

TRAVEL PLAN

PROPOSED CARE HOME FOR OLDER PEOPLE,
FORMER ADULT EDUCATION CENTRE, LONG LEES
ROAD, LINCOLN, LN1 1EG



LNT Care Developments

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1.0 INTRODUCTION

The Site

- 2.1 The development site is a brownfield site located to the west of Long Leeds Road, surrounded by allotments to the north, west and south and opposite the NHS Foundation Trust.
- 2.2 The site comprises a currently vacant parcel of land which has recently been cleared of the former adult education centre buildings and is reasonably level.
- 2.3 Covering an area of approximately 1.2 acres, the site has been cleared and secured with palisade fencing. The access to the allotments lies immediately to the south of the site.



Figure 1 – Aerial view of the site

- 2.4 The site, approximately 1.2 miles from the city centre, can be accessed via the A46 and A57, both of which provide regional connections to the wider road network.
- 2.5 Lincoln has a main line railway station with services south to Leicester and Peterborough as well as north to Doncaster and Sheffield as well as Newark to the west and Grimsby to the east. There is also a reliable bus service to surrounding towns and villages and development of a new Transport Hub in Lincoln city centre is currently underway which will improve facilities for rail and bus passengers in the future.

- 2.6 The site will be accessed from Long Lees road; via a newly formed access (the existing drop kerb will be reinstated).

Character of Surroundings

- 2.7 The area immediately surrounding the site is made up of varied uses, including allotment gardens (to the west, north and south) with open common land beyond and residential along Long Lees Road. To the east of Long Lees Road is the NHS Foundation Trust building and beyond that the hospital.
- 2.8 The buildings along Long Lees Road are varied in style and size, although most are set back from the back of footpath with no formal building line to speak of.
- 2.9 The existing properties along Long Lees Road are constructed from mainly red brick and render, although the age and hue varies along the road. Roof materials are a mixture of slate and concrete tile.

2.0 PROPOSED DEVELOPMENT

Site Use and Access

- 2.1 The application is for a three storey 72 no. bed care home for the elderly with associated access, car parking and landscaping.
- 2.2 The access is proposed from a newly formed access off Long Lees Road with suitable parking and turning provision.
- 2.3 The main car parking area will be located to the south of the building. Provision is made for 18 car parking spaces in total, 2 of which will be laid out to mobility specifications.

Traffic Generation and Car Parking

- 2.4 Whilst the proposal is residential in nature it falls within Class C2 Residential Institution Use and from our experience the level of traffic generation and parking demand is very low. The following paragraphs provide further detail and justification in this regard.

Traffic Generation

- 2.5 At this stage, it is estimated that the sixty-six bed care home proposed would provide for approximately 46 jobs. This represents the total employment generation therefore due to the shift patterns operated in the home, it is anticipated that the maximum number of staff on site at any one time would be 16. Tables 1 to 3 below show an indicative breakdown of the staffing and the shift patterns to demonstrate this more clearly. Staff generally work on a 3 days-on and 3 days-off basis.

Table 1 - Employment Table

Day shifts (08.00 - 20.00)	Total No. of staff	No. of staff/shift	Shift pattern
Manager	2	1	08.00 – 17.00
Deputy	2	1	08.00 – 20.00
Care Workers	16	8	08.00 – 20.00
Cook	2	1	08.00 – 17.00
Assistant cook	2	1	09.00 – 18.00
Laundry/Domestic staff	4	2	08.00 – 14.00
Receptionist	2	1	09.00 – 15.00
Part Time Care Workers	2	1	07.30 – 14.30
Total Day shift	32	16	
Night shifts (20.00 – 08.00)			
Night care manager	2	1	20.00 – 08.00
Care Workers	10	5	20.00 – 08.00
Part time care workers	2	1	14.30 – 22.30
Total Night shift	14	7	
Total Day & Night shift	46	23	
Total Week	46		

Table 2: Staff arrivals

07.30 arrivals
Part time care worker (1)
08.00 arrivals
Manager (1)
Deputy (1)
Care Workers (8)
Cook (1)
Laundry/Domestic staff (2)
Total staff arriving @ 08.00 = 13
09.00 arrivals
Receptionist (1)
Assistant cook (1)
Total staff arriving @ 09.00 = 2
14.30 arrivals
Part time care worker (1)
20.00 arrivals
Night Care Manager (1)
Care Workers (5)
Total staff arriving @ 20.00 = 6

