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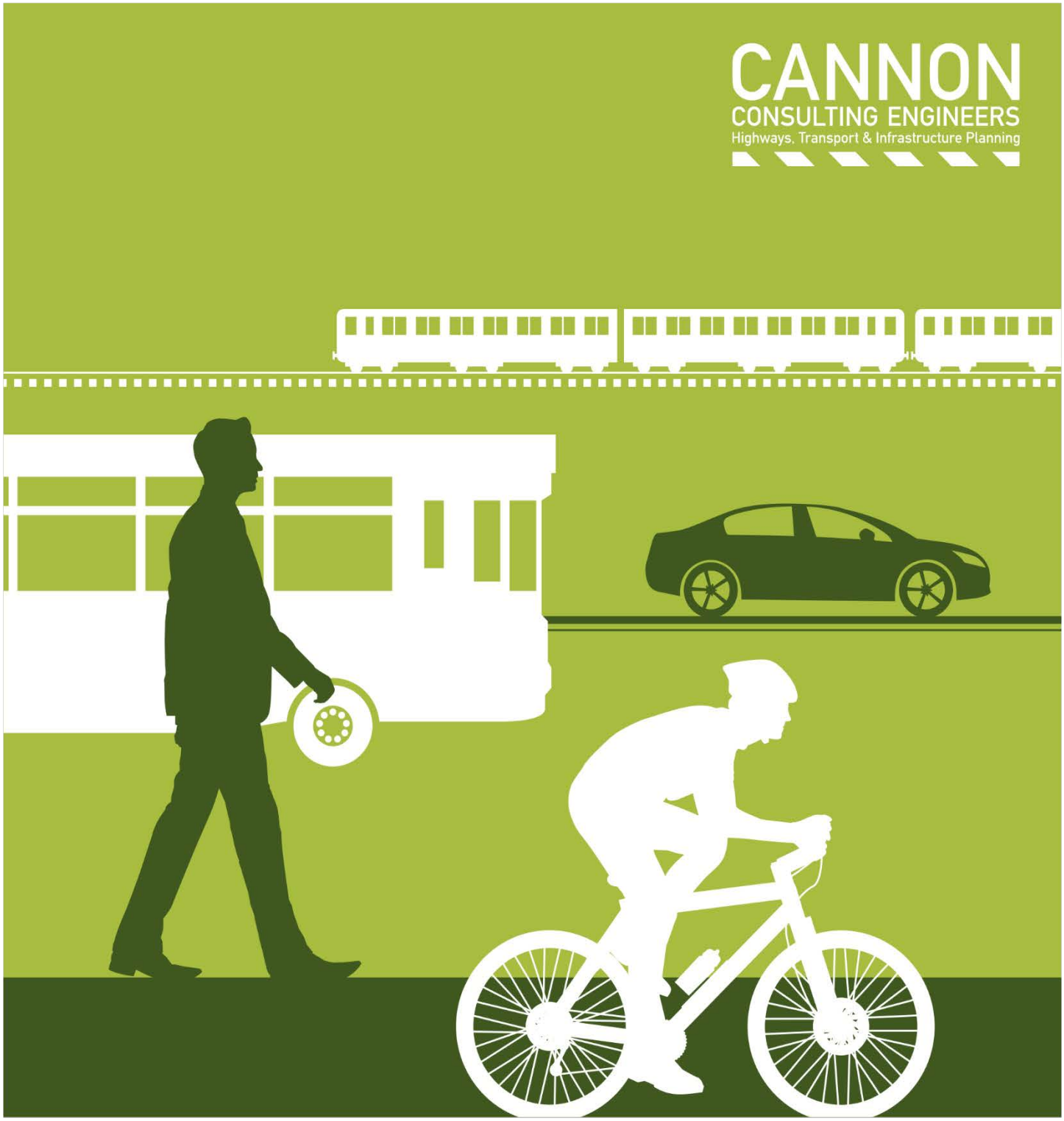
Highways, Transport & Infrastructure Planning



travelplan

Persephone Gardens Reservoir

West Hampstead, Camden,
London

CCE/V361/TP01A

October 2017

For LifeCare Residences Ltd

Document Review Sheet

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Document Status

Rev	Date	Issue	Author	Checked

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Figures and Appendices

1 Introduction

1.1 Cannon Consulting Engineers Ltd has been commissioned by LifeCare Residences to prepare a Green Travel Plan (TP) in support of a planning application. The proposed development includes the partial demolition of the existing reservoir, including the roof and most of the internal structure, and the erection of six 4-6 storey buildings and four 2-3 storey link buildings with common basement levels within the retaining walls of the existing reservoir and a site-wide biodiversity-led landscaping and planting scheme including external amenity space, drop off area, retention pond and slope stabilization.

The accommodation includes:

- 82 self-contained extra care apartments
- A 15 bed nursing home
- Associated facilities including reception area, guest suite, restaurant, lounge, café, bar, library, exercise pool, gym, therapy rooms and cinema
- Associated support facilities including staff offices, welfare and training spaces, storage, laundry, kitchen, cycle storage, car parking and plant areas

1.2 The proposed development will include 4 pool car parking spaces at basement level along with 1 visitor parking space.

1.3 This TP will explain the context of the site in terms of accessibility, measures to reduce car use, and set out suitable and appropriate objectives and targets. It will also assess the transport infrastructure, census data and relevant policies.

1.4 This TP will provide a package of measures developed to reduce reliance on the private car by encouraging sustainable transport options such as walking, cycling, use of pool cars and public transport for journeys to and from the site.

1.5 The aims and objectives of the TP are principally identified as being the provision of a development which:

- Recognises the need to reduce non-essential car movement use and establish the use of sustainable modes of transport in line with national, regional and local policies and aspirations
- Promotes the use of the public transport network in the area
- Encourages ‘active travel’, promoting walking as the primary travel mode.

1.6 This TP is produced in accordance with the relevant policy documents including the latest guidance from Transport for London (TfL).

2 Policy Context

2.1 This section of the report considers the relevant transport policy framework for the proposed development; this includes national, regional and local transport planning policies. They key documents referred to are:

- National Planning Policy Framework (NPPF), March 2012;
- The London Plan, March 2016
- Travel Planning Guidance, Transport for London, November 2013

The National Planning Policy Framework, March 2012

2.2 The NPPF seeks to promote sustainable transport, Paragraph 35 states that:

'*Plans should protect and exploit opportunities for the movement of goods or people. Therefore, developments should be located and designed where practical to:*

- *Accommodate the efficient delivery of goods and supplies; give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *Create safe and secure layouts which minimise conflicts between traffic and cyclist or pedestrians avoiding street clutter and, where appropriate, establishing home zones*
- *Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *Consider the needs of people with disabilities by all modes of transport'.*

2.3 Paragraph 36 states that:

'A key tool to facilitate sustainable transport will be a Travel Plan and that all developments which generate significant amounts of movement should be required to provide a Travel Plan.'

The London Plan, March 2016

2.4 Policy 6.3 Assessing Effects of Development on Transport Capacity states that:

'Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance.'

Travel Planning Guidance, Transport for London, November, 2013

2.5 *'TfL has set development scale thresholds above which a Full Travel Plan should be prepared. This requirement applies to both new developments and extensions of existing sites.'*

2.6 Table 2.1 summarises the relevant development scale thresholds.

Use Class	Travel Plan Statement	Full Travel Plan
C3 (Residential)	Between 50 and 80 units	Equal or more than 80 units

Table 2.1: Development scale guidelines for travel plans

2.7 Applications for developments for full travel plans must by default submit an ATTrBUTE-compliant full travel plan.

3 Site Characteristics

3.1 The site is located along Gondar Gardens within the London Borough of Camden. The site is located on a residential road.

3.2 The closest bus stop to the site is located along Mill Lane approximately 170m south of the site. Both West Hampstead Thameslink and West Hampstead Overground are located further than the recommended walking distance of 960m.

3.3 Gondar Gardens is approximately 7m wide with Controlled Parking Zones (CPZs) parking bays on both sides of the carriageway. Footways are present on both sides of the road and are approximately 2.5m wide.

3.4 The CPZ Fortune Green West operates from Monday to Friday, 10:00 – 12:00, residents must display a permit issued by the LBC to park on street at these times.

3.5 The current network of footways along Gondar Gardens and the surrounding local roads are wide and generally unobstructed. They also provide a comprehensive and well defined footway network to all local services, facilities and public transport.

Public Transport Provision

3.6 The closest bus stops to the site are located along Mill Lane approximately 170m south of the site. The C11 bus is located approximately 250m from the site along Mill Lane, providing connections in both east and west directions.

3.7 The C11 provides connections to Archway and Brent Cross.

3.8 Bus routes 16, 32, 189, 316, 332, 632 and N16 operate from Shoot Up Hill approximately 670m west of the site.

3.9 Table 3.1 shows the bus routes, frequencies and location.

Route No.	Bus Stop Location	Route	Peak Frequency
C11	South of the site on Mill Lane	Archway Station – Gospel Oak Station – West Hampstead Station – Brent Cross Shopping Centre	7 bph
16	South west of the site on Shoot Up Hill	Mora Road – Kilburn High Road Station – Victoria Bus Station	9 bph
32	South west of the site on Shoot Up Hill	Edgware Bus Station – Kingsbury Road – Kilburn Park Station	7 bph
189	South west of the site on Shoot Up Hill	Brent Cross Shopping Centre – Cricklewood Station – John Prince's Street / Oxford Circus	7 bph
316	South west of the site on Shoot Up Hill	Mora Road – Queens Park Station – White City Bus Station	7 bph
332	South west of the site on Shoot Up Hill	Brent Park Tesco – Kilburn Station – Bishops Bridge	6 bph

Table 3.1 – Bus Routes

3.10 West Hampstead Thameslink, West Hampstead Overground and West Hampstead Underground are located to the south east of the site, however all are further than the maximum desired walking distance of 960m for a PTAL assessment.

3.11 West Hampstead Thameslink offers connections to Bedford in 50 minutes, Luton in 30 minutes, Brighton in 1hour and 30 minutes, St Albans City in 20 minutes and Sevenoaks in 1 hour 20 minutes. West Hampstead Overground provides connections to Richmond in 30 minutes and Clapham Junction in 30 minutes. West Hampstead Underground offers connections along the Jubilee line, connecting to Stratford in 36 minutes.

3.12 Cricklewood Station is located to the north west of the proposed development, approximately 1.2km away which is also further than the desired walking distance of 960m.

3.13 Crickelwood Station offers connections to Luton in 46 minutes, St Albans City in 22 minutes and Sutton in 1 hour.

3.14 Crickelwood Station offers connections to Luton, St Albans City and Sutton.

Cycle Routes

3.15 There are no known cycle routes within the vicinity of the site. There are no cycle lanes provided along Gondar Gardens, however along Mill Lane cycle road markings and signs are visible to make vehicles aware of cyclists.

3.16 Cycle parking is provided along Mill Lane, a solo cycles parking area is located at the junction of Mill Lane with Gondar Gardens.

Pedestrian Movement

3.17 The site is accessible to pedestrians, footways are provided on both sides of Gondar Gardens, the footways are sufficiently wide, unobstructed and in good condition. Dropped kerbs and street lighting is present to aid movement.

Car Parking

3.18 On-street parking is provided along Gondar Gardens, Fortune Green West CPZ operates along this road from Monday to Friday, 10:00 – 12:00, when only permit holders can park. A Pay and Display and Permit Holders bay is located on the western side of Gondar Gardens located at the junction with Mill Lane.

3.19 A total of approximately 151 parking opportunities are available on Gondar Gardens, with approximately 70 parking opportunities along the frontage of where the proposed development is located.

3.20 There is no existing off-street parking at the site.

Local Facilities

3.21 The PTAL for the site ranges between 1b – 3, however a PTAL 4 is approximately 100m south of the site. Although the site has a poor to moderate PTAL, the site is located within close proximity to public transport links, local facilities, retail and health opportunities.

