (Automatic Traffic Count) will be carried out around the same time as the baseline staff survey and repeated during Years 1, 3 and 5. It will be able to be established from the ATC surveys, whether the site is generating more or less vehicle trips than previous years. If the development has not reached full occupancy when any of the surveys have been carried out, the data will be factored up to present a 'full-occupancy' scenario, so that the information presented is consistent.

Monitoring Report

- 9.8 Upon completion of the full staff travel surveys and ATC, the TPC will be required to formulate a monitoring report within three months of receipt of the travel survey results. The monitoring report will be submitted to Arun District Council for their review and comment and to agree the targets prior to the next full surveys.
- 9.9 The monitoring report will provide details of the objectives and targets of the *TP* and comment on the progress of the development since previous reports including the implementation of any measures, the results of the travel survey and the progress the development is making towards meeting its *TP* targets.
- 9.10 Further actions and corrective measures will be identified if the targets are not being achieved, together with proposed new measures or refinement of existing measures. If necessary, more appropriate revised targets will be suggested for the subsequent *TP* period. Additionally changes to the way the monitoring is carried out may be suggested to improve the response.
- 9.11 The Healthcare Management Trust will be responsible for the implementation of any new or revised measures. Any changes to the *TP* or its targets will need to be approved by the Travel Plan team at Arun District Council before they are implemented.

Feedback

- 9.12 The findings of the travel surveys will be communicated to staff and visitors in order to maintain awareness of the *TP*, for example, via notice boards, website, newsletters, email communications etc. Feedback from staff and visitors will also be encouraged to increase the opportunity for further improvement.

10.0 ACTIONS AND PROGRAMME FOR IMPLEMENTATION

10.1 Major milestones for the *TP* are summarised below but do not represent a comprehensive list of every action or output required.

10.2 The objectives identified within Section 6.0 of the *TP* are:

- A. establish a management regime for the *TP*;
- B. to reduce the proportion of single occupancy car trips;
- C. to increase the proportion of car sharing trips;
- D. to encourage employees to walk or cycle;
- E. to encourage employees and visitors to use public transport; and
- F. to increase awareness of the *TP* and sustainable travel issues generally.

10.3 Table 10.1 below provides a summary of the measures to be delivered as part of the *TP* together with the relevant objectives that each action supports.

Table 10.1: Travel Plan Actions and Programme

Objective	Action	Target Date	Lead
A – F	<i>TP</i> submitted to and approved by Arun District Council and West Sussex County Council	Prior to first use	HMT
A	Confirm appointment of TPC to Arun District Council and West Sussex County Council	Prior to first use	HMT
D	Provide secure and covered cycle parking facilities	Prior to first use	HMT
D	Provide on-site shower and changing facilities for staff.	Prior to first use	HMT
B – F	Prepare and collate material for Travel Information Packs	Prior to first use	TPC
B – F	Provide walking, cycling and public transport information within company literature for visitors	Following first use	TPC
A – F	Prepare public transport and sustainable travel notice board	Following first use	TPC
B – F	Issue Travel Information Packs to employees, informing them of the Travel Plan content, aims and measures	Ongoing	TPC
B - C	Encourage employees travelling as a single occupant in a car to sign up to existing car sharing services	Through Travel Information Pack	TPC
D	Set up an promote a Cycle to Work scheme.	Following first use	HMT / TPC
D	Set up a walking and cycling buddy scheme for staff that work anti-social hours	Following first use	TPC
B – C	Set up a car share database for employees	Following first use	TPC

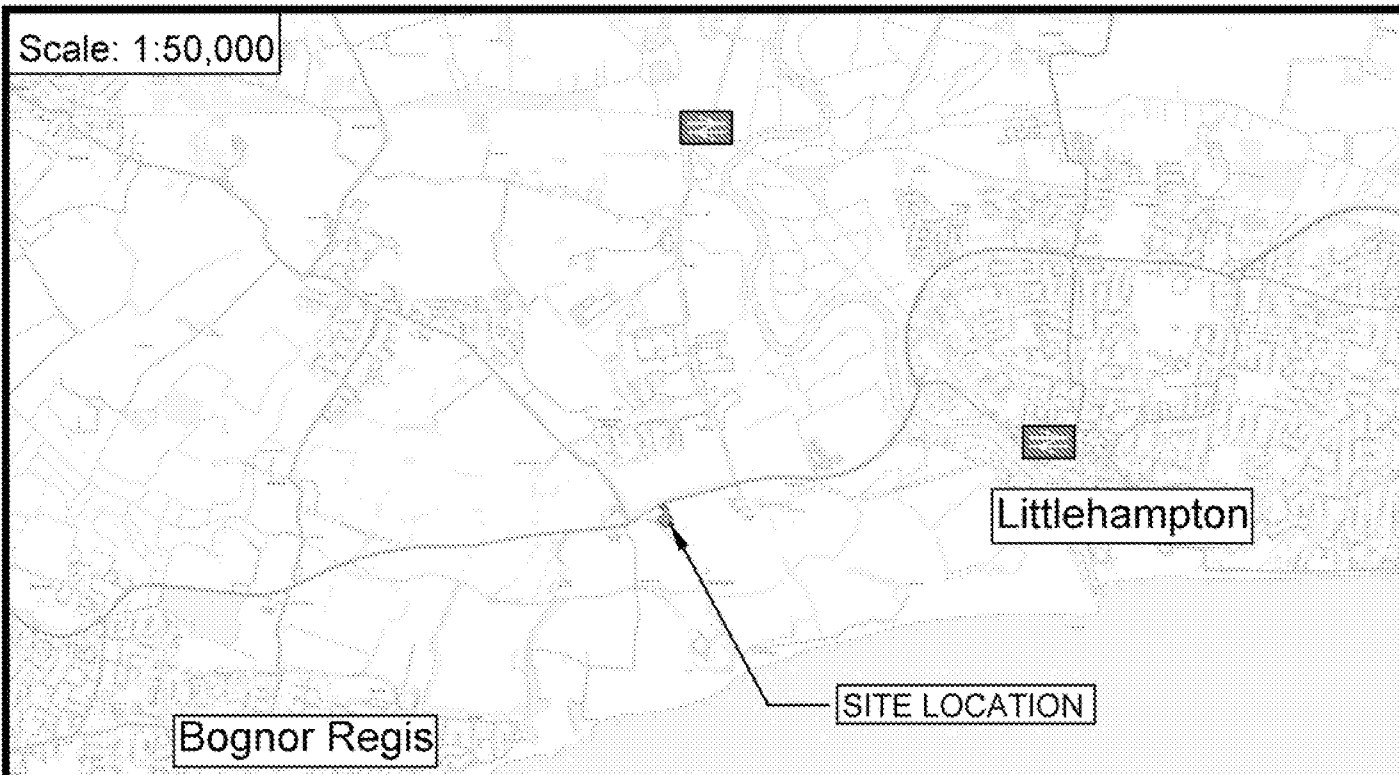
Objective	Action	Target Date	Lead
B - E	Promotion of public transport services including mobile phone applications and real-time bus facilities	Through Travel Information Pack and Public Transport Information on noticeboard	TPC
B, E	look into the possibility of offering season ticket discounts on bus tickets	Ongoing	HMT / TPC
B - F	Provide personal travel planning to employees	Ongoing	TPC
B, E	Investigate the possibility of using the Care Home minibus to transport staff and visitors when not required by the Care Home	Ongoing	HMT / TPC
A - F	Organise baseline full staff travel surveys and ATC surveys	Twelve months following first use	TPC
A - F	Organise full surveys and ATC surveys on the first, third and fifth anniversary of the baseline surveys.	On first, third and fifth anniversary of baseline survey	TPC
A - F	Prepare Monitoring Report of surveys, identifying progress towards targets. Review targets and measures as necessary. Submit to Arun District Council	Within three months of full surveys	TPC
A - F	Organise snapshot staff travel surveys	On second and fourth anniversary of baseline survey	TPC
A - F	Publicise the results of the surveys to staff, through email communications, the noticeboard and by newsletter	Within three months following completion of each Monitoring Report	TPC