Table 3: Staff departures

08.00 departures
Night Care Manager (1)
Care Workers (5)
Total staff departing @ 08.00 = 6
14.00 departures
Laundry/Domestic staff (2)
14.30 departures
Part time care worker (1)
15.00 departures
Receptionist (1)
17.00 departures
Manager & Cook (2)
18.00 departures
Assistant Cook (1)
20.00 departures
Deputy Manager (1)
Care Workers (8)
Total staff departing @ 20.00 = 9
22.30 departures
Part time care worker (1)

- 2.6 Using these tables and the shift patterns, it is possible to assess the impact of the proposed development on the surrounding road network at peak times. The staff arrivals and departures have been identified above.
- 2.7 As the main shift starts at 08.00, therefore, the majority of the staff will have arrived at the home before the peak hours of traffic movements commence. It is also important to stress that the company promotes and operates Travel Plans across their homes. From the experience of operating other homes a good majority of the staff members will very likely be arriving by public transport. As a consequence, this generally results in relatively low or negligible impact in the surrounding road network.
- 2.8 The same principle applies to the 2 staff members arriving at 09.00, which, even if using private transport, will have little impact within the surrounding highways or at nearby junctions.
- 2.9 During the evening peak hours of 17.00 to 18.00 there will be 3 members of staff leaving the site. This will have negligible impact on the surrounding highway network. Indeed, the majority of departures (8) will occur after 20.00 at times when there is no conflict with peak movements.
- 2.10 From our experience, it is also expected that the residents and visitors movements will have no adverse impact on the highway network. Generally none of the residents have a car due to their age. Additionally, there are no restrictions to visiting hours at the home. This helps reduce any possibility of peak movements being created. If there are any concentrations in the visiting hours, they tend to be at the weekend and evening between 18.00 and 20.00. This would also, however, not conflict with the peak hours on the road network. Resident's meals are served around 17.00 and in practice most visitors tend to wait until after meal times to visit.
- 2.11 In summary, given the proposed staff levels, shift patterns and resulting travel movements identified together with the reasonably accessible nature of this site, it is not considered that the proposal will have any significant traffic impact. This is particularly so given the operators intention to promote a travel plan as outlined below.

Car Parking

- 2.12 A total of 18 car parking spaces are proposed. This standard is tried and tested by the applicants. Evidence from other operational care homes has shown that residents would generally be expected to come from a catchment no more than three miles radius from the site or be associated with families/relatives that are resident within this zone.
- 2.13 It should also be noted that most future residents will have limited mobility, and the majority will not venture to the shops or other local amenities, certainly not whilst unaccompanied. Many of the visitors to residents of a care home are generally quite

elderly themselves, a fact that will influence patterns of travel and choice of modes of travel to the site.

- 2.14 As stated in paragraph 2.10, visiting times in the home would be unrestricted. Friends and family of the residents are, therefore, permitted to visit at any time on any day, which reduces the probability of significant peaks not only in traffic flow but also parking demand. It is acknowledged that there will still be relative peaks in visiting during early evening and at weekends, however, these peaks in absolute terms are likely to be relatively low as a consequence of the policy of unrestricted visiting times.
- 2.15 The current proposal provides for 18 car spaces which is consistent with the approach used in similar sized care homes elsewhere. As part of previous proposals, car parking surveys have been carried out in relation to two 40 bed operational homes in Doncaster and Wakefield and a 78 bed operational home in Leeds. A copy of the surveys are attached (as Appendix 1) to this document.
- 2.16 Berkeley Court is located in the Harehills area of Leeds, approximately 2 miles from the city centre albeit with a range of local facilities and services nearby. The home has 24 car parking spaces yet even at the busiest time of the survey (when some staff training was taking place at the home, meaning more staff than usual were present), only half of the parking spaces were occupied.
- 2.17 The Sycamores home in Wakefield is located just to the east of Wakefield centre, whilst Cantley in Doncaster is located 1.5 miles to the east of the town centre. Both demonstrate that the level of car parking demand is low and, even at what might be regarded as peak times, demand is still comfortably below the maximum number of spaces available. The subject site is more akin to the Cantley situation referred to being an edge of town suburban location. On this basis the provision of 18 spaces is considered justified and consistent with the aims and objectives of car parking guidance, which states that Local Authorities should "not require developers to provide more spaces than they themselves wish, other than in exceptional circumstances which might include for example where there are significant implications for road safety which cannot be resolved through the introduction or enforcement of on street parking controls."
- 2.18 Finally, in terms of servicing requirements, the frequency and size of vehicle is relatively low. On average the proposed home would generally receive only one delivery vehicle per day in the form of one 7.5 tonne vehicle delivering foodstuffs and perishables.