3.22 The closest local shops are located along Mill Lane, which is approximately 170m south of the site. Which include food shops, dentists, dry cleaners, a public house, opticians, medical centres and physiotherapy shops. Table 5.1 and Figure 5.1 show the relevant local facilities along with walking, cycling and public transport time to reach them from the proposed development.

3.23 The Institute of Highways and Transportation 'Providing For Journeys On Foot' suggests that the following distances are acceptable walking distances to local facilities.

	Town Centres (m)	**Commuting / School Sight-seeing (m)**	**Elsewhere (m)**
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

Table 4.1 – Suggested Acceptable Walking Distance, IHT 2000

3.24 Most of the local facilities stated in Table 4.2 are within the preferred maximum walking distance as suggest above. However a number of bus services operate within the area and provide connections to the local facilities if they are too far to walk for residents or staff.

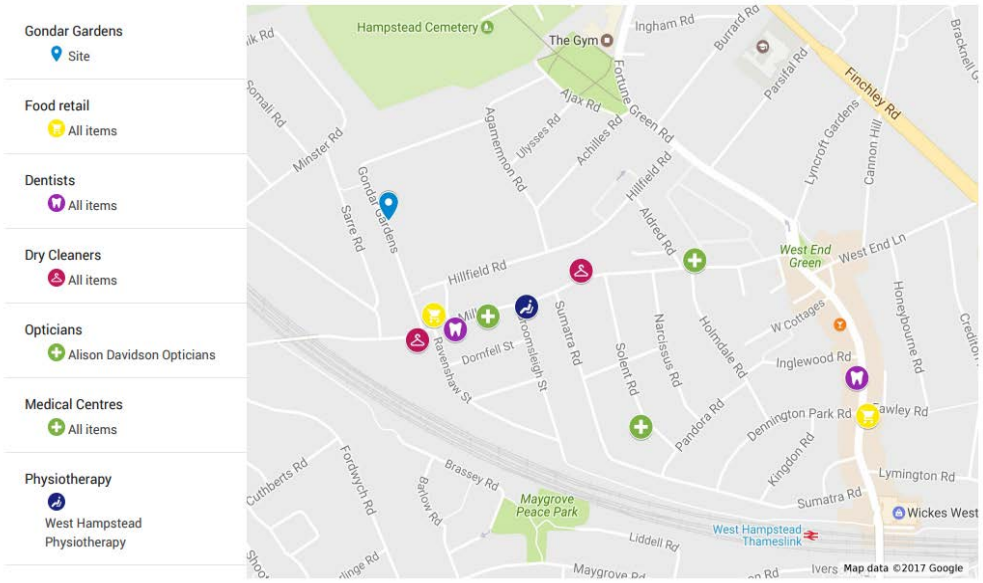


Figure 3.1 – Facilities Map

Local Facility	Approx. Distance (m)	Approx. Journey Time (mins)		
		Walk	Cycle	Public Transport (incl. walking time to stop)
Local Centre				
Mill Lane	170	2	1	N/A
Food Retail				
Londis	170	2	1	N/A
Supersave	360	4	2	N/A
Little Waitrose	825	11	3	6
Sainsbury's Local	965	13	4	7
Dentists				
Chooseyourpricedentistry	170	2	1	N/A
Perfect Smile Dental Surgery	950	12	3	10
Dry Cleaners				
Abi Dry Cleaners	175	2	1	N/A
Prestige Dry Cleaning and Laundrette	415	6	2	N/A
Opticians				
Alison Davidson Opticians	270	3	1	N/A
Medical Centres				
West Hampstead Medical Centre	670	8	1	N/A
The Cholmley Gardens Surgery	580	7	1	5
Hospital				
Tavistock and Portman NHS Foundation Trust	2.4km	32	12	23
Physiotherapy				
West Hampstead Physiotherapy	320	4	2	N/A

Table 3.2 – Local Facilities

4 Development Proposal

4.1 The proposal provides:

- 82 self-contained extra care apartments
- A 15 bed nursing home
- Associated facilities including reception area, guest suite, restaurant, lounge, café, bar, library, exercise pool, gym, therapy rooms and cinema
- Associated support facilities including staff offices, welfare and training spaces, storage, laundry, kitchen, cycle storage, car parking and plant areas

4.2 The accommodation will require 80 FTE staff, with a maximum of 30 staff on site at any one time.

4.3 Due to the nature of shift work required at the development a certain amount of cross over will occur as part of the handover period between staff members.

Visitors

4.4 The visiting times at the proposed care home are to be confirmed, although it is expected that visitors will be spread across the day.

4.5 Discussions with LifeCare Residences have indicated that visitors will be informed that there is 1 on-site parking spaces available, visitors will also be informed of the existing CPZ operational times. However travel by sustainable transport to reach the site will be encouraged and promoted.

Vehicular Access Proposals

4.6 Vehicle access to the development is proposed from one new access point, located to the south of the site, as shown in Figure 1.

Pedestrian Access Proposals

4.7 Pedestrian access will be from the centre of the development frontage as well as a shared vehicle / pedestrian access to the south of the site.

Parking Proposals

4.8 A total of 4 car pool car parking spaces and 1 visitor space are proposed at the basement level, as shown in Figure 2. One disabled bay and two pick up and drop off bays are proposed at street level of the development, as shown in Figure 3.

4.9 A total of 14 cycle spaces are proposed for staff and visitors. This provision is considered to be in accordance with London Plan for a C2 residential institution where 1 space per 5 staff would be required. As the maximum number of staff on site at any one time will be 30 then

this would only require 6 spaces for staff. Showers, lockers, dryers and changing rooms will also be provided.

4.10 As a replacement to the resident cycles, it is proposed that a total of 10 mobility scooters will be offered to the residents, these will be parked within the basement.

5 Trip Generation and Surveys

Trip Generation

5.1 The Transport Statement has established that the site will generate approximately 30 arrivals and 30 departures per day.

Visitor Trip Generation

5.2 To understand the expected quantum of visitor trips likely to be associated with the site, data from previous LifeCare Residences developments has been utilised. Data from an existing development located in Dorchester shows that an average of 5 car visitor trips per day for 60 residential units.

5.3 Assuming this trend applies to the development (this reasonable assumption has been made due to accessible bus services operating within the vicinity of the site, leading to a higher public transport modal split), an estimate of 9 visitor cars trips per day would be generated.

5.4 These visitor trips are included within the assessed arrivals and departures.

Baseline Surveys

5.5 The implementation of the TP will include travel surveys, and specific targets will be set from the data collected.

5.6 The results from the travel surveys will be used to measure the appropriateness of the targets set for years 1, 3 and 5. The annual survey will be used to measure progress towards the implemented TP's targets.

Indicative Staff Modal Split

5.7 The 2011 census data for method of travel to work for a carer occupation (2001 specification) within the area of the development is set out in Table 5.1.

Method of travel to work (2001 specification)	Barnet % modal split	Brent % modal split	Camden % modal split	Average % modal split	80 FTE staff Modal Split
Train, underground, metro, light rail, tram, bus, minibus or coach	46%	59%	53%	53%	42
Driving a car or van	37%	23%	9%	23%	19
All other methods of travel to work	17%	18%	37%	24%	19

Table 5.1 – 2001 Census data, Indicative modal split

5.8 It is expected that a maximum of 19 of the assumed 80 FTE staff associated with the care home would usually travel to work by private car, which is approximately 6 staff members

per shift. Due to Camden's car-capped and car free development policy, it is proposed that there will be zero parking for staff. This TP has been produced to support this proposal, promoting sustainable travel modes.

Indicative Residential Modal Split

5.9 For the proposed 15 bed nursing home and 82 extra care apartments it is believed that there will be minimal car trips generated by residents due to low car ownership and the proposed 4 pool cars. Table 5.2 highlights the expected car ownership for the development.

Age	Camden		Camden		Proposed development		Total No. of cars
	1 car or van in household	2 or more cars or vans in household	1 car or van in household %	2 or more cars or vans in household %	1 car or van in household	2 or more cars or vans in household	
55 – 85+	2,147	727	14%	14%	14	27	41

Table 5.2 – 2011 Census data, Car Ownership

5.10 The table above shows an average car ownership level of 0.42 per resident. However, as stated above the development will include approximately 4 pool cars. The Carplus Annual Survey of Car Clubs 2015/16 report produced updated figures stating that 10.5 private cars are removed from the road by each car club car.

5.11 Therefore, in terms of the proposed development a total of 42 cars would be replaced by the 4 carpool cars.

5.12 A Green Travel Plan has been produced to support the car-capped development, which will look to promote the use of sustainable transport.

5.13 Four pool cars have been proposed due to data collected from a similar LifeCare Residences development. The data collected stats that on average chauffer driven BMW i3's are used 3 – 5 times a day and on average chauffer driven Audi A8's are used 4 – 6 times a day. A Mercedes sprinter van (16 seater) is also used at the similar development 5 times a day.

Indicative Visitor Modal Split

5.14 The staff and residents trips will be managed and recorded by the Travel Plan Coordinator (TPC) to promote and improve the use of sustainable travel modes.

5.15 Within the first 6 months of occupation of the development it is proposed a travel survey is understand to better undertaken the actual travel characteristics and modal split of the residents, staff and visitors.

5.16 The travel survey should include, if required, an initial site audit relating to the site accessibility and opportunities for non-car travel. A survey questionnaire would then be distributed throughout the site, to staff, residents and visitors to ascertain how they are choosing to travel and their attitudes towards sustainable travel.

6 Objectives

6.1 This TP has been prepared to support the proposed development. It will provide guidance on how the Travel Plan Co-ordinator (TPC) can ensure that the objectives and targets will be met.

6.2 This TP sets out the broad aims and objectives the developer plans to develop in order to:

- Reduce the reliance on private car use (staff);
- Increase active travel amongst residents and staff;
- Reduction of CO2 emissions from the site; and
- Encourage trips made by sustainable modes of travel.

Residents Travel

6.3 There will be no resident parking available, instead a total of 4 pool cars will be located on site. The pool cars will be available at reasonable times for residents to request and will be chauffer driven.

6.4 Residents will be provided with a Travel Pack which will include a set of positive measures promoting sustainable transport and 'active travel' measures. The Travel Pack will include specific initiatives focussing on travel for the elderly, travel for dementia patients and long term illnesses. An example of what could be included within the Residents Travel Pack is provided in Section 9.

Staff Travel

6.5 The analysis based on the Census Data indicates that 19 car parking spaces will be required for the forecasted 80 FTE staff. It is proposed that there will be zero parking for staff, and they will be informed that no parking opportunities will be provided and should seek alternative sustainable travel modes.

6.6 The TPC will produce, maintain and monitor a register of staff travel to site dependent on shift time. The purpose of the register will be used to encourage alternative sustainable modes of travel.

Visitor Travel

6.7 A record of all visitors will be kept by the TPC to manage details which will include the visitor's origin, number of visitors and their model of travel.

7 Targets

7.1 The TPC will discuss and agree the targets with the LBC upon appointment. The targets chosen should be demanding, yet achievable and relevant to the site.

7.2 The overall aim of the TP is to achieve a year on year reduction in the mode share of single occupancy car trips for all journeys associated with the development and establish the use of sustainable modes of transport. This should results in a related increase in the use of more sustainable travel modes such as public transport and 'Active Travel' such as cycling and walking.

7.3 This TP should achieve the following principles:

- To decrease the proportion of private car modal share amongst staff;
- To increase the percentage mode share of staff and residents cycling / walking to and from the site;
- To reduce CO2 emissions from the site by reducing private car use; and
- Increase the percentage mode share of staff and residents public transport use.

7.4 There is no baseline travel data available for the site due to it being a new development. As such forecasts of indicative baseline modal splits have been set out in Section 5 based on the Method of Travel to Work in Camden, 2011 Census data. These have been used as a baseline to set indicative targets against which to assess the success of the TP.

