

TRANSPORT STATEMENT AND TRAVEL PLAN

PROPOSED CARE HOME FOR OLDER PEOPLE, EATON HOUSE,
BUXTON ROAD, LEEK, ST13 6EQ



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PART ONE – TRANSPORT STATEMENT

1.0 INTRODUCTION

Background

- 1.1 Advice on the need for Transport Assessments and Transport Statements is available from the Department for Transport. In summary it states the following:-

Transport Statement: suitable when the proposed development is expected to generate relatively low numbers of trips or traffic flows, with minor transport impacts i.e. the transport issues relating to a development proposal are limited, and no formal assessment is necessary.

Transport Assessment: required where a development is likely to have significant transport impacts.

- 1.2 In this particular case, given the nature of the use and the experience of the operator, the development is likely to generate relatively low numbers of traffic movements to and from the site.
- 1.3 In light of this, it is considered that a short 'Transport Statement' is sufficient, in this case particularly when read in conjunction with the accompanying Travel Plan.

2.0 SITE AND SURROUNDINGS

The Site

- 2.1 The development site is located to the east of Leek town centre within the Leek North ward, shown in Appendix 1.
- 2.2 Covering an area of approximately 1.14 acres in size, the site is well located 0.5 miles from the centre of Leek, which benefits from local amenities and good transport links. The site is bounded by Birch Gardens to the east, a childrens day nursery to the west, an industrial unit to the north and two storey terraced properties to the south on the adjacent side of Buxton Road.

3.0 EXISTING USE: ACCESS, TRAFFIC GENERATION & ACCESSIBILITY

Site Use and Access

- 3.1 The site is well located with good links to Leek centre, Macclesfield and Stoke on Trent. There is a bus stop on the adjacent side of the road with services to surrounding towns and villages.
- 3.2 The site will be accessed via the existing access from Buxton Road to the south western boundary. The topography of the site is generally flat.

Traffic Generation

- 3.3 A traffic survey has not been undertaken at the site.
- 3.4 The site has a current use as office accommodation that currently only has one tenant within the building. Due to the current occupation level there is no comparison to make on levels of traffic generation. When at capacity the office accommodation would have generated significant levels of traffic in excess of that created by a care home. A care home is a low traffic generator and it is considered it can be accommodated satisfactorily within the existing highway network.

Transport Accessibility Non-Car Mode

Walking

- 3.5 Footway facilities are available along both sides of Buxton Road making walking to and from the site (and access to public transport services), a viable option for all visitors and staff. The footways surrounding the site in all directions link to a wider network of footways.

Cycling

- 3.6 The site is also suitable for cycle access; the Sustran Cycle Map (shown in Appendix 2) identifies the nearby routes. The Staffordshire County Council Cycle Map shows the advisory cycle routes nearby which will be accessible via a proposed pedestrian/cycle route to be created within the south eastern boundary of the wider development. This will provide links with the National Cycle Network Route 559 being located close by. Cycling is considered an important mode of transport at

local level and has the potential to replace short car journeys, especially those journeys under five kilometres.

- 3.7 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass a number of the surrounding villages.
- 3.8 Cycle parking provision within the site would be a covered store for 10 bicycles. Each space would have a hoop to secure the bike to. The cycle store would be located within direct line of sight of the building, allowing for adequate surveillance. We have based our cycle parking numbers on the usage at other homes developed and as there is never more than 15 members of staff on duty at any one time it is unlikely that we would require more than the provision of 10 spaces.

Buses

- 3.9 The site is served by public transport with the nearest bus stop located approx. 70m east of the site entrance and the bus station Leek located approximately 500m to the south west. There are a number of services that operates within the wider area; these services provide transport around Leek and surrounding areas.
- 3.10 The times and frequencies of the services mentioned above are contained within the table below, Fig 1.