Transport Accessibility Non-Car Mode

Walking

- 2.19 Footway facilities in the immediate area are of adequate width and therefore will make walking to and from the site (and access to public transport services), a perfectly viable option for all visitors and staff. A pedestrian refuge in the centre of Long Lees Road will assist those pedestrians wishing to cross to the bus stop as shown in Figure 2

below. The footways surrounding the site in all directions will link to a wider network of Public Rights Of Way.



Figure 2 – Traffic Island with Pedestrian Refuge in Long Leeds Road

Cycling

- 2.20 The site is also highly suitable for cycle access with cycle ways included in the infrastructure plans for the overall development.
- 2.21 Cycling is considered an important mode of transport at a local level and has the potential to replace short car journeys, especially those journeys under five kilometres.
- 2.22 National cycle routes 64, 93 and 1 all run within close proximity of the site as shown on fig 3 below, and the roads surrounding the site are accessible to cycles.

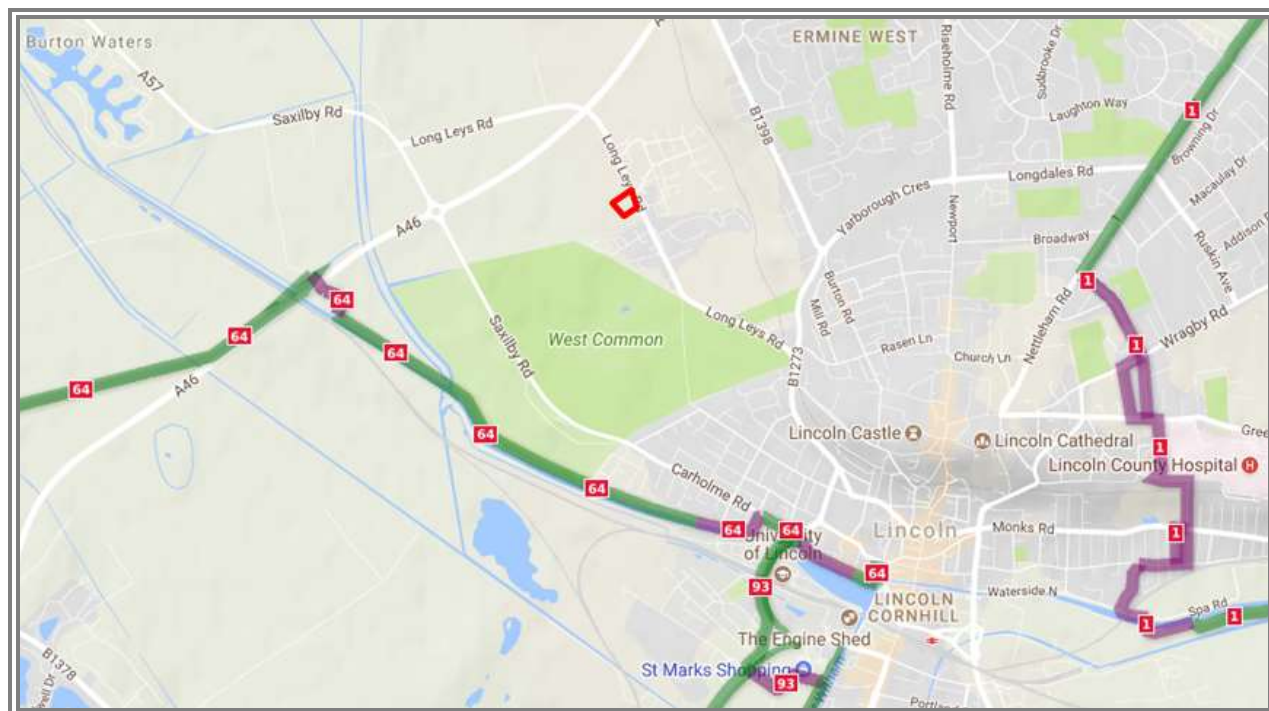


Figure 3 – Local Cycle Routes (site outline in red)

- 2.23 Cycle parking provision within the site would be in the form of a covered store for 8 bicycles. Each space would have a hoop to secure a bike to. The cycle store would be

located within direct line of sight of the manned reception area, allowing for adequate surveillance. The cycle parking numbers have been based on the usage at other homes within the group in which there are never more than 16 members of staff on duty at any one time.