Method of travel to work (2001 specification)	Indicative Baseline (%)	Modal Split Year 1	Modal Split Year 3	Modal Split Year 5	Overall % increase / decrease
Train, underground, metro, light rail, tram, bus, minibus or coach	53%	55%	55%	55%	2%
Driving a car or van	23%	0%	0%	0%	-23%
All other methods of travel to work	24%	45%	45%	45%	21%

Table 7.1 – Indicative Staff Targets

7.5 From the above table, it is proposed that the 23 staff forecast to use private car will be informed to take the bus, underground, train, cycle or walk as an alternative travel mode to increase public transport, walking and cycling mode share.

8 Measures

8.1 The package of measures aims to concentrate efforts in the baseline year and then maintain these to enable behaviour change from the beginning of the occupation.

Measures for Information Provision

8.2 The TPC will provide information to all residents upon occupation regarding sustainable travel modes. This will include but is not limited to the provision of up to date information regarding bus / train time tables within communal areas of the development, information regarding travel for mobility impaired users and relevant transport initiatives related to elderly travel. The TPC will provide all new residents with a Travel Pack, promoting sustainable travel.

8.3 Information will also be provided to staff regarding parking restrictions on site, promotion of sustainable modes of travel will help to reduce the reliance on the private car. Promotion of sustainable travel events will also occur, such as 'Walk to Work Week' or 'Cycle to Work Week'. Information detailing these events will be provided to all members of staff and available within communal areas of the development.

8.4 Raising awareness about these opportunities is essential for the TP. The strategy needs to engage with care home residents, extra care residents and staff at an individual level. At this point, new travel habits can be established and information about the services and facilities in the local and wider area can be provided.

8.5 Explaining all the development's transport characteristics from the beginning will assist in meeting the aims and objectives of the TP within the suggested timescale. Important characteristics include the layout of bus routes and underground services, their frequency and duration as well as parking restrictions will be provided by the TPC.

Measures to support 'Active Travel' modes

8.6 The measures to be taken forward to support active travel modes will include but are not limited to the creation of a Bicycle User Group (BUG). This will enable users to share and discuss cycling matters and address any issues to the TPC. The BUG will also help to encourage staff and residents to take up cycling.

8.7 The promotion of cycle and walking friendly schemes.

8.8 The TPC will maintain and monitor the proposed cycle facilities. This will enable the TPC to better understand how much the parking is utilised, and if more parking needs to be provided.

8.9 The TPC will provide up to date cycle and walking routes within the vicinity of the site in the communal area.

Measures to support Public Transport use

8.10 The measures to be taken forward to support active travel modes will include but are not limited to providing up to date public transport information within the communal area, such as specific bus routes, service times and bus stop locations.

8.11 One of the key challenges for care of this nature is to continue to encourage the use of public transport and overcome any perceived barriers especially in relation to ill health. Bus stops and train stations continue to improve in terms of physical accessibility.

8.12 The matter of cognitive deficiency whether temporary or permanent can result in individuals feeling less confident about using public transport in particular when they are unable to speak or become confused.

8.13 A number of tools are available to those that may struggle to communicate in public or become disorientated. Two of these are:

- BlueAssist cards and free phone app offer assistance to anyone who has difficulty communicating. The app is free to download and can be used anywhere. More information can be found here http://www.blueassistuk.org.uk/
- Residents will be introduced to the Chabble Application that provides the ability to communicate with touchphrase technology https://www.chabbleapp.com/

8.14 Provision of information regarding public transport fares and fees applicable to the residents and staff e.g.

- Older Person's Freedom Pass (OPFP) https://www.camden.gov.uk/ccm/content/transport-and-streets/accessible-transport/freedom-passes/older-persons-freedom-pass-opfp.en
- Disabled Person's Freedom Pass (DPFP) https://www.camden.gov.uk/ccm/content/transport-and-streets/accessible-transport/freedom-passes/disabled-persons-freedom-pass-dpfp.en

8.15 Residents will be informed of their right to a freedom pass and will be actively introduced to applications that will establish greater confidence in using public transport.

Measures to manage parking

8.16 The proposed development will provide 4 car pool parking spaces. All residents will be informed at the marketing stage of the restrictions on parking, which will become part of the lease / tenancy agreements.

8.17 For the assumed 80 FTE staff no parking will be provided to help encourage sustainable transport use and increase in 'active travel' to and from work.

8.18 Four chauffeur pool cars are provided to support the no parking provision for residents. The cars will be chauffer driven and available 24 hours.

8.19 One visitor parking space is proposed at basement level, along with 3 pickup and drop off spaces located at street level. However sustainable travel to and from the site will be heavily promoted, to reduce the need to travel by private vehicle.

9 Travel Pack

9.1 The TP will provide incentives for sustainable travel as part of a 'Travel Pack'. This will comprise of:

- An overview of the TP objectives, strategy and implementation.
- An offer of a visit from the TPC who can help provide information about sustainable travel that is specifically geared to the journey needs of nursing home residents, extra care residents and staff.
- An offer of free Camden urban cycle skills training
- Information about local cycle routes provided to all residents and staff https://tfl.gov.uk/modes/cycling/
- Information providing the bus stop codes and weblinks for the nearest bus stops to the site will be provided to nursing home residents, extra care residents and staff. The real time information for bus services can be accessed from the following link https://tfl.gov.uk/modes/buses/live-bus-arrivals
- Information in relation to local facilities such as leisure centres, 'what's on' in Camden and libraries can be found following the link https://www.camden.gov.uk/ccm/navigation/leisure/
- Information regarding planning a journey using public transport and accessible travel passes can be found here https://www.camden.gov.uk/ccm/navigation/transport-and-streets/
- Camden offers a Disabled Drivers' Assessment Scheme, which aims to increase the mobility and independence of disabled people living in Camden. Thereby enabling them to take up education, employment and leisure opportunities. More information can be found here http://www.camden.gov.uk/ccm/content/transport-and-streets/accessible-transport/other-services/disabled-drivers-assessment-scheme/;jsessionid=87359A563AE12B4951B257230F988C76
- A London scheme, Taxicard, gives London residents with serious permanent mobility problems and those who are severely sight-impaired subsidised rides in licensed black taxis and private hire vehicles. The scheme enables people who have difficulty in using public transport to travel. More information can be found here http://www.camden.gov.uk/ccm/navigation/transport-and-streets/passenger-and-accessible-transport/taxicard/
- Camden also offer a scheme called PlusBus Door-to Door, which provides an accessible mini bus services for people who find it difficult to use public transport, which could be applicable if the developments pool cars on minibus are not available. More information can be found here http://www.camden.gov.uk/ccm/content/transport-and-streets/accessible-transport/other-services/plusbus-door-to-door/;jsessionid=CD7FC3897F8EDD2A8214068B3604AD13
- Camden offer a scheme for permanent residents in Camden who are aged 16 or over and have a mobility impairment. ScootAbility loans Personal Mobility Vehicles (PMV) e.g. scooters, power chairs and manual wheelchairs to residents in Camden. Unlike most other scooter loan schemes, ScootAbility delivers the vehicles to and from your

home. Loans are available from 1 – 7 days at a time and membership is free. Training is also offered before you can loan a PMV, helping users to feel confident and safe when using them. More information can be found here

http://www.camden.gov.uk/ccm/content/transport-and-streets/accessible-transport/scooters-wheelchair-loans/scootability/;jsessionid=8DD06A747A1B21C026BAD7891E261D4E

- BlueAssist cards and free phone app offer assistance to anyone who has difficulty communicating. The app is free to download and can be used anywhere. More information can be found here http://www.blueassistuk.org.uk/
- Residents will be introduced to the Chabble Application that provides the ability to communicate with touchphrase technology https://www.chabbleapp.com/
- Information regarding any other services which provide support, such as home shopping delivery, local taxi/private hire services etc. will also be provided

9.2 A 'Travel Pack' will be produced for every resident and staff member to help promote sustainable travel.

Ongoing Promotion

9.3 In addition to the induction process, other initiatives will be needed to promote sustainable travel on an ongoing basis. The TPC will provide and monitor:

- A noticeboard regularly updated with travel information for both staff and visitors. Supplying information regarding accessible travel news, and information regarding applications for public transport passes.
- Community travel forums – all nursing home residents and extra care residents are invited to give feedback to the TPC and service providers about travel arrangements once a year.
- Community travel events – cycle promotion days and special launches for new services. These could link into existing travel awareness activities operated by TfL and other boroughs.
- A BUG for the site, together with free training so that experienced cyclists can help less experienced ones get started.
- Regular follow-up meetings with individual apartments to review the success of travel arrangements.
- Inform residents about The Camden Mobility Forum which offers members an opportunity to hear about news and changes regarding accessible travel schemes, where they are able to provide feedback on their experience of using the schemes.
- Regular review of the Travel Pack and promotional offers to ensure that these are up to date and relevant to new incoming residents.

10 Travel Plan Management

10.1 The TPC for the site will be appointed post planning application period. The person appointed will take an active interest in the successful implementation and on-going operation of the TP. Information regarding the TPC will be sent to the council after appointment.

10.2 The TPC will be responsible for the day-to-day delivery of the plan, promoting sustainable travel and ensuring the success of the plan, in conjunction with monitoring, analysing and reviewing the plan.

10.3 LBC will be notified in writing if the TPC contact details change within 7 days of their appointment. Contact details for the TPC will be freely available to residents and staff, so both are able to raise issues and ask questions.

10.4 The activities that will be undertaken by the TPC will include, but are not limited to the following:

- Putting measures identified in the TP in place;
- Setting up and undertaking arrangements for implementation, monitoring and review;
- Promotion and marketing of the plan and measures contained within it;
- Assemble and maintain current public transport timetable and fare information and ensure this is made readily available within communal areas;
- Monitoring of car park and cycle parking usage;
- Ensure travel surveys are carried out in a timely fashion as states in this TP;
- Maintaining and updating the travel information notice boards;
- Producing Travel Pack information prior to first occupation;
- Securing the on-going management arrangements with all key parties;
- Setting up a Bicycle User Group (BUG);
- Producing and distributing travel newsletters within communal areas;
- Putting new measures in place in light of experience;
- Monitoring the TP using surveys in accordance with TfL's TP guidance;
- Update the TP in accordance to outcomes of the baseline survey and monitoring, with a review submitted to LBC; and
- Providing a key contact for residents and staff at the site for all travel related queries.

11 Monitoring and Reviewing

11.1 The first stage of the TP will be to monitor travel patterns for the development. The ATTrBUTE system which has been developed in London to help boroughs manage and monitor TPs. The TPC may wish to utilise this tool during the TP monitoring period.

11.2 Monitoring of the TP should include tracking the developments core targets, providing regular information on the progress that the TP is making in achieving its aims.

11.3 This information can provide an important 'early warning' if a plan is failing to have sufficient impact on travel behaviour, thus the TP measures can be modified accordingly.

11.4 Travel surveys will be undertaken within the first 6 months of the TP being implemented. This task will be undertaken by the TPC and will form the baseline travel survey data for subsequent years.

11.5 The TPC will be responsible for monitoring the development to ensure that the targets and measures implemented are relevant to travel demand.

11.6 The travel surveys will provide accurate records of modal split changes and enable the TPC to understand the travel characteristics of the development.