HMT = Healthcare Management Trust
TPC = Travel Plan Co-ordinator

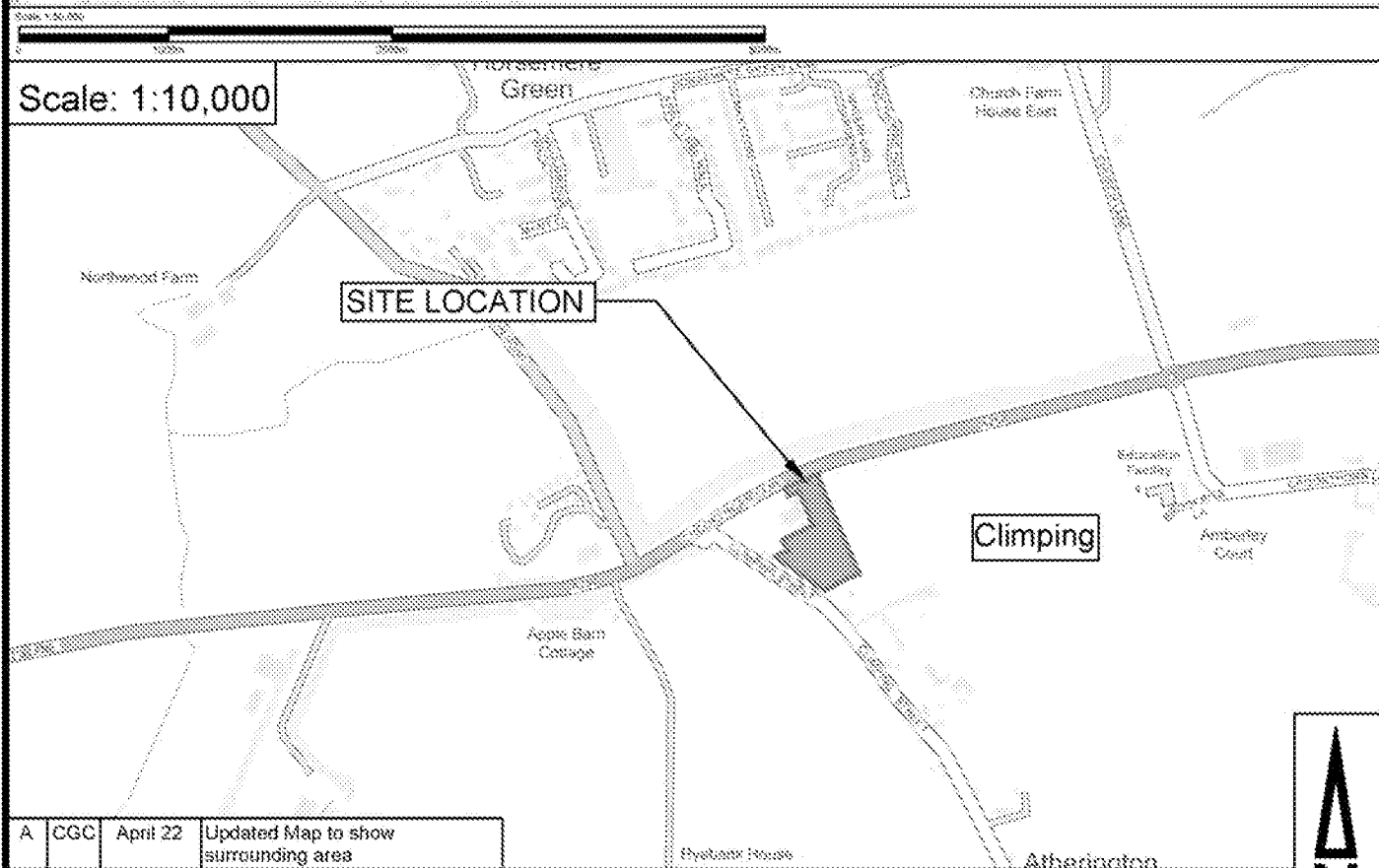
Cole Easdon Consultants Limited
May 2022

Appendix 1

Scale: 1:50,000



Scale: 1:10,000



A	CGC	April 22	Updated Map to show surrounding area
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Contains OS Data © Crown Copyright and Database right (2018)

Scale 1:10,000



01753 619 965 | info@cole-easdon.com | www.cole-easdon.com

Job Title:
Proposed Care Home Development
Land to the Rear of Bairds Farm Shop
Crookthorn Lane
Climping

Drawing Title:
Site Location Plan

Client:
Brackley Investments Ltd

Drawn by:
BS

Checked by:
DH

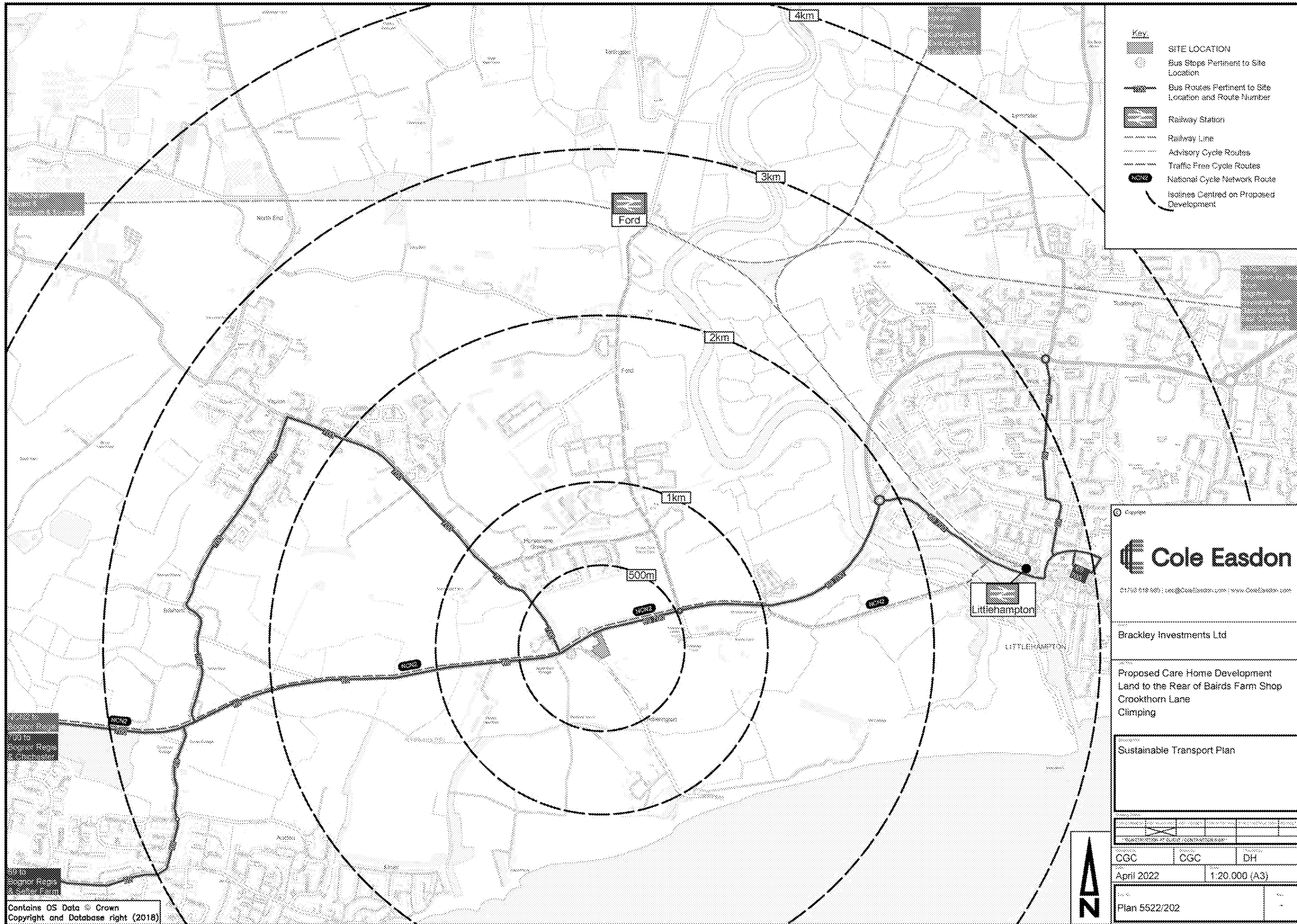
Date Drawn:
April 2018

Drawing No.:
Plan 5522/201

Drawing Status	
FOR APPROVAL	☒
FOR APPROVAL	☐
FOR APPROVAL	☐
FOR APPROVAL	☐
FOR APPROVAL	☐
FOR APPROVAL	☐

Scale:
As Shown (A4)

Revision:
A



- Key**
- SITE LOCATION
 - Bus Stops Pertinent to Site Location
 - Bus Routes Pertinent to Site Location and Route Number
 - Railway Station
 - Railway Line
 - Advisory Cycle Routes
 - Traffic Free Cycle Routes
 - National Cycle Network Route
 - Isolines Centred on Proposed Development