Buses

- 2.24 Lincoln itself is well served by public transport, with a new 'transport hub' under construction at the time of writing. A temporary bus station on Tentercroft Street, located in the town centre, close to shopping and leisure facilities is in operation during the construction of the new facility.
- 2.25 There is a bus stop immediately opposite the site as shown in Figure 4 below and others further along Long Lees Road, making the bus a very feasible option for travel to and from the site.



Figure 4 – Bus shelter on eastern side of Long Lees Road

- 2.26 The No 5 bus runs between Lincoln and Ermine West every hour and stops at the bus stops along Long Lees Road as shown on the map in Figure 5 below.

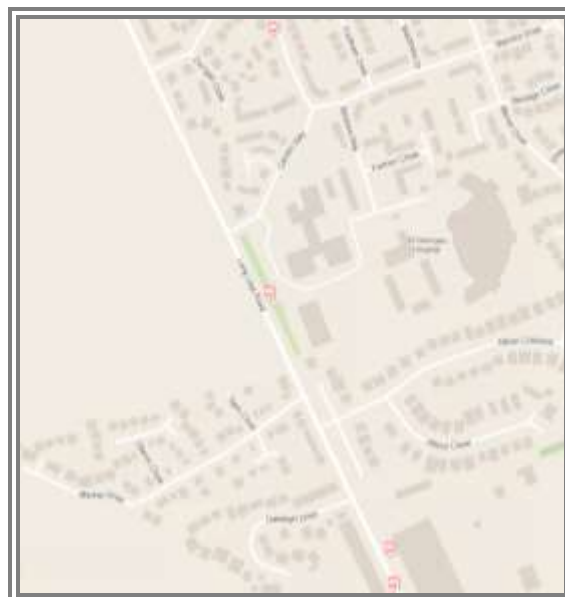


Figure 5 – Map of nearby bus stops

Railway

- 2.27 Lincoln Central Railway Station is approximately 1.5 miles south east of the site, located slightly to the south of the city centre with the rail line running in an east west direction. The station is accessed from St Mary's Street which joins the A15.
- 2.28 The station is owned by Network Rail and managed by East Midlands Trains (EMT) train operating company. Services are provided by EMT along with Northern and Virgin Trains East Coast with links to Leicester, Peterborough, Doncaster, Newark and Sheffield.
- 2.29 Rail services start at 05:26 with the last service at 22:26 and the station is staffed Monday to Friday from 05:00 to 23:45, Saturday 05:00 to 22:45 and Sunday 10:30 to 23:45. Facilities at the station include a car park, cycle parking, lost property, a post office, waiting rooms, refreshments, toilets and a pay phone.

3. INTRODUCTION TO TRAVEL PLAN

- 3.1. This Travel Plan has been prepared to promote *sustainable travel* to and from the proposed care home.
- 3.2. Guidance states that major applications must be accompanied by a Travel Plan to help in the delivery of sustainable transport objectives, including reductions in car usage (particularly single occupancy car journeys) and increased use of public transport, walking and cycling.
- 3.3. This Travel Plan has been prepared in recognition of the importance of Government Policy aimed at *promoting sustainable development, travel patterns and modes of transport and reducing reliance upon the private car*.
- 3.4. The overall aim of the Travel Plan is to *minimise the number of single occupancy car trips* to and from the site and to systematically reduce the use of the private car as a mode of transport to and from the site.
- 3.5. A key target of the Travel Plan is to minimise the frequency of car trips to the site and reduce unnecessary use of cars by staff as the preferred mode of transport between their places of residence and the site and also to reduce the use of private cars by visitors.
- 3.6. The Travel Plan has been designed to raise awareness of the opportunities for reducing car usage through the promotion of walking, cycling, public transport and car sharing.
- 3.7. The Travel Plan would be promoted amongst all staff and visitors to the site in order to reduce reliance upon the private car but also to promote the health benefits of walking and cycling.

4. KEY OBJECTIVES

4.1. The key objectives of this Travel Plan are to:

- Minimise the total number of car journeys to and from the site – *in particular single occupancy car trips*.
- Reduce the reliance upon the private car and improve awareness and usage of alternative modes of travel.
- Promote walking, cycling, public transport and car sharing as alternative modes of travel to and from the site.
- Achieve a modal shift in the manner of travel to the site to more sustainable modes and patterns of travel.

5. THE BENEFITS OF TRAVEL PLANNING

5.0 The applicants regard travel planning as providing a range of benefits to: individuals; the organisation, the local community; and the environment.