11.7 As part of the TP surveys the TPC will consider the travel and transport issues and influences of the residents.

11.8 The surveys will include reference to the following:

- Car usage (staff);
- Modal split;
- Cycle usage (staff and residents);
- Car pool usage; and
- Walking issues

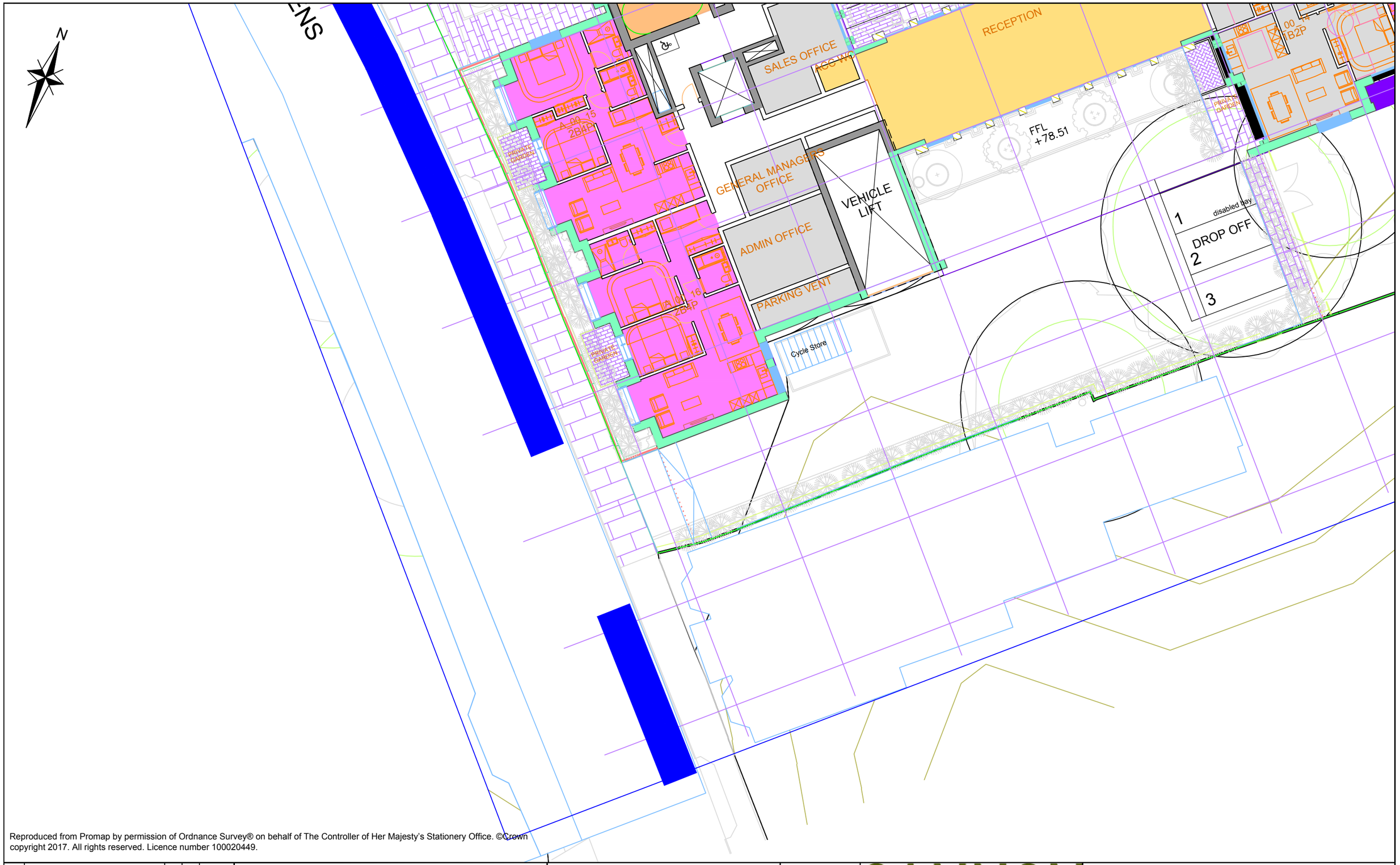
12 Action Plan

Objective	Target	Measure	Timescale	Responsibility	Outcome
Reduce the reliance on private car use	To decrease the proportion of private car modal share amongst staff	Encourage staff to use public transport or 'active travel' to reach work	On-going	TPC	Reduction of private car use to travel to work
		No staff parking proposed on site	On-going	TPC and developer	
Increase 'active travel' amongst residents and staff	To increase the percentage mode share of staff and residents cycling / walking to and from the site	Creation of BUG encouraging staff to take up cycling	Upon full occupation	TPC	Increasing percentage mode split of 'active travel' for staff and residents, by promotion, monitoring and maintaining relevant facilities.
		Promotion of cycle and walking friendly schemes	On-going	TPC	
		Maintenance and monitoring of cycle facilities	On-going	TPC	
		Provision of up to date cycle and walking routes information within communal areas	On-going	TPC	
Reduction of CO2 emissions from the site	To reduce CO2 emissions from the site by reducing private car use	Restrict staff from parking and driving to work	On-going	TPC	Reduction of CO2 emissions, monitor staff modal split and calculate the CO2 reduction from the site
		Provision of 4 car pools to replace private car use of residents	On-going	TPC	
Encourage trips made by sustainable modes of travel	Increase the percentage mode share of staff and residents public transport use	Provide up to date public transport information within communal area such as bus route, bus stop location and service time information	On-going	TPC	Increased modal split proportion of public transport use
		Provision of information regarding public transport fares and fees applicable to the residents and staff	On-going	TPC	

13. Securing and Enforcement

The TP will be implemented upon occupation of the development. Due to the requirement of the TP set out in the Section 106 agreement, this will provide the impetus for its implementation. The Section 106 agreement will act to ensure that all the key elements of the TP are effectively protected and to facilitate monitoring and compliance with the outcomes anticipated. In the event that the targets are not met, it is proposed that a comprehensive review of the TP measures and the plan's performance is undertaken, and mitigation is carried out accordingly.

Figure 1
Vehicle Access Plan



REV	DESCRIPTION	CH	PA	DATE
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PROJECT TITLE: PERSEPHONE GARDENS

CLIENT: LIFECARE

DATE: 11/07/17

DRAWING TITLE: PROPOSED ACCESS

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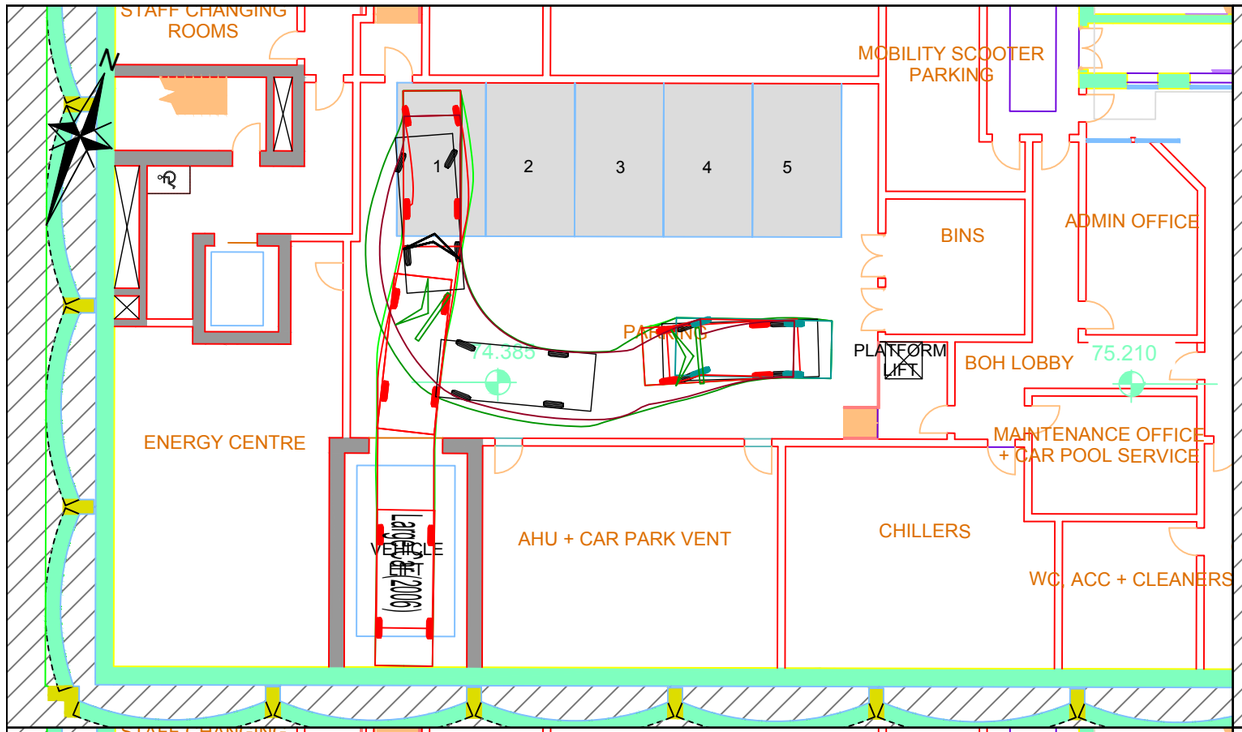
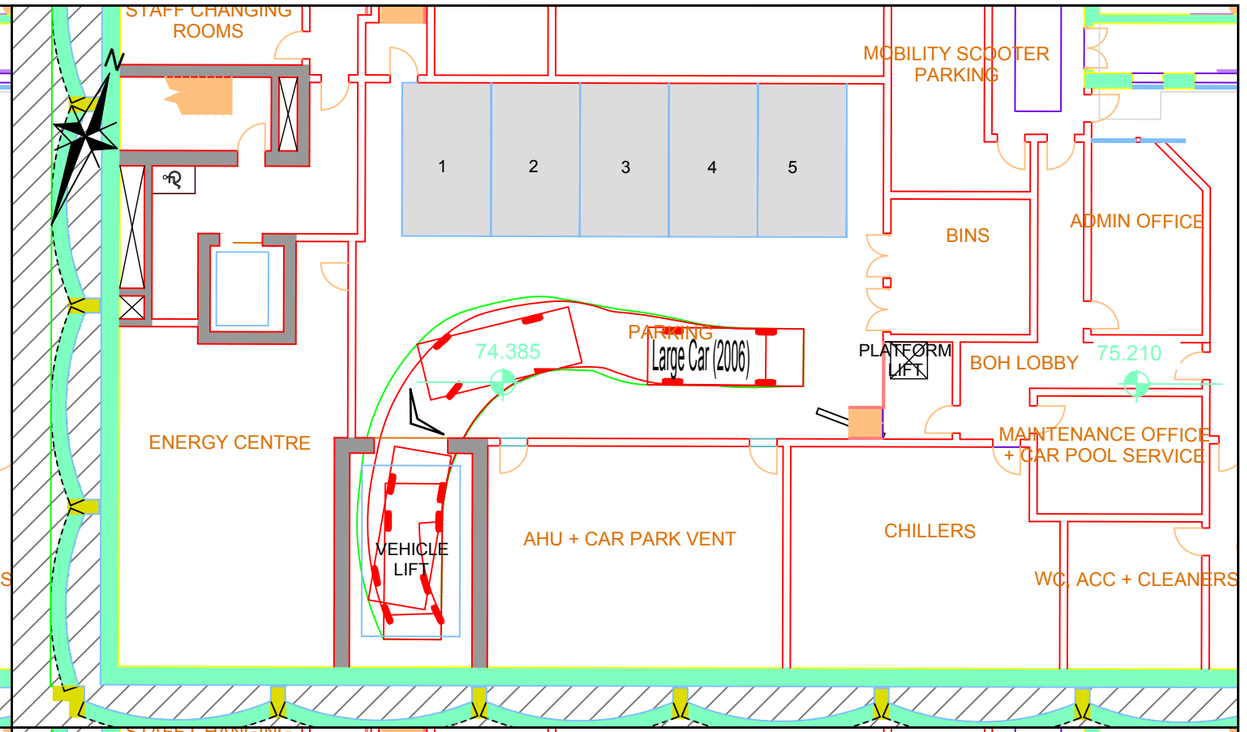
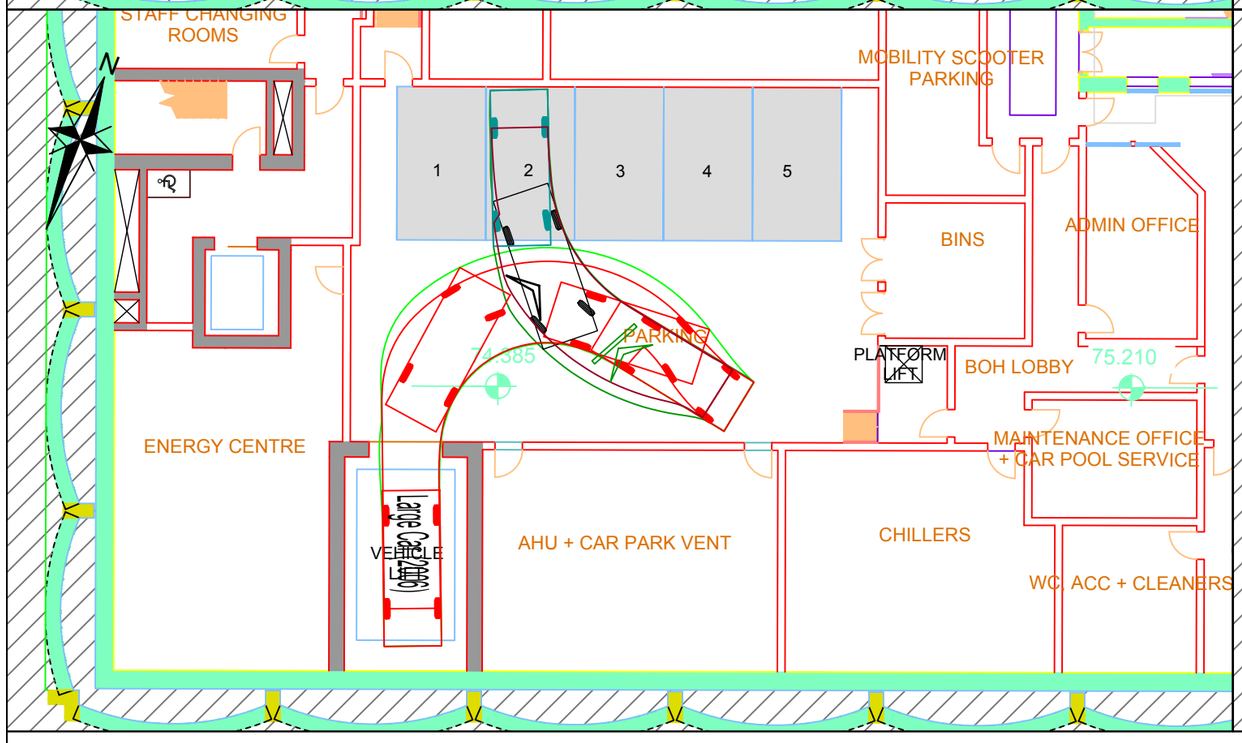
DRAWING NUMBER: V361 VSP 010