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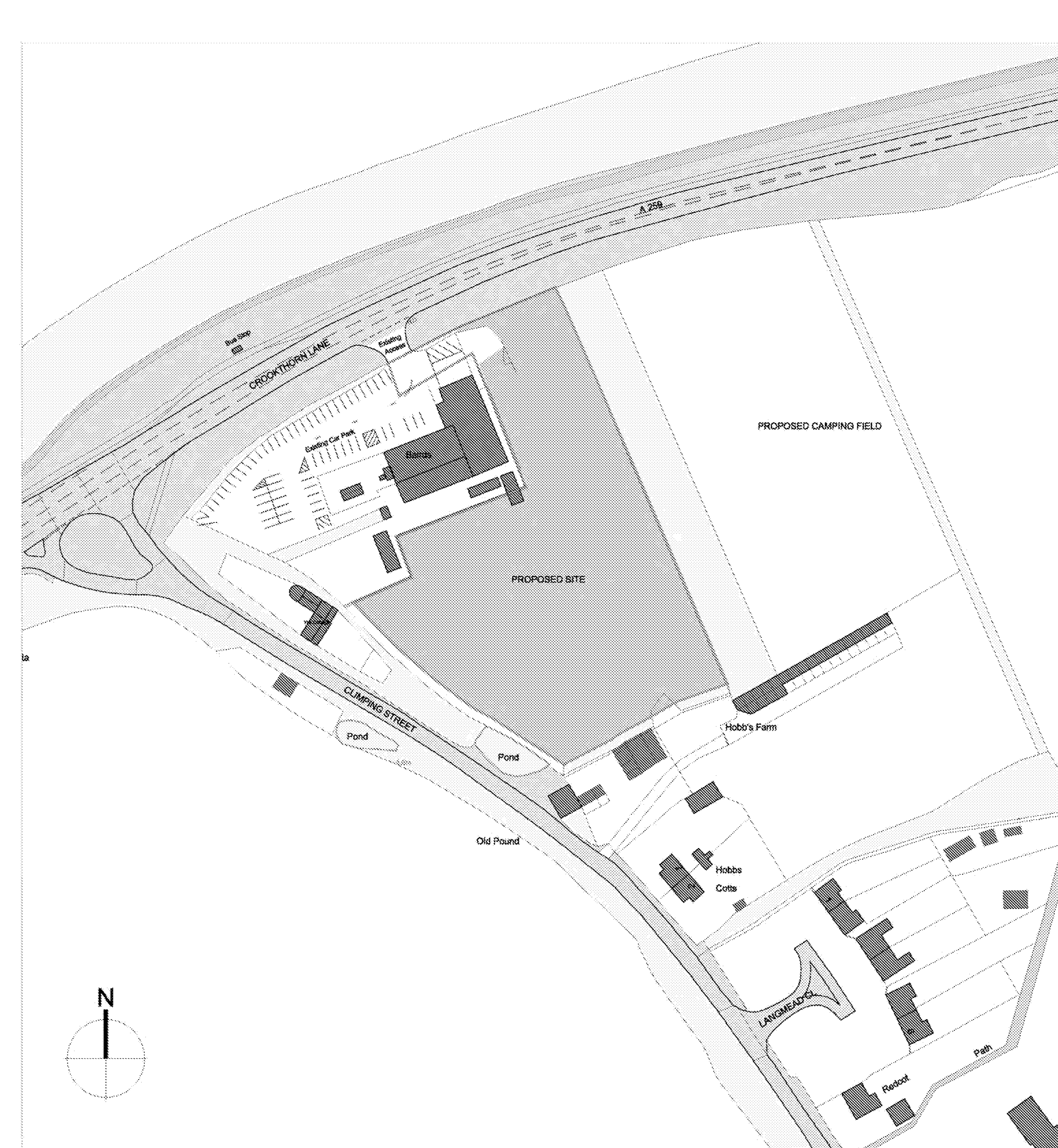
Brackley Investments Ltd

Proposed Care Home Development
Land to the Rear of Bairds Farm Shop
Crookthorn Lane
Clipping

Sustainable Transport Plan

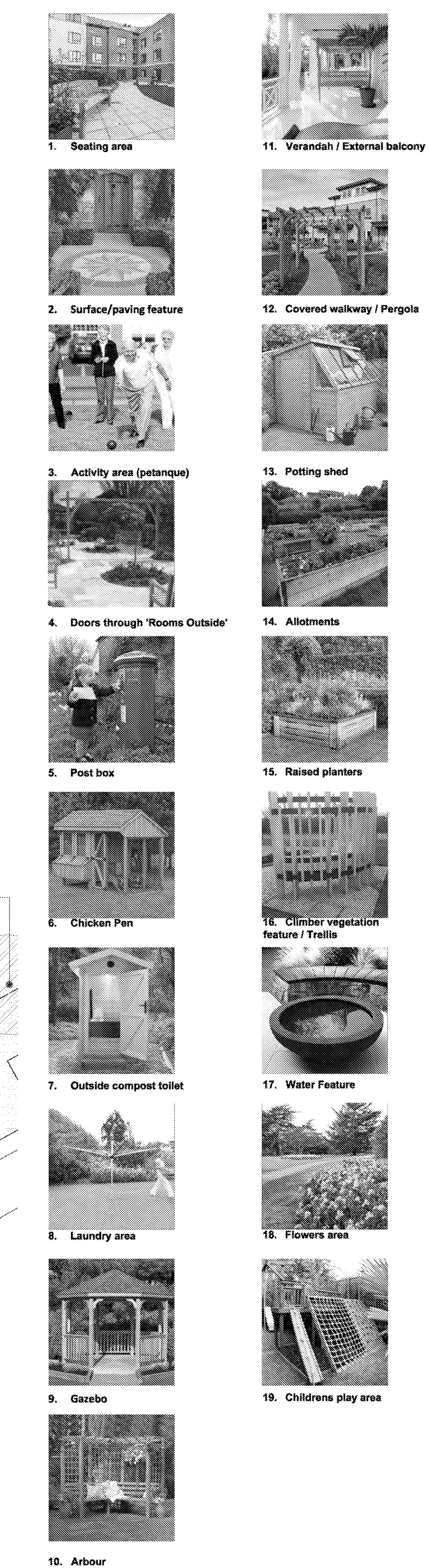
CGC	CGC	DH
April 2022	1:20,000 (A3)	
Plan 5522/202		

Appendix 2



SITE LOCATION PLAN 1:1250

DEMENTIA GARDEN FEATURES



Legend:

- 1800mm high close boarded fence with 400mm trellis over
- 1500mm high metal railings
- 1500mm metal railing with hedge
- Raised Allotments planters
- Amenity Grass
- Raised planter
- Mixed species hedgerows
- Shrubs / Bedding Plant
- Informal Meadow Grass
- Herringbone block paving parking and resin coloured smooth paving path flush with concrete edging
- Path / Resident terrace with 450 x 450mm flush paving
- M.O.E pedestrian path: Macadam smooth surface finish flush with concrete edging
- Vehicular Access / Activity Areas: Light Buff Coloured Asphalt with concrete edging
- Children's Play Area: Wet Pour Rubber Surface

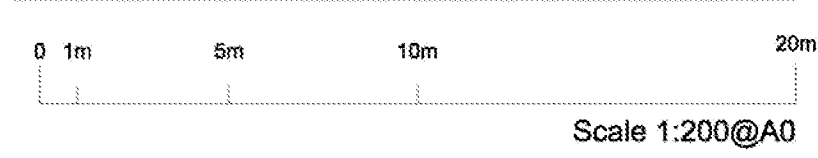
1. Illustrative New Tree



2. Existing tree retained with Root Protection Zone

ACCOMMODATION SCHEDULE :

Residential Care Home Key:
Site Area (RED Boundary): 0.8427 Hectares
Total Number of Residential Care Beds: 64 No. Beds
Number of Parking: 28 (4 No. disabled)
Number of Cycle Spaces: 12 (6 No. Sheffield Stands)

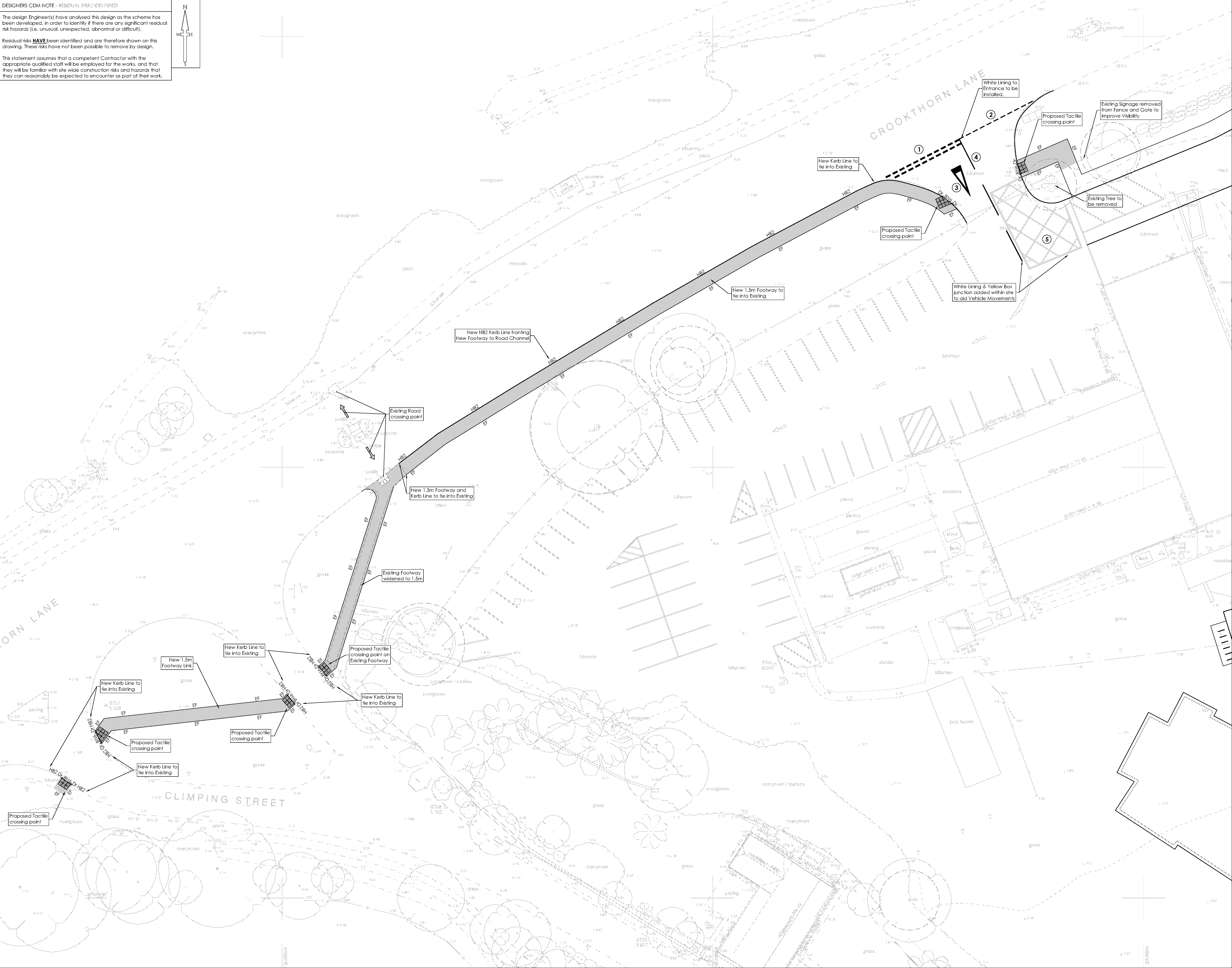
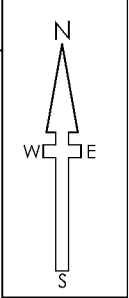


DESIGNERS CDM NOTE - RESIDUAL RISKS IDENTIFIED

The design Engineer(s) have analysed this design as the scheme has been developed, in order to identify if there are any significant residual risk hazards (i.e. unusual, unexpected, abnormal or difficult).