Benefits to individuals

5.1. Individuals can enjoy improved health, less stress, a better quality of life, cost and time savings and greater travel choice.

Benefits to the organisation

5.2. The company will benefit from increased productivity with a healthier workforce; operational cost savings; reduced demand for car parking; and less local congestion; with easier access for staff, visitors and deliveries. Travel Plans also improve the environmental image of a company.

Benefits to the community

5.3. The local community will benefit from reduced traffic generation; reduced congestion and travel delays; as well as improved public transport; and less pressure/demand for parking in adjacent residential streets.

Benefits to the environment

5.4. The environment will benefit from improved air quality; less noise and dirt; and a reduced impact on wider environmental problems such as global warming.

6. TRANSPORT POLICY

6.1. Guidance states that the Government wants to help raise awareness of the impacts of travel decisions, and therefore suggests that planning applications with significant transport implications should be accompanied by a Transport Assessment and a Travel Plan.

6.2. A key step in promoting Travel Plans nationally had been through 'Using the Planning Process to Secure Travel Plans' (ODPM and Dft, 2002). In accordance with Government guidance, This Travel Plan is therefore included as part of the planning application.

- 6.3. The implementation of Travel Plans for new developments actively encourages sustainable travel choice by promoting walking, cycling, and the use of public transport. Travel Plans have become an important element of working towards transport and sustainability objectives at the national and local level.

7. THE PLAN AND STRATEGY

Proposed measures, actions and commitments

- 7.1. A Travel Plan confirms the commitment of the operators of the new development to the principles of sustainable development; modes of transport and travel patterns. It provides a strategy intended to encourage staff and visitors to consider alternative modes of transport, with the aim of achieving a modal shift in the means of travel to and from the site, and a reduction in car journeys.
- 7.2. The Travel Plan is intended to be a flexible working document that will be reviewed and updated on a regular basis. It is anticipated that the Plan will be reviewed and updated at least on a bi-annual basis. The following sections set out details of facilities that would be provided and measures that would be taken in order to secure achievement of the planned objectives.

General

- 7.3. A Travel Plan Co-ordinator (TPC) will be appointed to act as a liaison point for the Travel Plan and he/she will be responsible for both implementing and monitoring the plan. The TPC is likely to be the care home manager appointed by the operator. Once appointed their name and contact details will be provided to the Council as a requirement of the Travel Plan. In the interim, the agent for the planning application will act as the TPC. In this instance, the TPC is therefore Miss Joanne Sutcliffe of LNT Construction Ltd, who can be contacted on 0113 3853834. Alternatively, the postal address for the interim TPC is Helios 47, Isabella Road, Garforth, Leeds, LS25 2DY, or email: joanne.sutcliffe@LNTconstruction.co.uk.
- 7.4. The manager of the TPC, Mr Alistair Wood of the same company, will be responsible for supporting the TPC as well as filling the role of TPC should it become available. The manager will also ensure that the budgetary requirements of the Travel Plan are secure and can be met, as well as allowing for provision of additional budget if the Travel Plan targets are not met within the 5 years.
- 7.5. The Plan is intended to be a flexible working strategy that will be regularly reviewed and updated based on the experience and knowledge of the actions of staff and visitors to the site. Should the TPC become unavailable in any way, a new TPC will be appointed immediately and the contact details made available to the care home and the Council.
- 7.6. From experience of the operation of other care homes, it is anticipated that over 90% of those employed in the home are likely to be resident within the immediate locality, therefore, significant travel times and commuting distances by staff are unlikely to be a major issue. In terms of the scheme design/layout:

- Car parking will be provided on the site at a level which, at 20 spaces, based on experience, is the **maximum** necessary for the proposed use.
 - An electric vehicle charging point will also be provided to encourage use of such vehicles.
 - Mobility space parking will be provided at a level of 16% (2 spaces) which would conform to the **minimum** standard set by most Local Authorities.
 - 8 secure cycle parking spaces are to be provided which is usually in excess of **minimum** standards set by most Local Authorities.
- 7.7. In attempting to change staff travel choices and overcome natural resistance by some to measures that discourage car use, it is essential that the staff of the home and at least one visitor representative are involved in implementing the Travel Plan.
- 7.8. Consultation will be essential for the success and longevity of the Travel Plan. The Travel Plan will be explained to all staff at an early stage in order to engender staff support from the start. All staff will be issued with a copy of the Travel Plan and any subsequent updated plans following reviews.