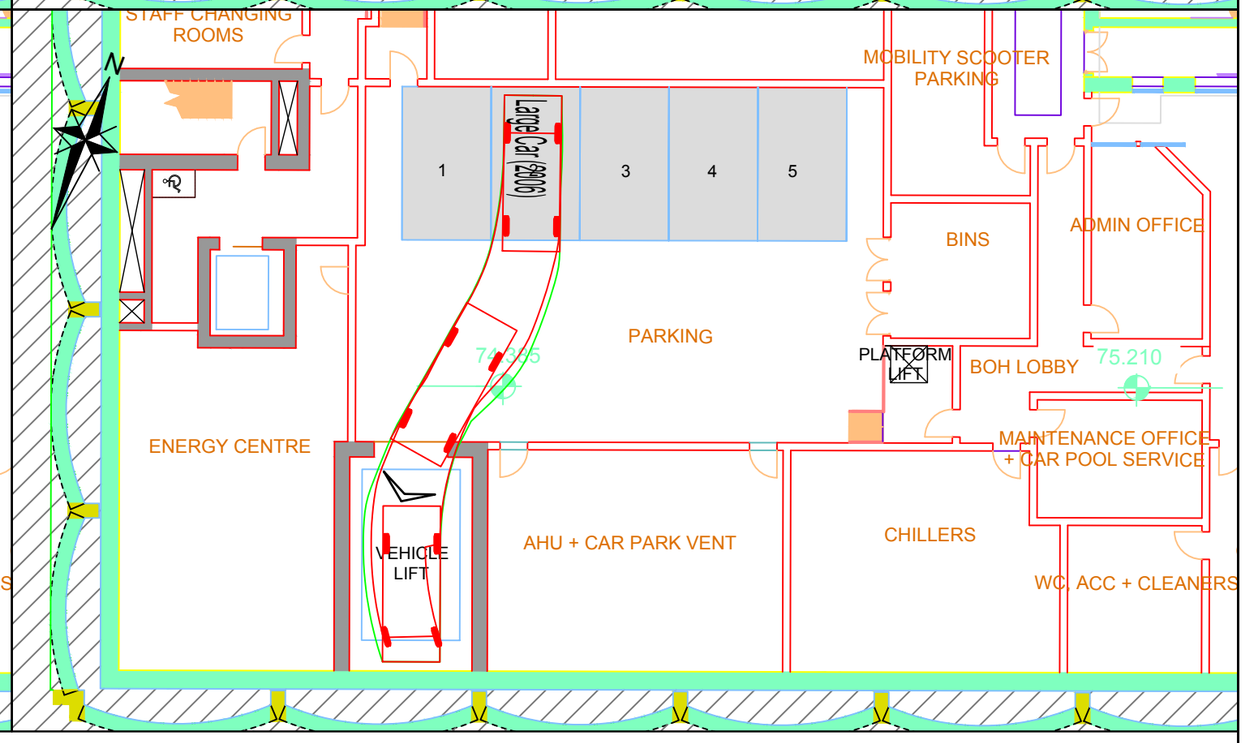
REV: .

Figure 2
Basement Parking Plan









REV	DESCRIPTION	CH	PA	DATE
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PROJECT TITLE: PERSEPHONE GARDENS

CLIENT: LIFECARE

DATE: 11/07/17

DRAWING TITLE: SWEPT PATH BAY 1&2

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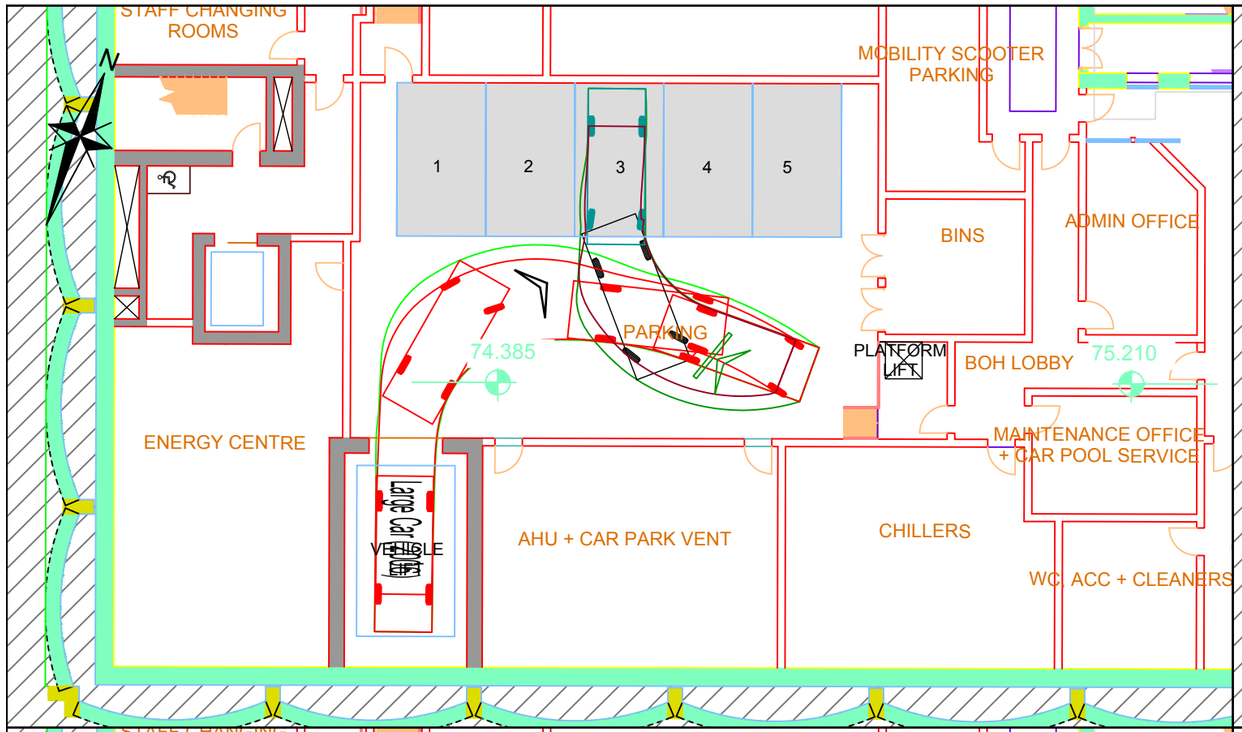