Residual risks **HAVE** been identified and are therefore shown on this drawing. These risks have not been possible to remove by design.

This statement assumes that a competent Contractor with the appropriate qualified staff will be employed for the works, and that they will be familiar with site wide construction risks and hazards that they can reasonably be expected to encounter as part of their work.



Interlock Surveys: 01926 330123
DRG Number: 160783 - Sheets 1 & 2
DRG Number: 180192 - Sheets 1 & 2

Received: 08/03/2018
Received: 23/03/2018

NOTES

- All dimensions and levels are in metres unless otherwise noted
- This drawing is to be read in conjunction with the relevant Architect's/Engineer's drawings, specifications and CDM documentation
- This drawings has been produced electronically and may have been photo reduced or enlarged when copied. Work to figured dimensions only (DO NOT SCALE). All dimensions to be checked on site. Any errors or omissions to be reported to the engineer immediately.
- This drawing contains coloured lines / information that may not be clear if reproduced in black and white.
- Digital copies of this plan can only be considered accurate if supplied directly by Infrastruct CS Ltd.

Notes:

Road Lining specification TSRGD 2002 & Traffic Signs Manual 2003 Chapter 5:

①

TSRGD diag. 1003
Junction 'GIVE WAY' line
600 mark, 300 gap, 200 width
Colour - White

②

TSRGD diag. 1009
Junction 'GIVE WAY' line
600 mark, 300 gap, 100 width
Colour - White

③

TSRGD diag. 1023
Junction 'GIVE WAY' marking
3750 x 1250, 2100
Colour - White

④

TSRGD diag. 1004
Carriageway Longitudinal 'CENTRE' line
4000 mark, 2000 gap, 100 width
Colour - White

⑤

TSRGD diag. 1043
Junction 'YELLOW BOX' marking
200 box, 150 hatch, 2000 gap
Colour - Yellow

Kerb Legend			
Kerb Ref	Type	Dimensions	Notes
H&B2	H&B2	125x255	125mm upstand
EF	EF	50x150	Square edged path edging laid flush unless otherwise stated

New Bitmac Footway

P3	SNN	TST	Existing Footway widened to 1.5m	13/04/18
P2	SNN	TST	Junction design amended. Footway Link to the West added	11/04/18
P1	SNN	TST	Initial Issue	28/03/18
REV	DRAWN	CHECK	REVISION COMMENTS	ISSUE DATE

DRAWING TITLE

Highway Improvements

S2 - INFORMATION

PROJECT

Bairds Care Home
Littlehampton
Sussex

CLIENT

BRACKLEY

Infrastruct CS Ltd

SCALE @ A1

1:200

0m

5m

10.0m

ENGINEER

TST

DRAFT

NJ

APPROVED

DJ

PROJECT NUMBER

2868

STATUS

S2

DATE

March 18

PROJECT

BCH

ICS

PHASE

01

LEVEL

XX

TYPE

DR

ROLE

C

DWG NO

025

REVISION

P3

X:\VCS_jobs\2820_jobs\2868 - Bairds Farm Shop, Crookthorn Lane (Brackley Investments)\01 - Drawings\01 Civil\2868_Highway Improvements.dwg

ARUN DISTRICT COUNCIL CM2722DDC

Appendix 3

Example Staff Travel Survey

This questionnaire is to be completed by all staff at

Name: Date:

Role/Position:

Normal hours of work (i.e. 9am-5pm):

1. Please indicate the distance you travel to work: (please tick accordingly)

Less than a mile		Between 1 – 2 miles	
Between 2 – 5 miles		More than 5 miles	

2. How do you usually get to and from work? (please tick accordingly)

Walk		Car Driver (on own)		Rail Transport	
Cycle		Car share (with other Staff)		Public Bus	
Motorcycle		Other (Please specify)			

3. What other modes of transport would you realistically consider using to get to work? (please tick accordingly)

Walk		Car Driver (on own)		Rail Transport	
Cycle		Car share (with other Staff)		Public Bus	
Motorcycle		Other (Please specify)			

4. If you usually travel as a car driver (on your own), would you consider car sharing with another member of staff?

Yes	
No	

5. If you usually travel as a car driver (on your own), what could be done to encourage you to travel by bus? Please include any incentives that your employer could potentially offer.

.....

.....

.....

6. If you usually travel as a car driver (on your own), what could be done to encourage you to walk and cycle to work? Please include any incentives that your employer could potentially offer.

.....

.....

.....

7. Are you aware of the existing bus services that pass close to the site?

Yes	
No	

8. Do any bus services run between the area that you live in and the site? Please list the bus service nos. if known

.....

9. The government's cycle to work scheme enables employees to purchase a bicycle through their employer via salary sacrifice in a tax efficient way. Is this something you would be interested in?

Yes	
No	

10. If your employer was to offer an interest-free loan specifically for the purchase of a public transport season ticket for commuting purposes, would this be of interest to you?

Yes	
No	

11. Please indicate what you consider to be a realistic distance to walk to work from home
(please tick accordingly)

Up to 1 mile		Between 1 – 2 miles	
Between 2 – 3 miles		More than 3 miles	

12. Please indicate what you consider to be a realistic distance to cycle to work from home
(please tick accordingly)

Up to 2 miles		Between 2 – 4 miles	
Between 4 – 6 miles		More than 6 miles	

Thank you for completing this questionnaire

Appendix 4

Calculation Reference: AUDIT-228601-180227-0235

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLESSelected regions and areas:

06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days

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

Secondary 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 58 (units:)
 Range Selected by User: 17 to 180 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 16/10/16

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:

Tuesday 2 days
 Thursday 1 days

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

Selected survey types:

Manual count 3 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
 Edge of Town 1

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 3

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.

Secondary Filtering selection:Use Class:

C2 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):Population within 1 mile:

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

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	1 days
500,001 or More	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	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	3 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	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	LC-05-F-02	NURSING HOME	LANCASHIRE
	LYTHAM ROAD		
	SQUIRES GATE		
	BLACKPOOL		
	Edge of Town		
	Residential Zone		
	Total Number of residents:	31	
	Survey date: TUESDAY	27/09/16	Survey Type: MANUAL
2	WK-05-F-01	NURSING HOME	WARWICKSHIRE
	CLARENDON SQUARE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	32	
	Survey date: THURSDAY	25/10/12	Survey Type: MANUAL
3	WY-05-F-01	NURSING HOME	WEST YORKSHIRE
	CLIFF ROAD		
	HYDE PARK		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	58	
	Survey date: TUESDAY	15/06/10	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 VEHICLES**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	3	40	0.074	3	40	0.083	3	40	0.157
08:00 - 09:00	3	40	0.074	3	40	0.074	3	40	0.148
09:00 - 10:00	3	40	0.091	3	40	0.033	3	40	0.124
10:00 - 11:00	3	40	0.066	3	40	0.099	3	40	0.165
11:00 - 12:00	3	40	0.107	3	40	0.099	3	40	0.206
12:00 - 13:00	3	40	0.066	3	40	0.058	3	40	0.124
13:00 - 14:00	3	40	0.099	3	40	0.058	3	40	0.157
14:00 - 15:00	3	40	0.074	3	40	0.091	3	40	0.165
15:00 - 16:00	3	40	0.058	3	40	0.074	3	40	0.132
16:00 - 17:00	3	40	0.066	3	40	0.058	3	40	0.124
17:00 - 18:00	3	40	0.066	3	40	0.099	3	40	0.165
18:00 - 19:00	3	40	0.083	3	40	0.116	3	40	0.199
19:00 - 20:00	3	40	0.050	3	40	0.041	3	40	0.091
20:00 - 21:00	3	40	0.017	3	40	0.050	3	40	0.067
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.991			1.033			2.024

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.