Initial Action Plan

- 7.9. On appointment the Travel Plan Co-ordinator (TPC) or the Interim TPC will have a duty to disseminate the travel plan and its objectives to both families/visitors and staff. As highlighted above, in order to maximise the value of the Travel Plan, it is essential that its objectives are fully explained to help raise awareness of the benefits of reducing car use. It is important to stress that the Travel Plan is about promoting choices of alternative travel and is not an anti-car campaign.

Action Plan Measures

Family/Visitor Specific Measures:

- 7.10. The Travel Plan Co-ordinator will present visitors and families of residents with a travel pack at the commencement of residency, including information on alternative modes of travel to the site. The pack will include a copy of the Travel Plan with current bus timetables; details of cycle facilities provided on-site and within the area; details of local taxi operators; and information on pedestrian and cycling routes within close proximity to the site.
- 7.11. A notice board will be displayed in the main entrance foyer promoting the benefits of public transport and of alternative modes of transport and travel to the site.
- 7.12. Current bus timetables will be displayed on this notice board to raise awareness of the availability of bus services in close proximity to the site and thereafter to continue to keep visitors fully informed with up-to-date timetables and other service information.
- 7.13. Timetables in relation to local services will be made available in the foyer of the home for visitors to take away and use. This should also raise awareness and enable visitors to plan trips to and from the site.

- 7.14. Information will be provided within the entrance foyer area on concessionary fares and schemes provided by the local bus operators i.e. over 60's; disabled etc.
- 7.15. A free phone to local taxi operators will be made available in the foyer area of the home for use by visitors.
- 7.16. Secure covered cycle parking for visitors will be provided on-site.

Staff Specific Measures:

- 7.17. A statement will be incorporated in the Company's policies and procedures documentation indicating a preference for staff to consider alternative modes of transport/travel to the site other than by car. The Travel Plan will, however, accept that for some journeys there is no alternative to using the car and will seek to promote ways in which this can be achieved in a sustainable manner such as car-sharing.
- 7.18. All staff will have a travel planning session as part of their induction. They will be presented with a travel pack providing information on alternative modes of transport to the site and identifying the facilities provided for staff on-site that render walking and cycling viable travel options.
- 7.19. A notice board will be provided and information on bus and rail timetables displayed in the staff room to raise awareness of bus and train travel options to the site and to provide up-to-date accurate information at all times.
- 7.20. Car sharing will be encouraged with incentives such as dedicated parking spaces for staff who car share.
- 7.21. The Co-ordinator will make staff aware that timetables can be obtained by ringing Travel Line on 0871 2002233, downloaded from the web sites of transport operators such as <https://bustimes.org.uk/operators/stagecoach-lincoln> for bus times or for train times, <http://ojp.nationalrail.co.uk/service/planjourney/search>.
- 7.22. Staff will also be given the option to access the real time information from the internet at reception so they can find out the location of their bus/tram/train before leaving the premises.
- 7.23. A free phone will be made available for use by staff in the foyer/reception area of the home with phone numbers of local taxi firms displayed alongside.
- 7.24. Staff shower and changing facilities will be provided on-site, which will be available for those who choose to cycle to work.
- 7.25. Secure cycle parking will also be provided on-site in order to raise awareness and facilitate cycling as a viable travel option.
- 7.26. A voluntary rota will be organised to enable car/taxi sharing for the journey to and from work for those staff for who a car is not essential to carry out their work.

- 7.27. A scheme enabling staff to purchase bus season tickets at a more advantageous cost i.e. a subsidised purchase of season ticket will be established.
- 7.28. 'Taster' tickets will be offered to staff who may choose to use the bus, as an incentive for this mode of travel.
- 7.29. The TPC will be responsible for enrolling in the Cycle2Work scheme in order that staff may have tax incentives to purchase bicycles for cycling to work.