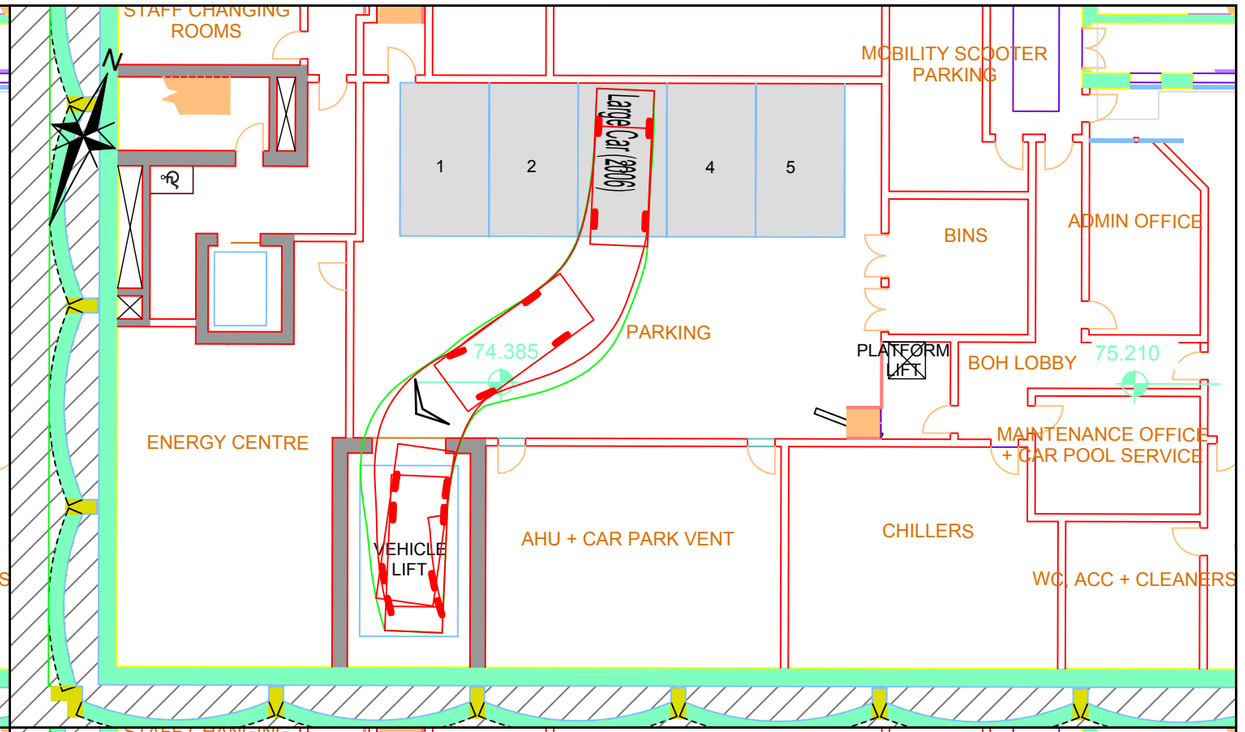

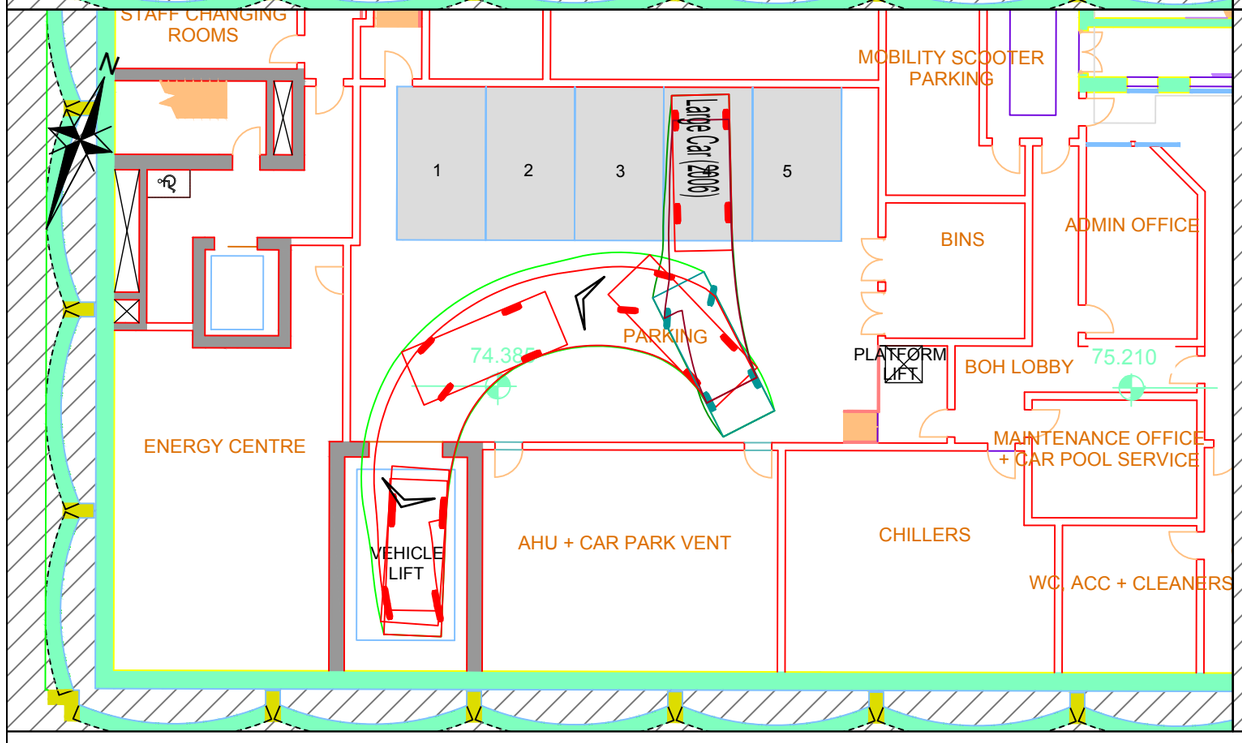

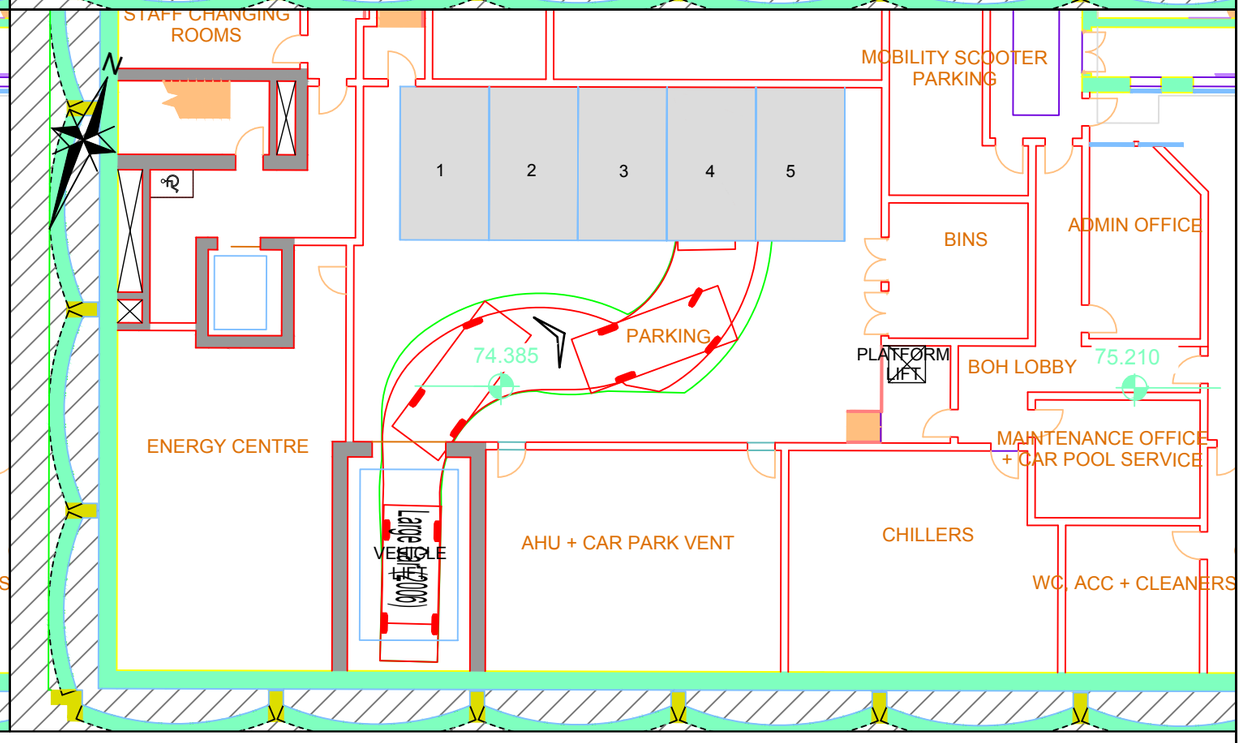

REV	DESCRIPTION	CH	PA	DATE
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PROJECT TITLE: PERSEPHONE GARDENS

CLIENT: LIFECARE

DATE: 11/07/17

DRAWING TITLE: SWEPT PATH BAY 3&4

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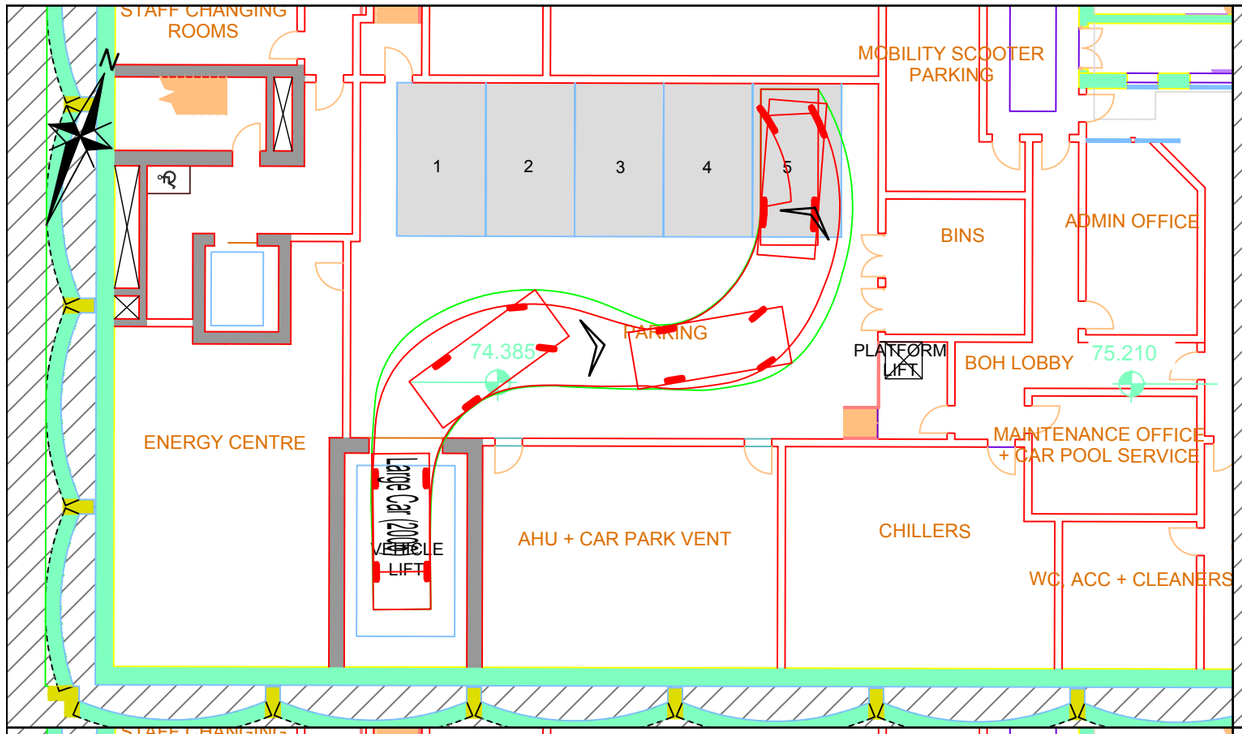