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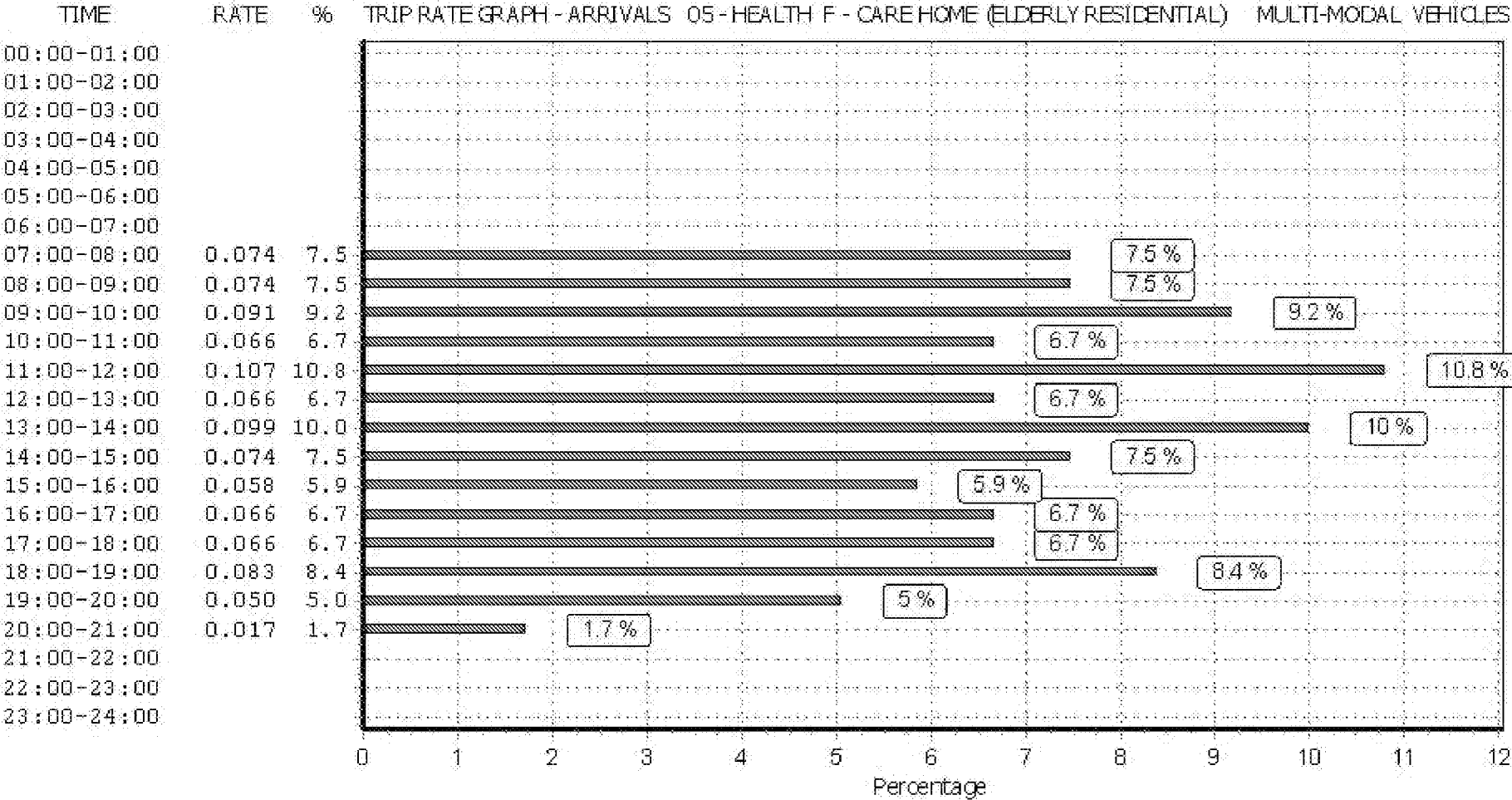
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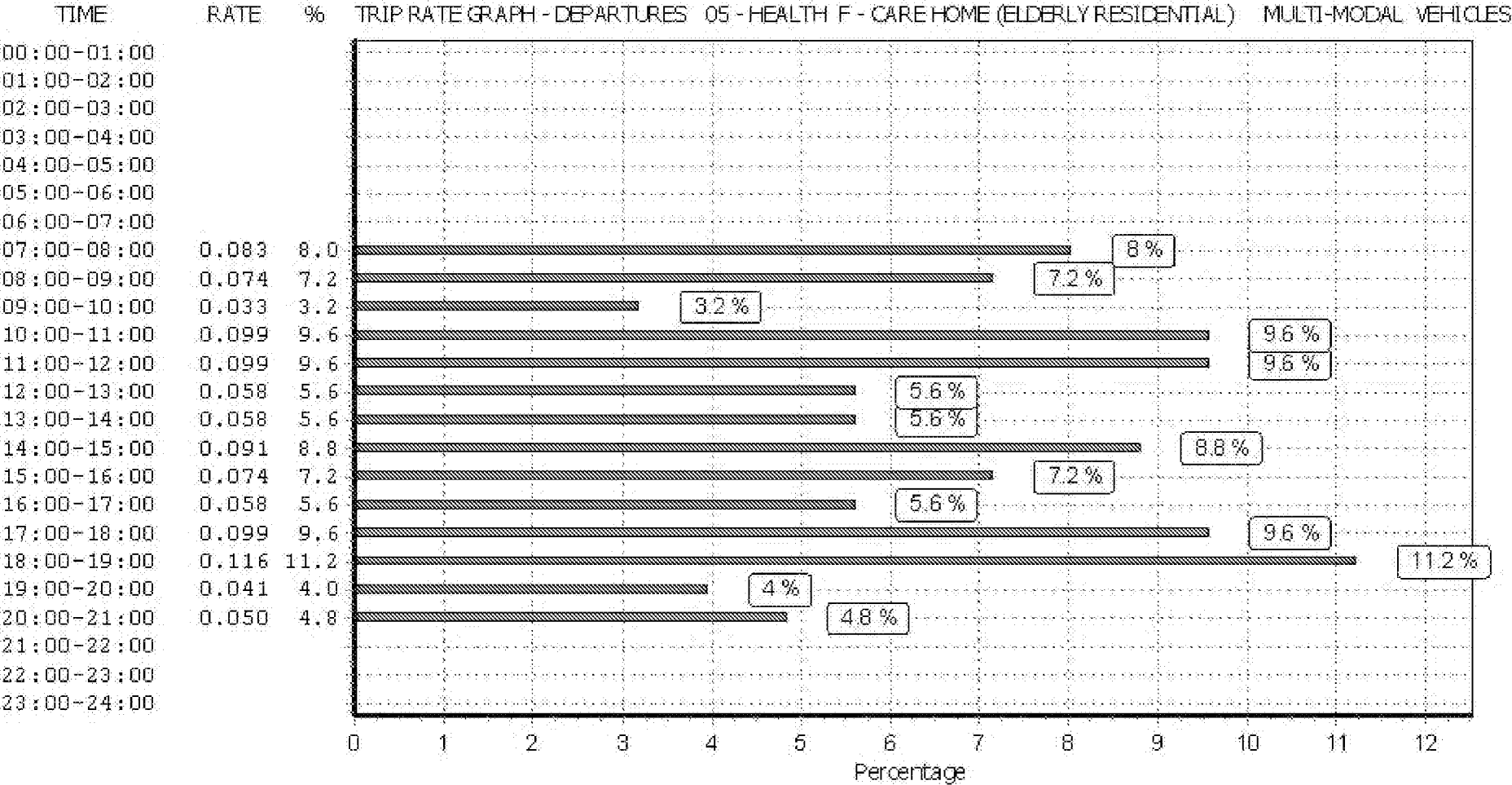
Parameter summary

Trip rate parameter range selected:	31 - 58 (units:)
Survey date range:	01/01/09 - 16/10/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