8. TIMESCALES AND TARGETS

- 8.1. Following the initial distribution of the Travel Packs and Travel Plans, it will be the TPC's responsibility to initiate a Travel Plan Survey (TP Survey) to determine how visitors and staff travel to the home and from where. The TPC will undertake and analyse the TP's first survey within three months of first occupation of the new facility.
- 8.2. The TP Survey will be a comprehensive data collection exercise (see example at Appendix 2) to determine precise travel patterns which can be assessed against future changes in travel. Using the results of the staff and visitor travel surveys, it will be possible to assess the modal split and travel behaviour of employees and visitors at the outset of operation and thereafter.
- 8.3. The TP survey will be undertaken annually, and a report subsequently submitted to Lincolnshire County Council. A review of the Travel Plan will be undertaken after 3 years, and again after 5 years.
- 8.4. The review will include the following headline updates: -
 - Undertake new travel survey;
 - Monitor staff travel patterns through new surveys;
 - Undertake a Travel Plan Audit and modify where appropriate;
 - Liaise with the Council's Travel Plan contact and other groups where appropriate
 - Update Travel Plan targets and issue progress update to all staff.
- 8.5. The staff travel survey will be particularly important to assist in evaluating options to achieve a staff modal shift. It will also help in raising awareness of the Travel Plan, identify staff preferences to join particular mode group i.e. potential car sharers and provide suggestions from staff. Following each survey, an Action Plan will be prepared to agree on specific measures to be implemented to assist in reducing overall travel and minimise car use.
- 8.6. The TPC will prepare and distribute the questionnaire to each member of staff to collect the following details:-
 - Staff profile, including age, gender, etc
 - Normal working hours
 - Mode of travel to work
 - Car ownership/usage
 - Reasons for not using public transport and other modes

- 8.7. The anticipated take-up of a car sharing scheme for work journeys as well as use of public transport or other non-car modes of travel to work.
- 8.8. Information relating to potential areas for sustainable travel improvement, upon which the TPC could act and draw up measures to improve the TP.
- 8.9. All data collected from the travel survey in connection with the TP will be subject to the provisions of the Data Protection Act. In the interest of confidentiality, the TPC alone will hold the database and be responsible for the release of information, with all data being held solely for the purpose of the TP.

Modal Targets

- 8.10. The aim of the Travel Plan is to reduce the number of single occupancy car trips by 15% per year in favour of public transport and other means of travel. This is applicable to both staff and visitors, and we aim to meet this target within 5 years of operation. The annual monitoring and review process will gauge the effectiveness of the Travel Plan.
- 8.11. According to the 2011 census, almost 52.5% of the workforce in Lincoln travelled to work by means of a single occupancy car journey. It can therefore be assumed that 52% of the staff would travel by this means (prior to the implementation of the Travel Plan) and the aim is to reduce that by 15% to 37% over the life of the Plan.
- 8.12. With regard to specific modal targets, it is important to emphasise that the main objectives of the Travel Plan is to achieve a *shift away from single occupancy vehicles* and consequently the share between alternative modes of transport is less critical so long as the overall shift is achieved.
- 8.13. Given the site's good accessibility in terms of walking, cycling and public transport the opportunity exists for all these modes to contribute to the proposed reduction in single occupancy vehicular trips.
- 8.14. Examining the processes outlined above, the initial stages and timetable for the implementation of the Travel Plan may be summarised as follows:

One month prior to occupation

- Confirm new TPC appointment and exchange contact details with relevant officers
- Set up TP working file
- Research travel information
- Obtain up to date public transport timetables and literature
- Review walking and cycling routes within the area
- Prepare welcome packs for all new staff and residents

Within 1 month of occupation

- Distribute TP survey to all staff
- Collect TP surveys and analyse results/set baseline figures.

Within 3 months of occupation

- Set-up travel database
- Submit survey report to LPA and Lincolnshire County Council and agree actual targets with NCC based on the results of the baseline survey.
- Analyse against year 1 target (ward modal split)

Annually

- Undertake new travel survey
- Undertake traffic counts
- Monitor staff travel patterns through new surveys
- Undertake TP audit and modify where appropriate
- Liaise with Travel Plan Officer and other groups where appropriate
- Update TP targets and issue progress update to all staff

9. SUMMARY

- 9.1. The main aim of this Travel Plan is to minimise the number of single occupancy car trips.
- 9.2. It is promoted to assist in reducing the reliance upon the private car and improve awareness and usage of alternative modes of travel, including: walking, cycling, public transport and car sharing.
- 9.3. The aim of implementation of this Travel Plan will be to reduce the number of single occupancy car trips by 15% over the life of the Travel Plan in favour of public transport and other means of travel.
- 9.4. The effectiveness of the Travel Plan will be monitored as part of the review process and discussed with the Council to enable any future reviews/targets to be considered.
- 9.5. LNT Care Developments in the presentation of this Travel Plan is making a clear commitment to the promotion of sustainable transport options for staff and visitors to the proposed care facility.