No	Destinations	Days	Times	Frequency
16	Hanley – Bucknell – Werrington – Cheddleton - Leek	Mon -Fri Saturday Sunday	06.15 – 20.12 08.00 – 20.12 10.30 – 16.10	Every 30 mins Every 30 mins 3 services a day
18	Leek – Ashbourne	Mon – Fri Saturday Sunday	06.23 – 00.19 07.30 – 00.19 09.33 – 18.04	Every 20 min Every 20 min Hourly
30	Leek – Cheadle – Tean	Mon – Fri Sat & Sun	08.45 – 15.08 No service	3 services a day
108	Leek – Ashbourne	Mon – Fri Saturday Sunday	06.45 – 18.24 06.45 – 17.00 No service	Every 2 hours 3 services a day
109	Leek – Rudyard – Macclesfield	Mon – Fri Saturday Sunday	07.00 – 18.25 07.00 – 18.25 No service	Every 2 hours Every 2 hours
116/117	Leek – Cheddleton Circular	Mon - Fri Saturday Sunday	09.45 – 01.05 19.05 – 01.05 No service	6 services a day 3 services
165/166	Leek – Westwood – Haregate - Leek	Mon – Fri Saturday Sunday	09.00 – 15.40 09.00 – 15.40 No service	Every 1.5 hours Every 1.5 hours

Fig 1 – Bus services within the surrounding area

- 3.11 In terms of public transport there are good prospects for travel to and from the site. Nearby bus services provide a links to Hanley, Macclesfield, Cheadle and other villages nearby.

4.0 PROPOSED DEVELOPMENT

Site Use and Access

- 4.1 It is proposed to develop the site to provide a purpose-built, two-storey, sixty six bed residential care facility for older people with associated access, car parking and landscaping.
- 4.2 Vehicular access is proposed into the south western boundary of the site as described above. The home requires ambulance and occasional resident drop-off at the main entrance along with the provision of disabled spaces.
- 4.3 The main car parking area will be located adjacent to the front entrance of the building. Provision is made for 20 car parking spaces in total, 2 of which will be laid out to mobility specifications.

Traffic Generation and Car Parking

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

Traffic Generation

- 4.5 At this stage, it is estimated that the sixty-six bed care home proposed would provide for approximately 42 jobs. This represents the total employment generation and not the number of staff present on site at any one time. Due to the shift patterns operated in the home, it would be anticipated that the maximum number of staff on site at any one time would be 15. 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	Total No. of staff	No. of staff per shift	Shift pattern
Manager	2	1	08.00 – 17.00
Deputy	2	1	08.00 – 20.00
Care Workers	14	7	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		15	
Night shifts	Total No. of staff	No. of staff per shift	Shift pattern
Night care manager	2	1	20.00 – 08.00
Care Workers	8	4	20.00 – 08.00
Part time care workers	2	1	14.30 – 22.30
Total Night shift		6	
Total Day & Night shift		21	
Total Week	42		

Table 2: Staff arrivals

07.30 arrivals
Part time care worker (1)
08.00 arrivals
Manager (1)
Deputy (1)
Care Workers (7)
Cook (1)
Laundry/Domestic staff (2)
Total staff arriving @ 08.00 =12
14.30 arrivals
Part time care worker (1)
09.00 arrivals
Receptionist
Assistant cook
Total staff arriving @ 09.00 = 2
20.00 arrivals
Night Care Manager (1)
Care Workers (4)
Total staff arriving @ 20.00 = 5

Table 3: Staff departures

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 (7)
Total staff departing @ 20.00 = 8
22.30 departures
Part time care worker (1)
08.00 departures
Night Care Manager (1)
Care Workers (4)
Total staff departing @ 08.00 = 5

- 4.6 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.
- 4.7 As the main shift starts at 08.00, 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.
- 4.8 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.
- 4.9 During the evening peak hours of 17.00 and 18.00 there will be 3 members of staff leaving the site. This will have negligible impact on the surrounding highway

network. The majority of departures (8) will occur after 20.00 at times when there is no conflict with peak movements.

- 4.10 From 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.
- 4.11 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

- 4.12 A total of 20 car parking spaces are proposed. This level of provision is in line with other homes developed by LNT Care Developments and 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.
- 4.13 It should also be noted that 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.
- 4.14 As stated in paragraph 4.10, the home would operate a policy of unrestricted visiting times. Friends and family of the residents are 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.
- 4.15 The current proposal provides for 20 car spaces which is in line with the amount generally provided for a home of this size. As part of a previous case for a new 40 bed home, two car parking surveys were completed at 40 bed operational homes in Doncaster (Cantley) and Wakefield (Sycamores). A copy of the survey is attached as (Appendix 3) to this document. 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.
- 4.16 On the results of the survey the provision of 20 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."