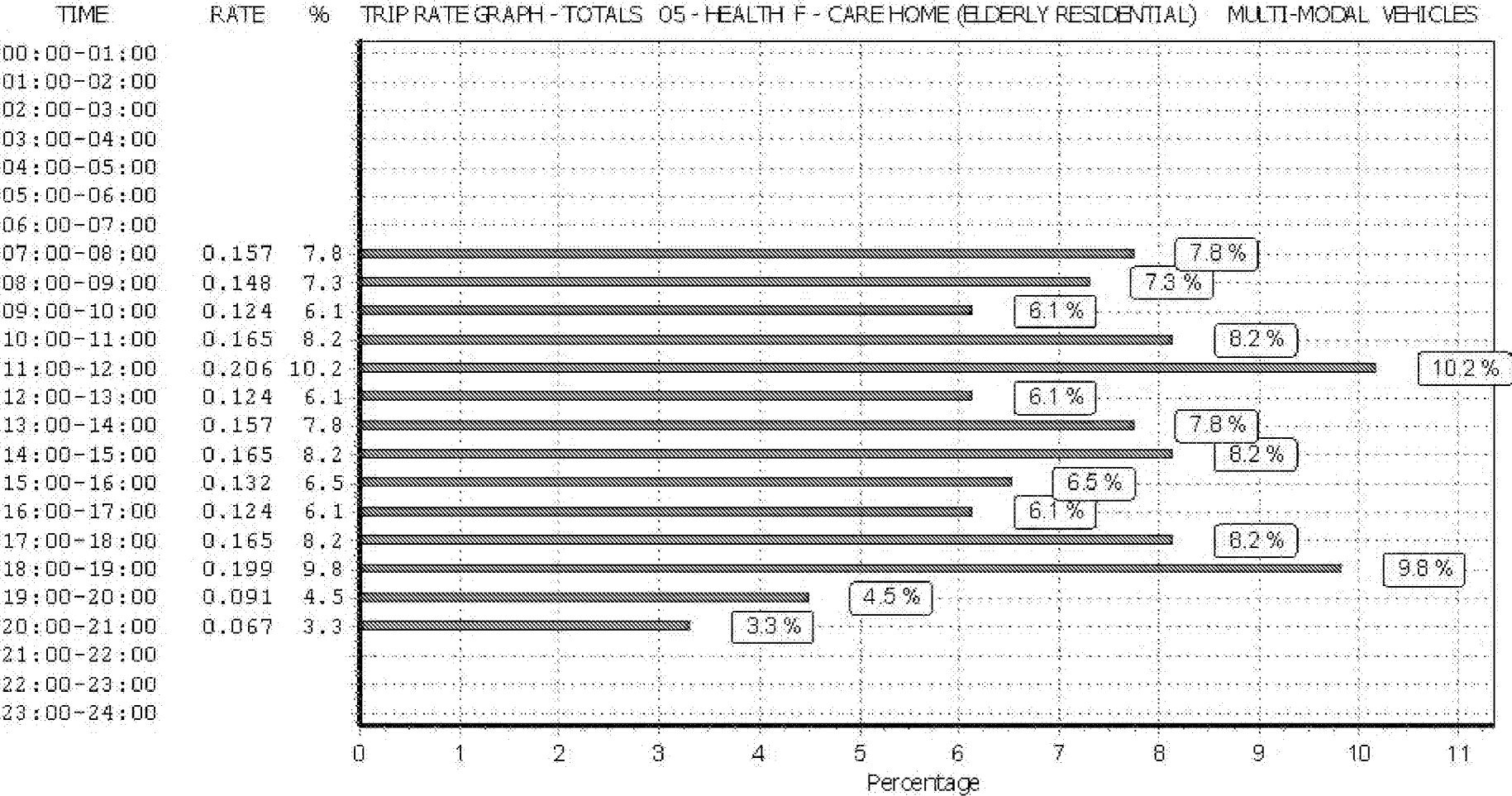
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	3	40	0.140	3	40	0.091	3	40	0.231
08:00 - 09:00	3	40	0.149	3	40	0.149	3	40	0.298
09:00 - 10:00	3	40	0.140	3	40	0.058	3	40	0.198
10:00 - 11:00	3	40	0.149	3	40	0.174	3	40	0.323
11:00 - 12:00	3	40	0.174	3	40	0.132	3	40	0.306
12:00 - 13:00	3	40	0.091	3	40	0.132	3	40	0.223
13:00 - 14:00	3	40	0.174	3	40	0.066	3	40	0.240
14:00 - 15:00	3	40	0.107	3	40	0.157	3	40	0.264
15:00 - 16:00	3	40	0.074	3	40	0.157	3	40	0.231
16:00 - 17:00	3	40	0.091	3	40	0.124	3	40	0.215
17:00 - 18:00	3	40	0.083	3	40	0.140	3	40	0.223
18:00 - 19:00	3	40	0.140	3	40	0.165	3	40	0.305
19:00 - 20:00	3	40	0.083	3	40	0.058	3	40	0.141
20:00 - 21:00	3	40	0.033	3	40	0.091	3	40	0.124
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.628			1.694			3.322

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.

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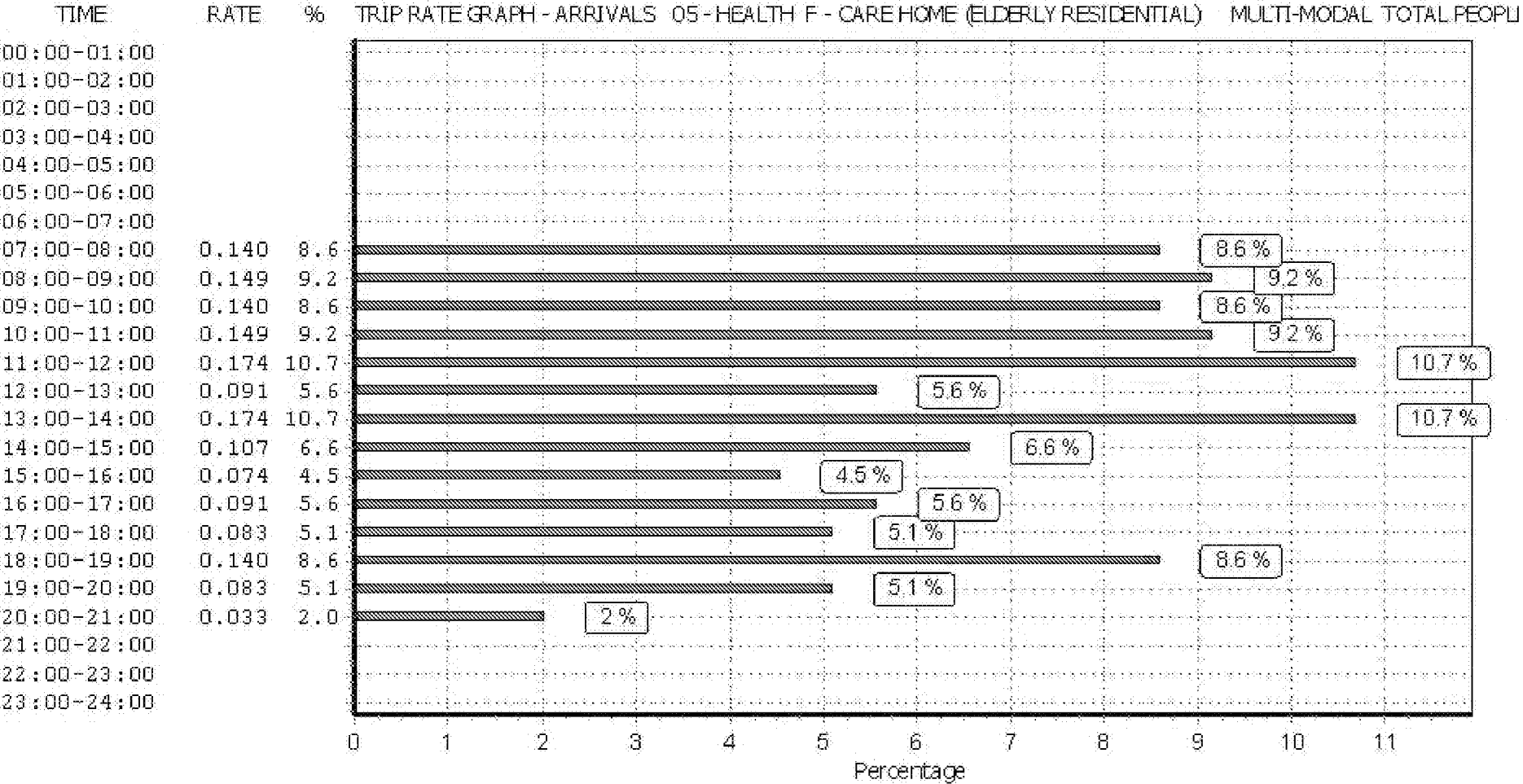
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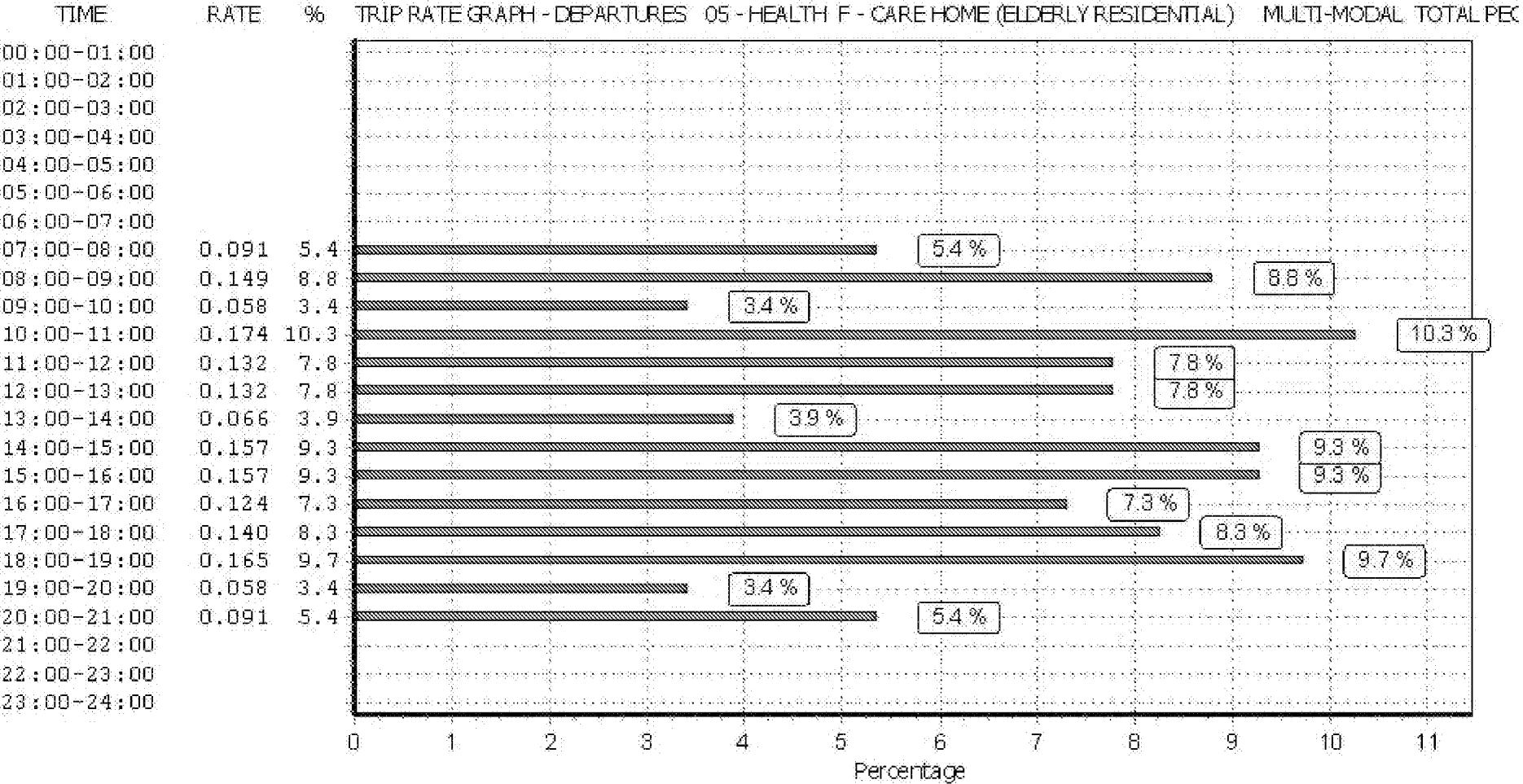
Parameter summary