APPENDIX ONE - CAR PARKING SURVEY

Berkeley Court Care Home, Leeds – Number of Parking Spaces 24

	8.00	9.00	10.00	11.00	12.00	13.00	14.00	15.00	16.00	17.00	18.00	19.00	20.00	21.00	22.00
Friday 08/05/2015	6	6	2	3	10	10	11	12	9	10	4	5	3	0	0
	8.00	9.00	10.00	11.00	12.00	13.00	14.00	15.00	16.00	17.00	18.00	19.00	20.00	21.00	22.00
Saturday 09/05/2015	2	2	4	6	3	2	4	3	4	4	2	1	0	0	0
	8.00	9.00	10.00	11.00	12.00	13.00	14.00	15.00	16.00	17.00	18.00	19.00	20.00	21.00	22.00
Sunday 10/05/2015	2	3	4	3	2	3	3	4	2	3	4	3	1	1	1

Cantley Care Home, Doncaster - Number of Parking Spaces 10

	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00
FRIDAY 19/09/2008	4	4	5	5	4	4	3	4	7	5	7	4	6	1	1
SATURDAY 20/09/2008	7	4	5	5	6	5	8	6	5	4	6	4	1	1	1
SUNDAY 21/09/2008	4	4	4	5	5	5	5	6	8	4	5	3	1	1	1
MONDAY 22/09/2008	2	2	3	4	5	4	7	6	3	7	7	7	9	2	2

Sycamores Care Home, Wakefield - Number of Parking Spaces 12

	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00
FRIDAY 19/09/2008	2	1	Fire training session attended by all staff 9 9 11			2	2	3	1	1	2	2	3	1	0
SATURDAY 20/09/2008	3	2	2	3	3	4	7	3	3	3	5	3	2	0	0
SUNDAY 21/09/2008	2	2	2	5	4	2	2	2	5	2	2	3	1	1	1
MONDAY 22/09/2008	4	2	3	3	5	3	4	5	4	4	4	4	3	1	1

APPENDIX TWO – TRAVEL PLAN SURVEY

WORKPLACE TRAVEL SURVEY

Workplace Name:

To help us understand the travel patterns of our staff, we are undertaking this short survey. This information will be used to inform the Travel Plan process for the site.

When completed, please return your form to (INSERT NAME) _____.

Section A – About You

1. Which town / village do you live in?									
2. What is your home postcode? (First Part only e.g. NN1)									
3. Age	Under 25		25 – 34		35 – 44		45 – 54		55 or over
4. Gender	Male		Female						

Section B – About Your Job

5. What time do you arrive at work?			
6. What time do you leave work?			
7. Is your work:	Full-time		Part-time
8. Are you aware of your company's Travel Plan?	Yes		No

Section C – About Your Journey to Work

9. How do you usually travel to / from work:									
Car		Car-share		Walk		Cycle		Bus	
								Train	
								Taxi	
10. What is the main reason for using this mode of travel?									
Essential	Dropping off / collecting passenger		Health reasons	Time savings	Cost savings	Safety	Lack of alternative		
11. How long does it currently take you to get to work?									
0 – 15 minutes	15 – 30 mins		30 – 45 mins		45 – 60 mins	1 – 2 hrs	2+ hours		
12. How far do you travel to work?									
Up to 2km (1 ¼ mile)		Between 2km – 5km (1 ¼ - 3 miles)		Between 5km – 10km (3 – 6 miles)		Over 10km (6 miles)			
13. Does your work involve travel to other sites during the day?							Yes		No
14. Where do you usually park?			At worksite	Free parking on street		Paid parking			

Section D – Increasing Choice

15. Which of the following would encourage you to walk to work?			
	Very likely	Possibly	Not likely
Safer, better lit worksite footways			
Improved changing facilities / lockers at work			
Improved paths on way to work			
Other (please specify)			
16. Which of the following would encourage you to cycle to work?			
	Very Likely	Possibly	Not Likely
Safer, better lit worksite cycle ways			
Improved cycle changing facilities / lockers at work			
Secure bicycle parking			
Advice / training on bicycle safety			
Tax-free loan scheme			
Other (please specify)			
17. Which of the following would encourage you to use public transport more?			
	Very Likely	Possibly	Not Likely
Subsidised / discounted fares			
More direct routes			
Better quality waiting environment			
Improved links to / from train station			
More frequent bus service			
More timetable information			
Increased difficulty in parking			
Other (please specify)			
18. Which of the following would encourage you to car-share more?			
	Very likely	Possibly	Not likely
Help in finding car share partners with similar work patterns			
Reserved parking for car-sharers			
Free taxi home if let down by driver			
Reduced parking charges for car-sharers			
Other (please specify)			