- 4.17 Staffordshire Moorlands District Council do not currently have any adopted parking standards relating to care homes or any other development types therefore the level of parking provision is proposed in line with the NPPF. The site is within walking distance of the bus stops and town centre and as explained above it is considered that the proposed 20 spaces is acceptable based on our experience of operating care homes as explained above and in line with the guidance provided within the NPPF.
- 4.18 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.

5.0 CONCLUSION

- 5.1 Overall the proposed use with the identified staffing levels, shift pattern, car parking levels and good accessibility, should result in low level trip generation and peak flows. Consequently there would be very limited traffic impact on the surrounding highway network and on the amenity of occupants of adjoining residential developments.
- 5.2 The low incidence of the use of the drop-off facility and the proposed main access and turning area within the site, will improve highway and pedestrian safety and reduce the potential for conflict with other traffic using the surrounding network.
- 5.3 The proposed level of on-site parking is considered adequate as required by the operator and based on evidence gathered from other similar type facilities elsewhere should be sufficient to meet the operational requirements of the development.
- 5.4 The stated improvements, low level of car parking and availability of alternative transport modes to the site, supplemented by the submitted Travel Plan, should ensure that the level of vehicular activity and impact on the local highway network is insignificant.

PART TWO – TRAVEL PLAN

1.0 INTRODUCTION TO TRAVEL PLAN

- 1.1 This Travel Plan has been prepared to promote *sustainable travel* to and from the proposed care home.
- 1.2 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.
- 1.3 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*.
- 1.4 The overall aim of the Travel Plan is to *minimise the total travel distance* associated with 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.
- 1.5 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.
- 1.6 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.
- 1.7 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.

2.0 OBJECTIVES OF TRAVEL PLAN

2.1 Key Objectives

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.

3.0 THE BENEFITS OF TRAVEL PLANNING

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

Benefits to individuals

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

Benefits to the organisation

3.3 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

3.4 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

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

4.0 TRANSPORT POLICY

4.1 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.

4.2 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, a Travel Plan is included with this planning application.

- 4.3 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.

5.0 THE PLAN AND STRATEGY

Proposed measures, actions and commitments

- 5.1 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.
- 5.2 The Travel Plan is intended to be a flexible working document that will be reviewed and updated on a regular 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

- 5.3 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.
- 5.4 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.
- 5.5 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, based on experience, is the **maximum** necessary for the proposed use.
 - Mobility space parking will be provided at a level of 16% (2 spaces) which would conform with the **minimum** standard set by most Local Authorities.
 - 10 secure cycle parking spaces are to be provided which is usually in excess of **minimum** standards set by most Local Authorities.
- 5.6 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.
- 5.7 Consultation will be essential for the success and maintenance of the Travel Plan. The Travel Plan will be explained to all staff at an early stage in order to obtain staff support from the start. All staff will be issued with a copy of the Travel Plan and updated plans following reviews.

Initial Action Plan

- 5.8 On appointment the Travel Plan Co-ordinator (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:

- 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.
- 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.
- 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.
- 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.
- 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.
- A free phone to local taxi operators will be made available in the foyer area of the home for use by visitors.
- Secure covered cycle parking for visitors will be provided on-site.

Staff Specific Measures:

- 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.
- 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.

- 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. The Co-ordinator will make staff aware that timetables can be downloaded from <https://www.staffordshire.gov.uk/transport/publictransport/buses/Plan-your-journey/BusRoutes/Leek/Leek.aspx> or obtained by ringing Travel Line on 0871 200 2233. 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 before leaving the premises.
- 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.
- Staff shower and changing facilities will be provided on-site, which will be available for those who choose to cycle to work.
- Secure cycle parking will also be provided on-site in order to raise awareness and facilitate cycling as a viable travel option.
- 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.
- The potential for a scheme enabling staff to purchase bus season tickets at a more advantageous cost i.e. a subsidised purchase of season ticket or for purchase of a suitable cycle will be examined.

6.0 TIMESCALES AND TARGETS

- 6.1 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 six months of first occupation of the new facility.
- 6.2 The TP Survey will be a comprehensive data collection exercise 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.
- 6.3 The TP survey will provide information on staff and visitors place of residence; current travel mode; car ownership etc and once analysed and targets set; these figures will form the basis of an annual review.