Trip rate parameter range selected:	31 - 58 (units:)
Survey date range:	01/01/09 - 16/10/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

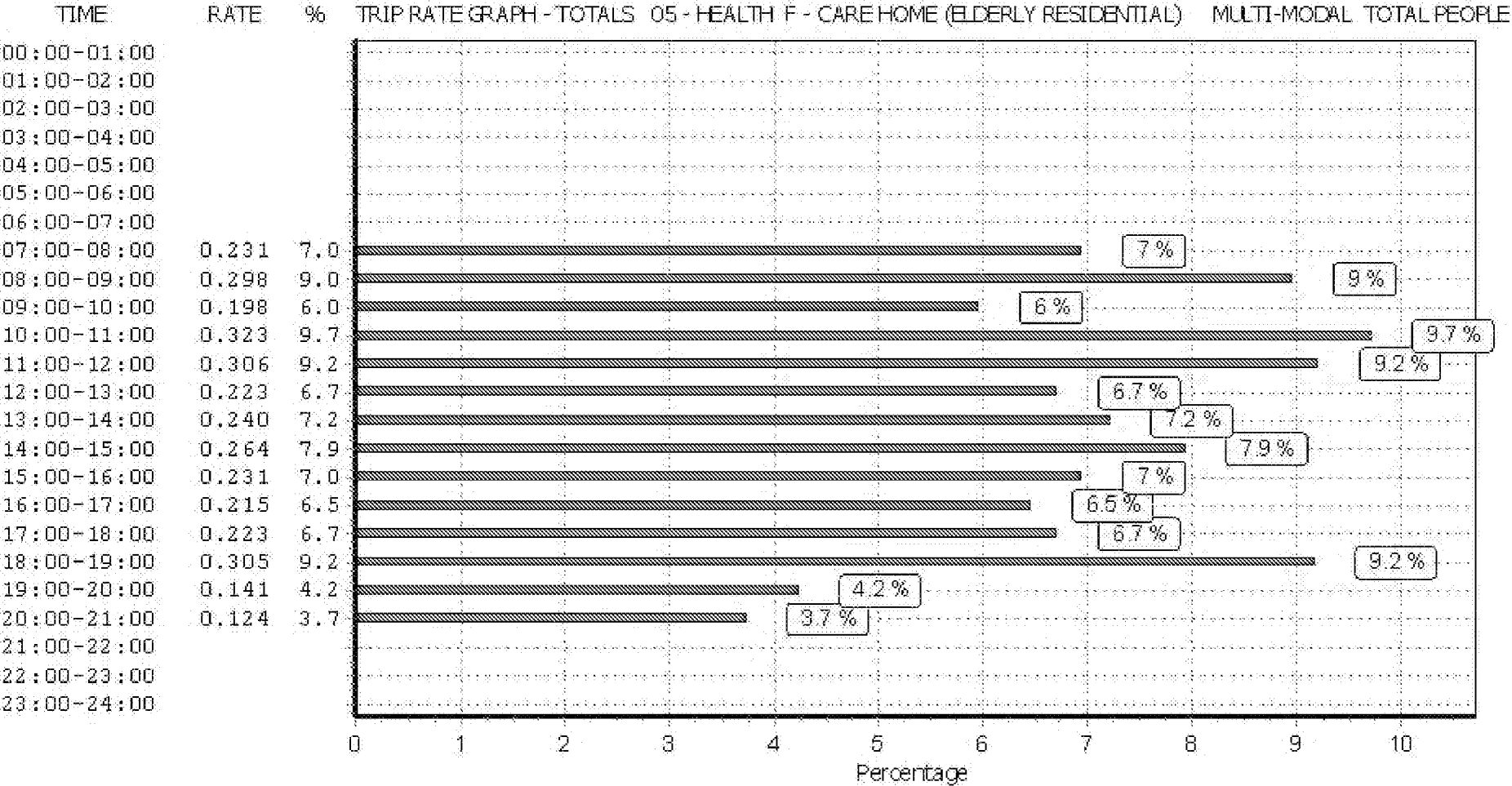
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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Calculation Reference: AUDIT-228601-180320-0301

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

09 NORTH
 TW TYNE & WEAR 1 days
11 SCOTLAND
 EB CITY OF EDINBURGH 1 days

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

Secondary 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: 56 to 60 (units:)
 Range Selected by User: 17 to 180 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 14/11/16

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:

Saturday 2 days

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

Selected survey types:

Manual count 2 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2

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 2

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.

Secondary Filtering selection:Use Class:

C2 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

25,001 to 50,000 2 days

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

Secondary Filtering selection (Cont.):Population within 5 miles:

250,001 to 500,000

2 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

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

2 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

2 days

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

LIST OF SITES relevant to selection parameters

1	EB-05-F-01	NURSING HOME	CITY OF EDINBURGH
	CRAIGHOUSE TERRACE		
	EDINBURGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	56	
	Survey date: SATURDAY	19/03/16	Survey Type: MANUAL
2	TW-05-F-02	NURSING HOME	TYNE & WEAR
	SPLIT CROW ROAD		
	DECKHAM		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	60	
	Survey date: SATURDAY	05/10/13	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)

VEHICLES**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	58	0.129	2	58	0.069	2	58	0.198
08:00 - 09:00	2	58	0.000	2	58	0.034	2	58	0.034
09:00 - 10:00	2	58	0.009	2	58	0.000	2	58	0.009
10:00 - 11:00	2	58	0.060	2	58	0.043	2	58	0.103
11:00 - 12:00	2	58	0.052	2	58	0.034	2	58	0.086
12:00 - 13:00	2	58	0.017	2	58	0.034	2	58	0.051
13:00 - 14:00	2	58	0.060	2	58	0.052	2	58	0.112
14:00 - 15:00	2	58	0.112	2	58	0.043	2	58	0.155
15:00 - 16:00	2	58	0.060	2	58	0.086	2	58	0.146
16:00 - 17:00	2	58	0.043	2	58	0.060	2	58	0.103
17:00 - 18:00	2	58	0.009	2	58	0.026	2	58	0.035
18:00 - 19:00	2	58	0.000	2	58	0.009	2	58	0.009
19:00 - 20:00	2	58	0.043	2	58	0.043	2	58	0.086
20:00 - 21:00	2	58	0.034	2	58	0.078	2	58	0.112
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.628			0.611			1.239