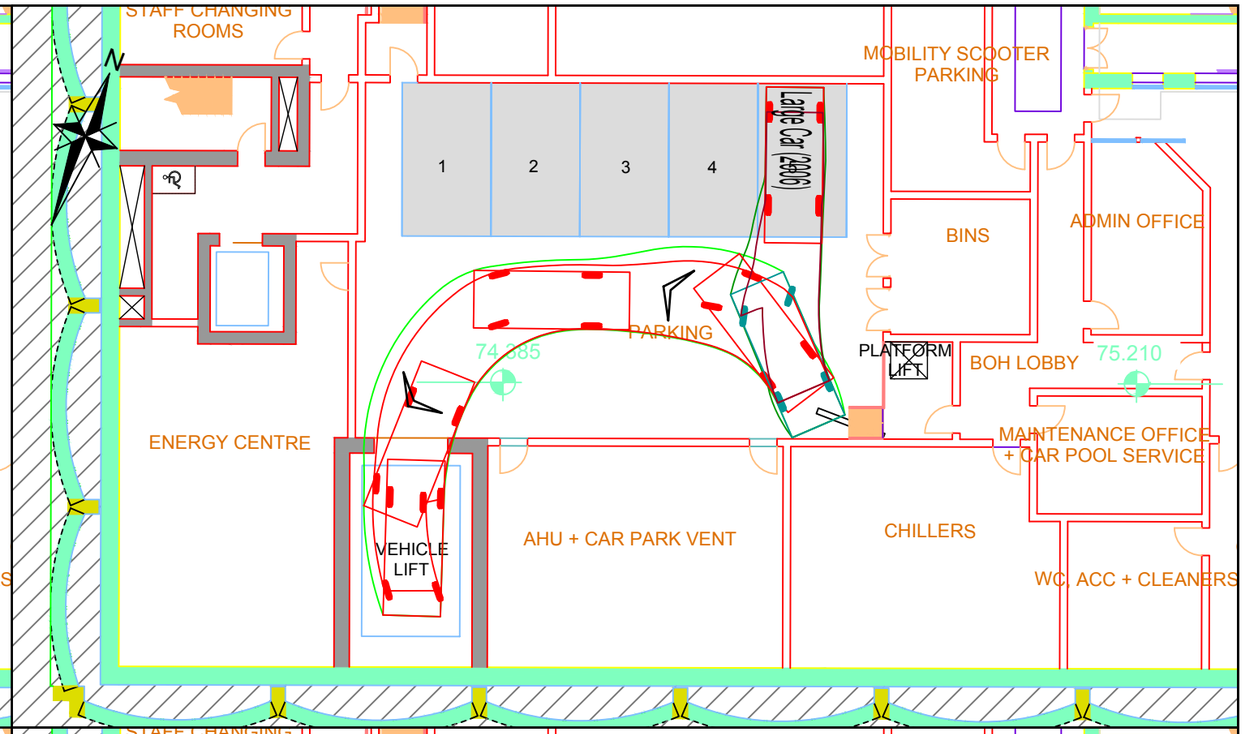

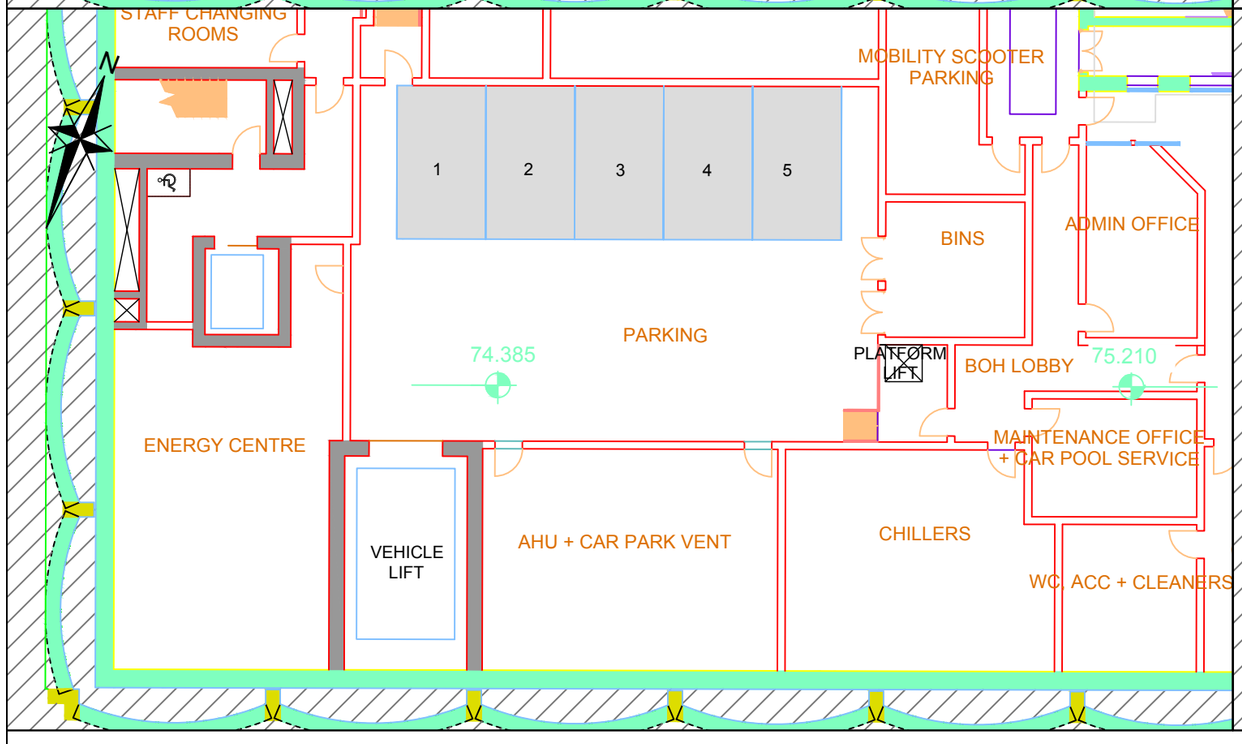

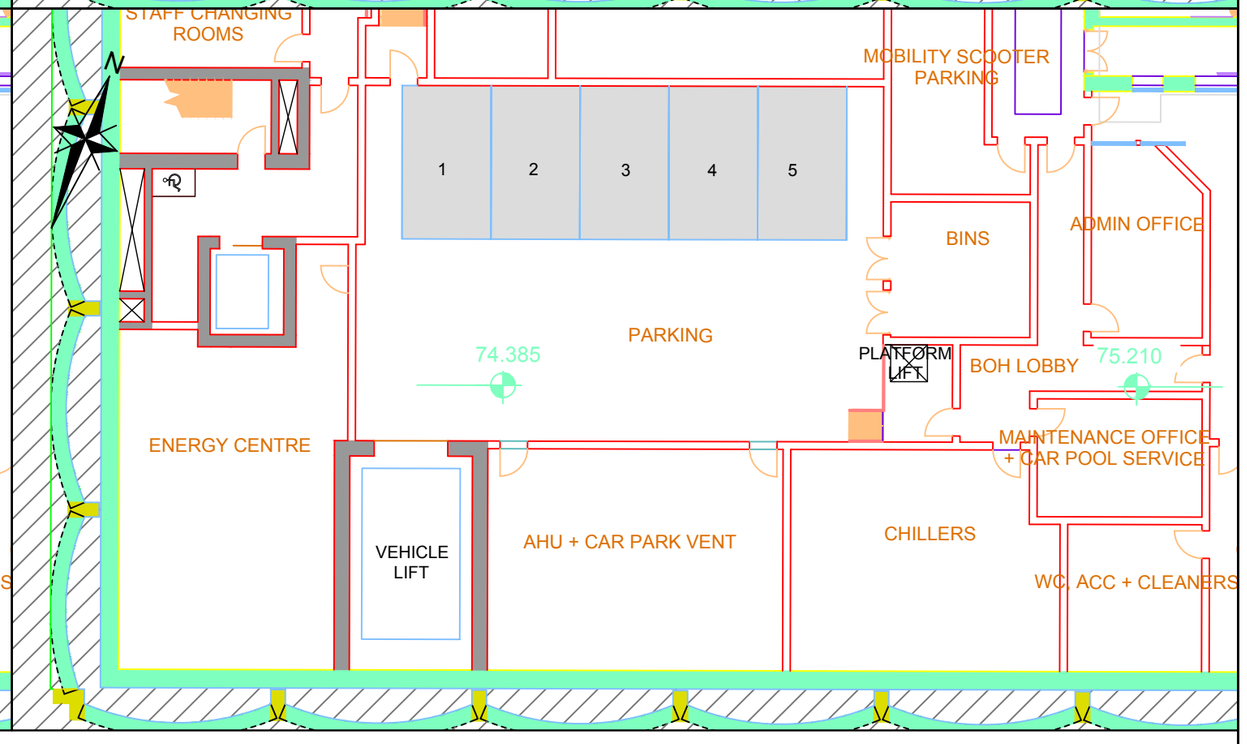

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PROJECT TITLE: PERSEPHONE GARDENS

CLIENT: LIFECARE

DATE: 11/07/17

DRAWING TITLE: SWEPT PATH BAY 5

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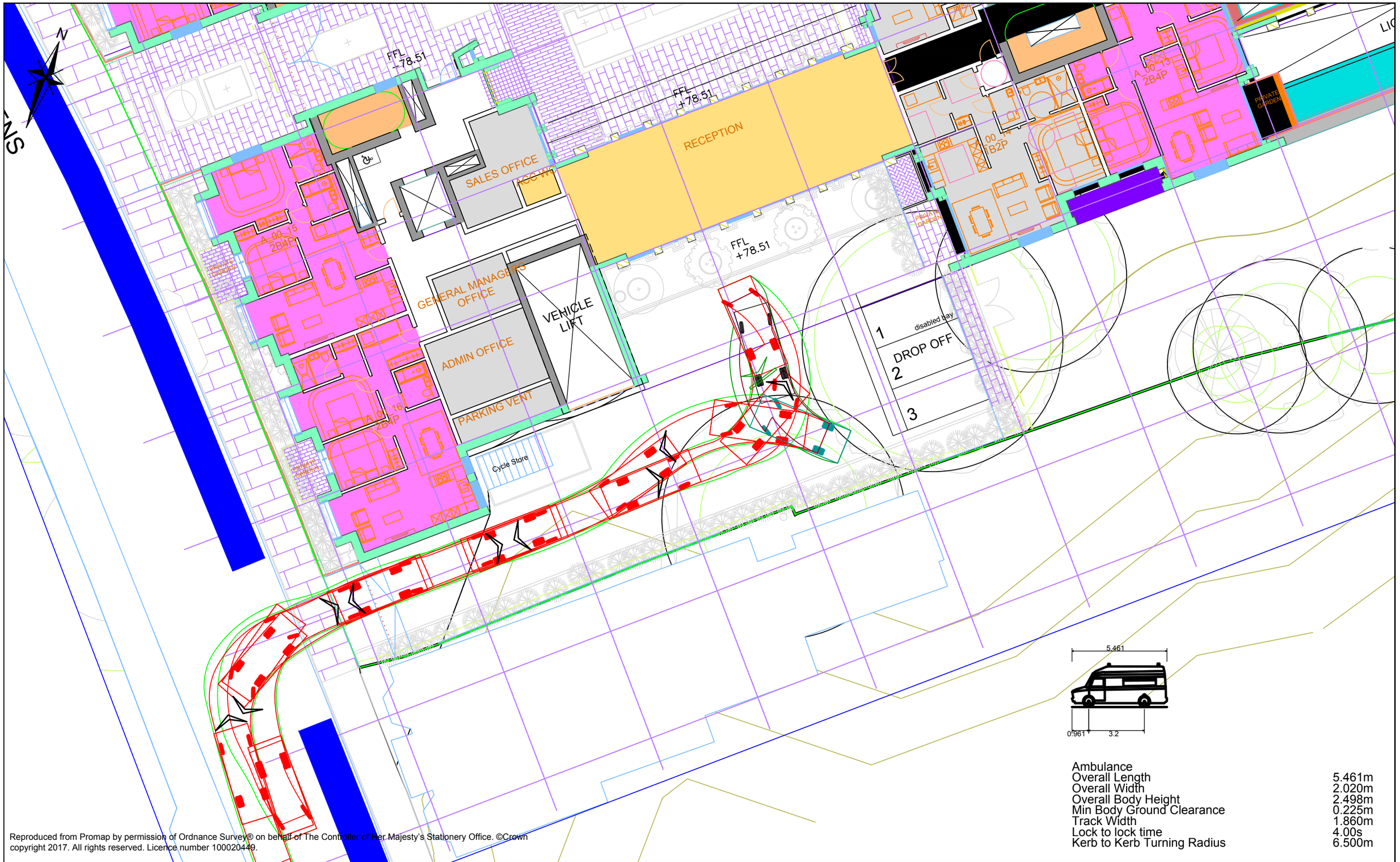
REV: .