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; and
- Update Travel Plan targets and issue progress update to all staff.

- 6.4 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.
- 6.5 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
 - 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
 - Information relating to potential areas for sustainable travel improvement, upon which the TPC could act and draw up measures to improve the TP
- 6.6 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

- 6.7 The aim of the Travel Plan is to achieve an overall shift of 15% away from the use of private cars by staff and visitors, to use of public transport and other means of travel to the site within the first two years of operation. The annual monitoring and review process will gauge the effectiveness of the Travel Plan.
- 6.8 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 alternatives modes of transport is less critical so long as the overall shift is achieved.
- 6.9 Given the sites good accessibility in terms of walking, cycling and public transport the opportunity exists for all these modes to contribute to the proposed reduction in singular occupancy vehicular trips.
- 6.10 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 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 3 months of occupation

- Distribute TP survey to all staff
- Collect TP surveys and analyse results

Within 6 months of occupation

- Set-up travel database
- Submit survey report to LPA
- Analyse against year 1 target (ward modal split)

Annually

- Undertake new travel survey
- 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

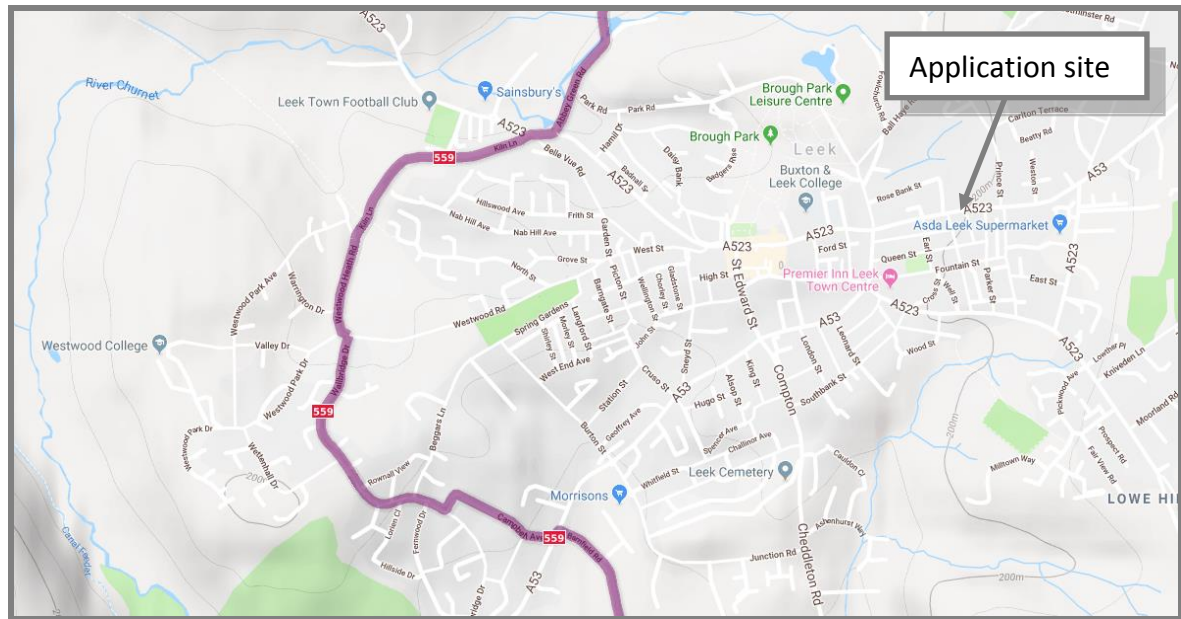
7.0 SUMMARY

- 7.1 The main aim of this Travel Plan is to minimise total travel distance through the reduction of journey lengths and frequency – particularly single occupancy car trips.
- 7.2 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.
- 7.3 The aim of implementation of this Travel Plan will be to achieve a 15% shift away from the use of private cars by staff and visitors to use public transport and other means of travel to the site.
- 7.4 The effectiveness of the Travel Plan will be monitored as part of the bi-annual review and discussed with the Council to enable any future reviews / targets to be considered.
- 7.5 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.