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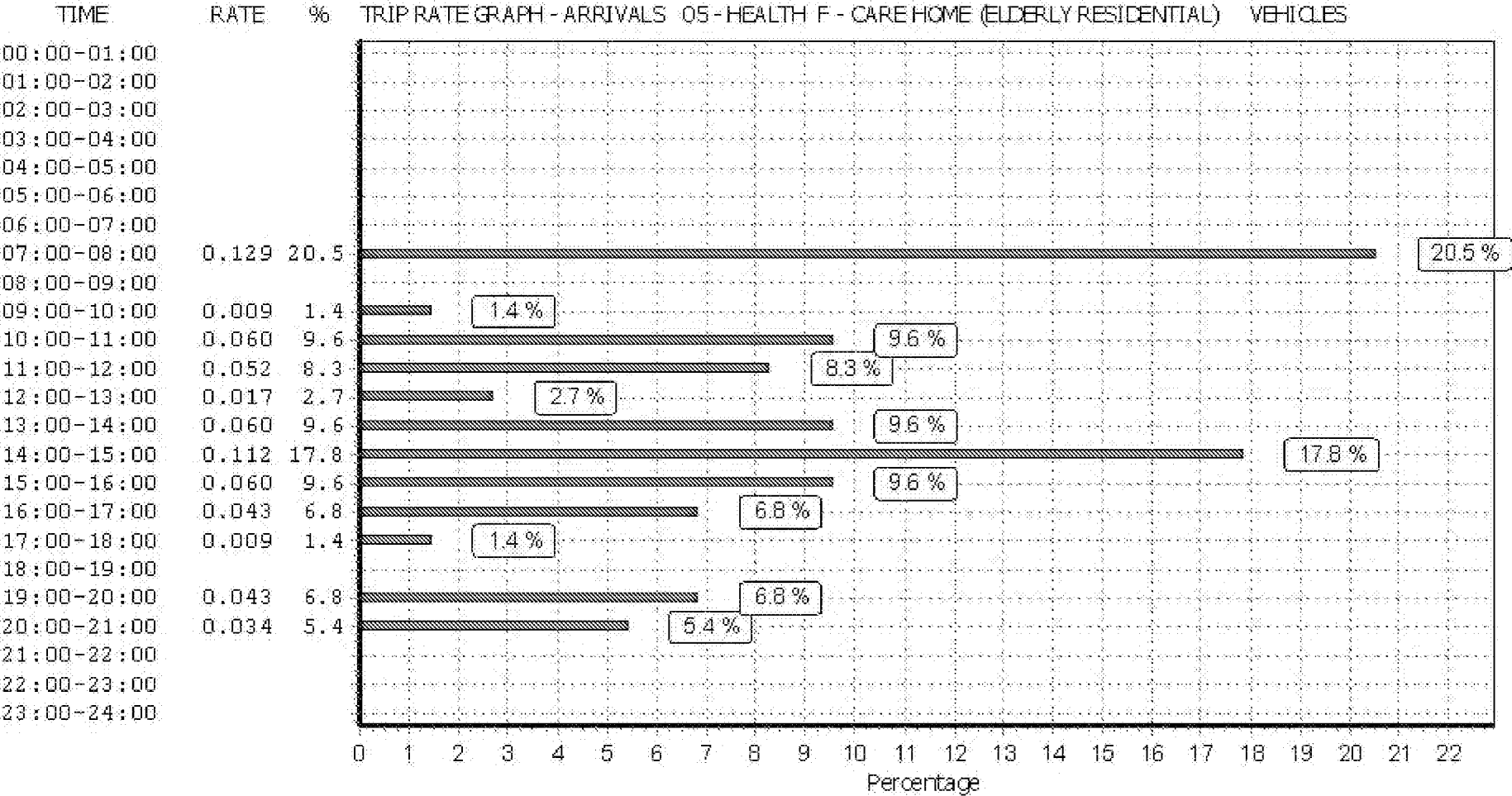
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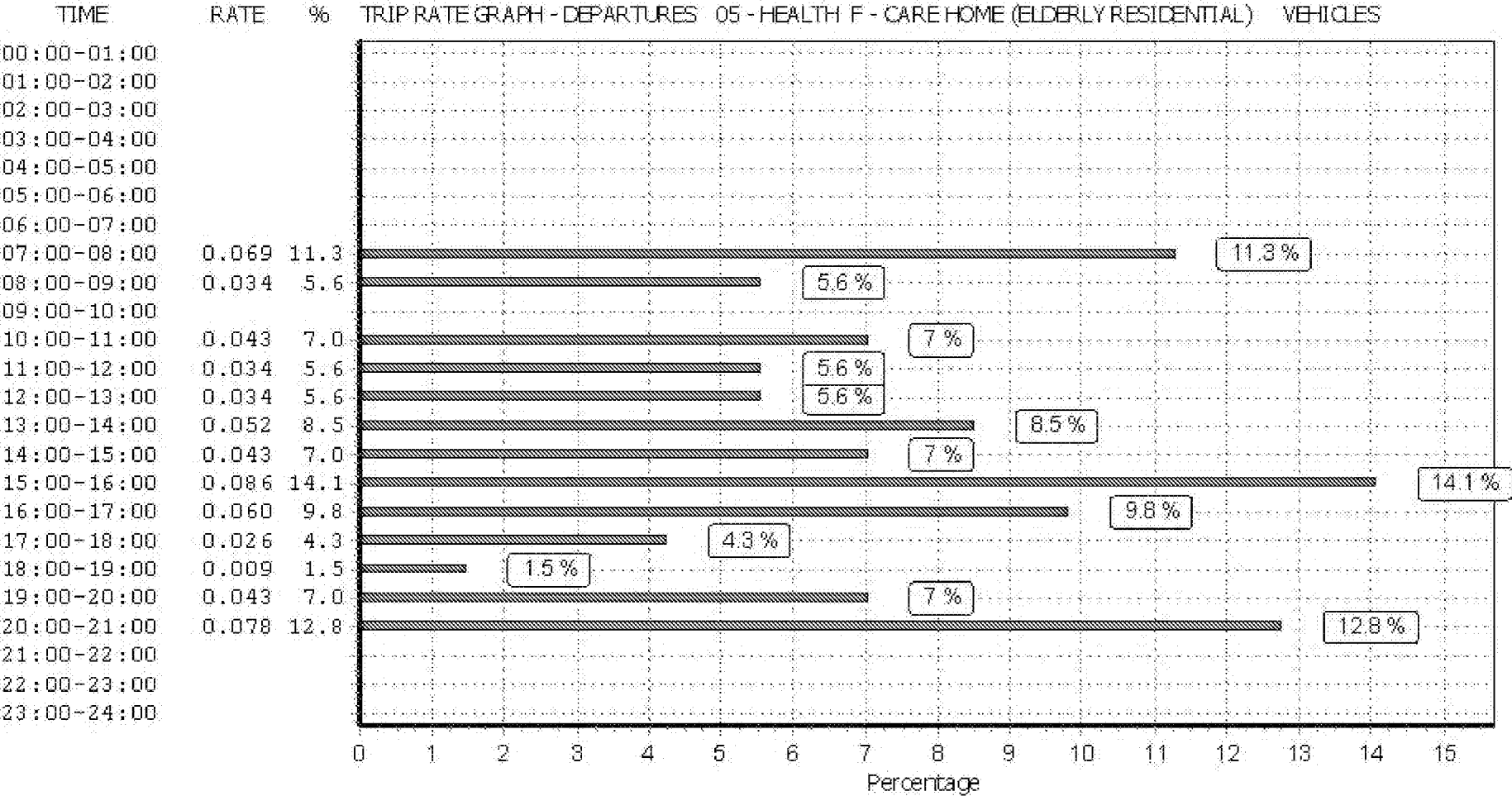
Parameter summary

Trip rate parameter range selected:	56 - 60 (units:)
Survey date date range:	01/01/09 - 14/11/16
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

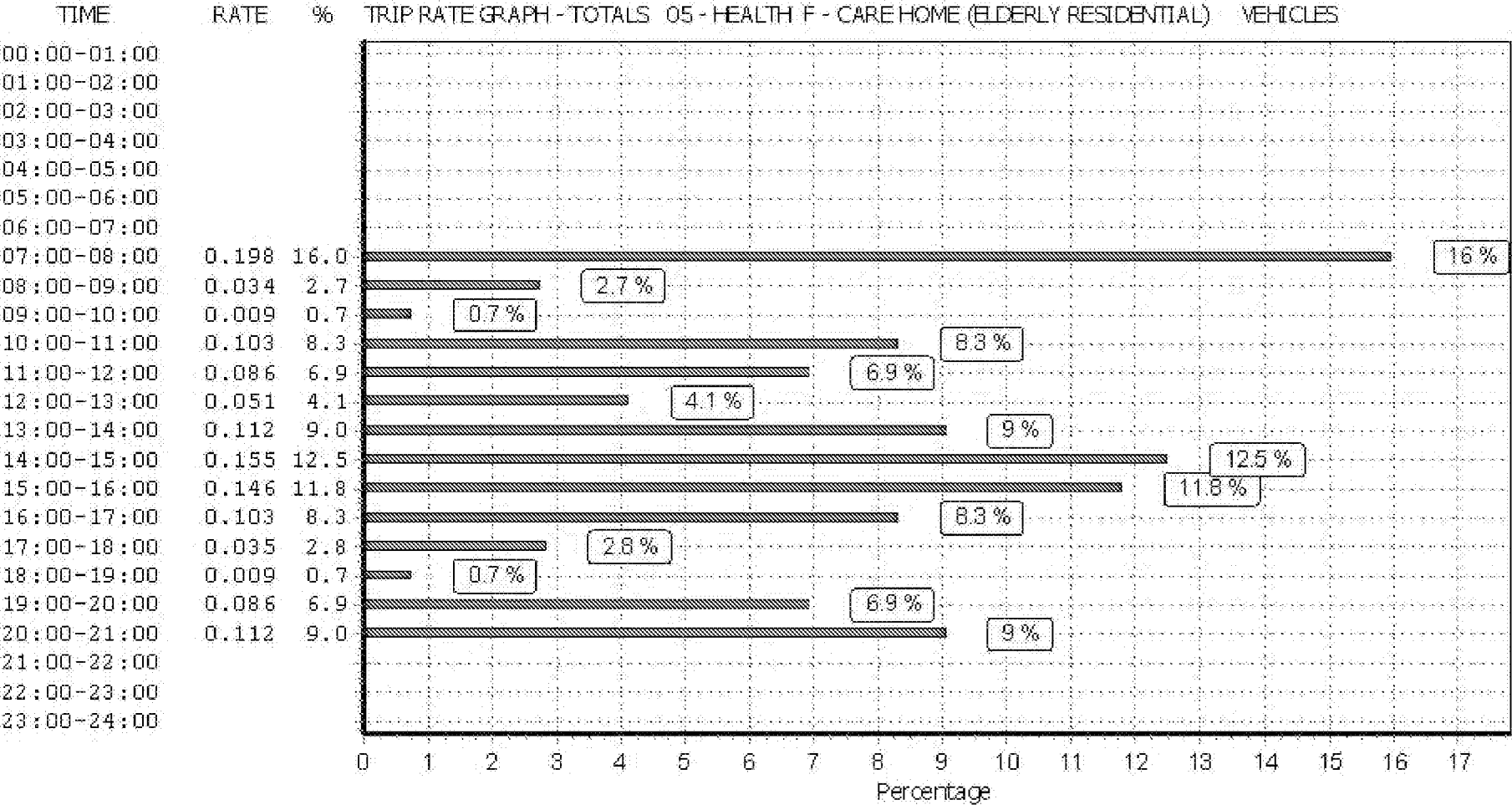
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