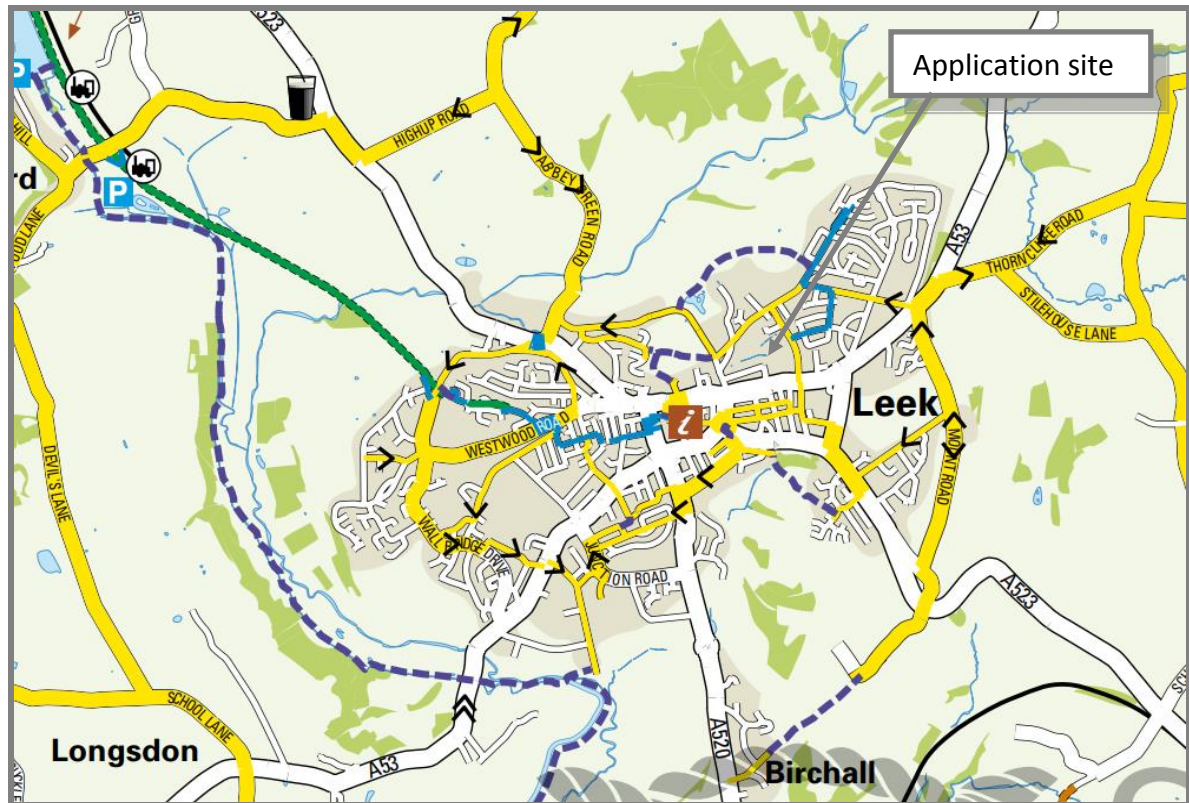
APPENDIX 1 – AERIAL VIEW OF THE SITE



APPENDIX TWO – CYCLE ROUTE PROVISION WITHIN THE AREA



Location of National Route 559



Staffordshire County Council Cycle Map and key

Key			
	Cycle path		Blythe Bridge
	On-carriageway cycle lane		Railway station/recreational railway station (with name)
	Signed cycle route		District boundary
	Advisory cycle route (One-way arrows shown on cycle route only)		Alton Towers
	Bridleways and byways		Steep gradient pointing downhill
	Path or footway where you must walk your bicycle		National Cycle Network route number
	Canal towpath		Pelican crossing
	Minor road		Toucan crossing
	B road		Cycle shop
	A road		Cycle hire
			Cycle parking
			Car parking
			Level crossing
			School
			College
			Post office
			Public house
			Place of worship
			Library
			Tourist information centre
			Visitor centre
			Youth Hostel

APPENDIX THREE - CAR PARKING SURVEY

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	8	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

Two car parking surveys completed by two care home managers at 40 bed care homes at Wakefield and Doncaster. The figures show the total number of cars in the car park, on the hour every hour, between 08:00 and 22:00. This demonstrates the amount of parking spaces that are taken up between Friday and Monday, the busiest visitor period for care homes.