Figure 3
Street Level Parking Plan



Ambulance	
Overall Length	5.461m
Overall Width	2.020m
Overall Body Height	2.498m
Min Body Ground Clearance	0.225m
Track Width	1.860m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.500m

REV	DESCRIPTION	CH	PA	DATE
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PROJECT TITLE: PERSEPHONE GARDENS

CLIENT: LIFECARE

DATE: 11/07/17

DRAWING TITLE: DROP OFF AREA

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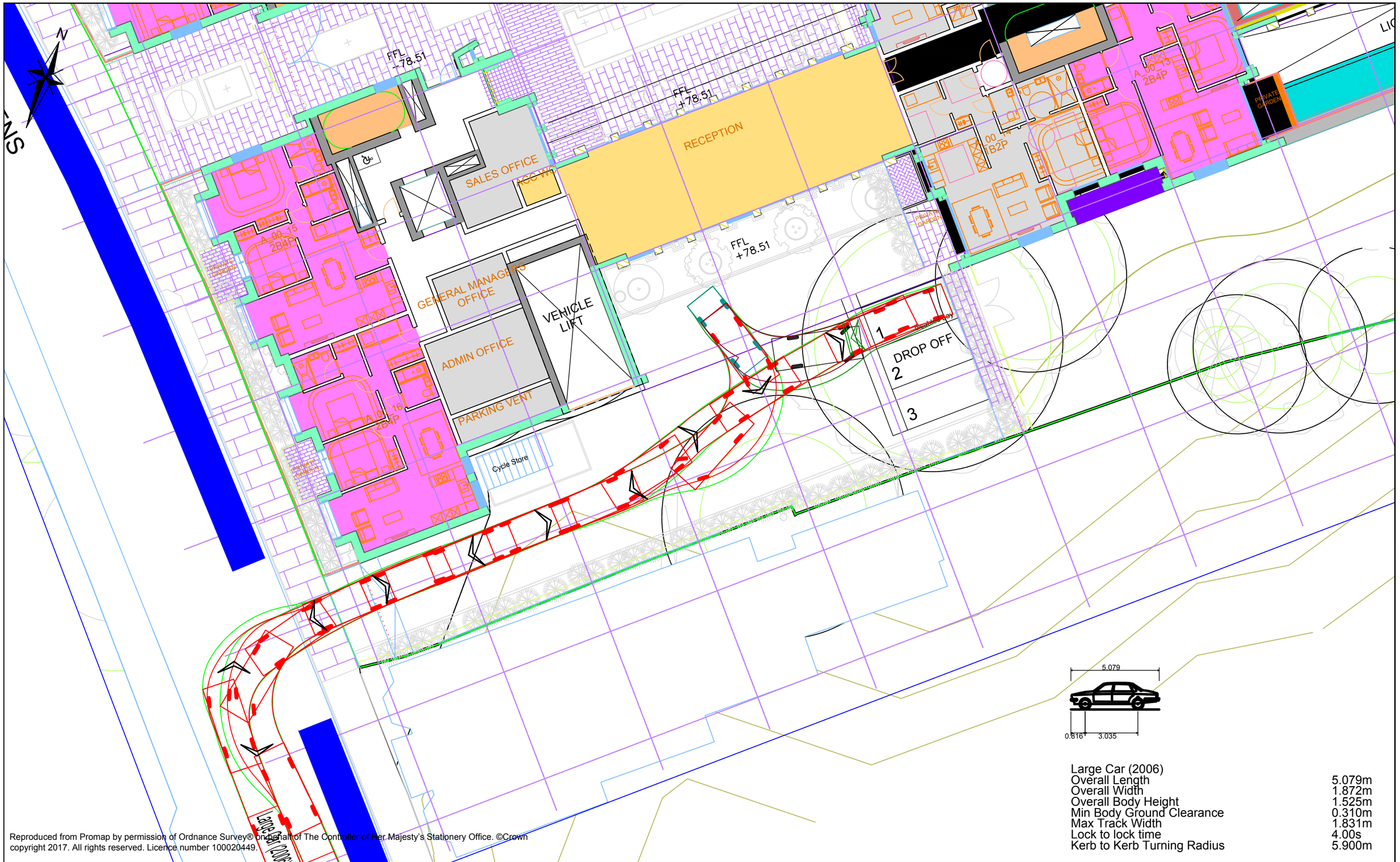

Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

REV	DESCRIPTION	CH	PA	DATE
.	.	.	.	.

PROJECT TITLE: PERSEPHONE GARDENS

CLIENT: LIFECARE

DATE: 11/07/17

DRAWING TITLE: DROP OFF AREA

DESIGNED	DRAWN	CHECKED	PASSED	SCALE @ A3	ISSUE STATUS
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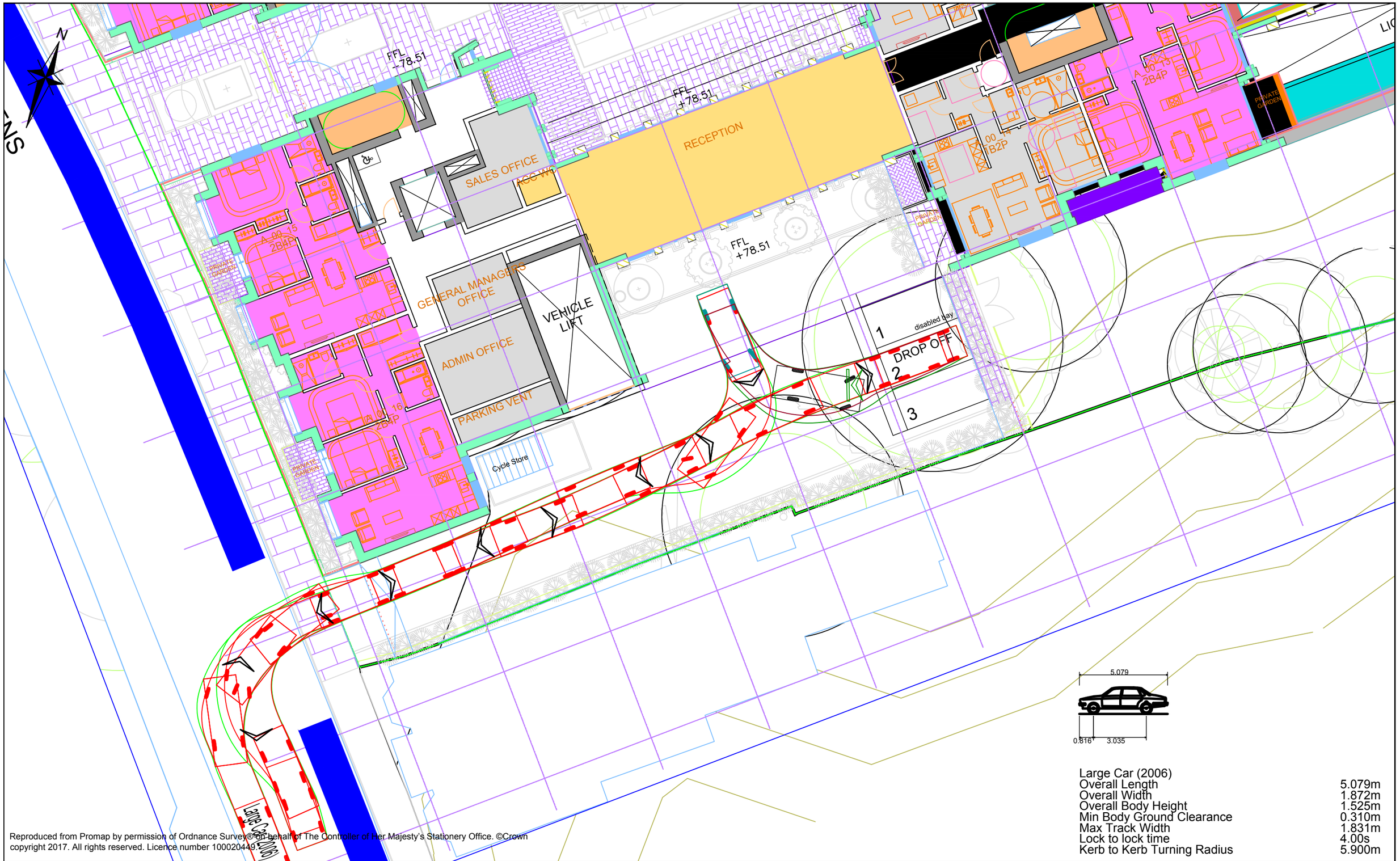

Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

REV	DESCRIPTION	CH	PA	DATE
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PROJECT TITLE: PERSEPHONE GARDENS

CLIENT: LIFECARE

DATE: 11/07/17

DRAWING TITLE: DROP OFF AREA

DESIGNED	DRAWN	CHECKED	PASSED	SCALE @ A3	ISSUE STATUS
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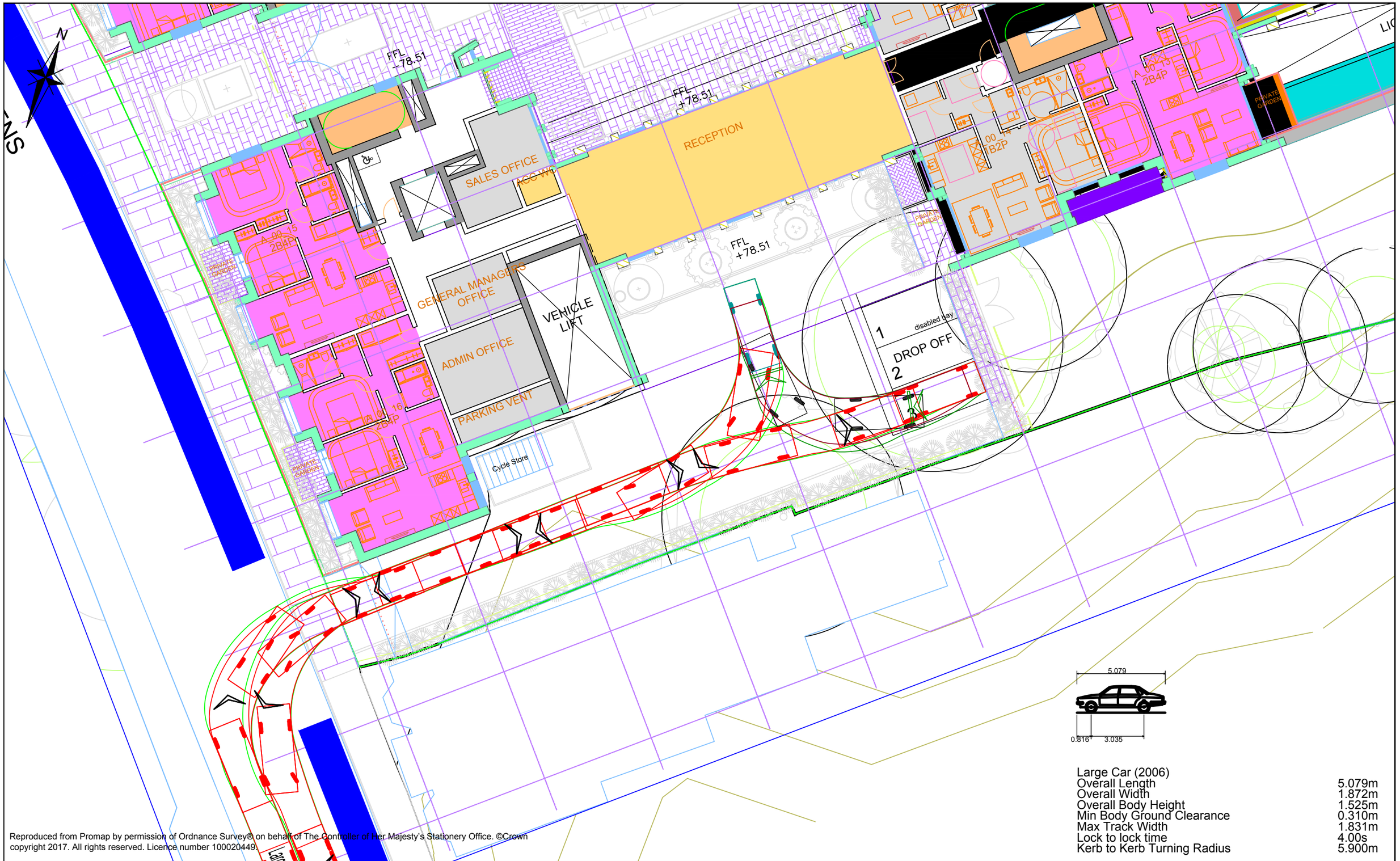

Large Car (2006)

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

REV	DESCRIPTION	CH	PA	DATE
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PROJECT TITLE: PERSEPHONE GARDENS

CLIENT: LIFECARE

DATE: 11/07/17

DRAWING TITLE: DROP OFF AREA

DESIGNED	DRAWN	CHECKED	PASSED	SCALE @ A3	ISSUE STATUS
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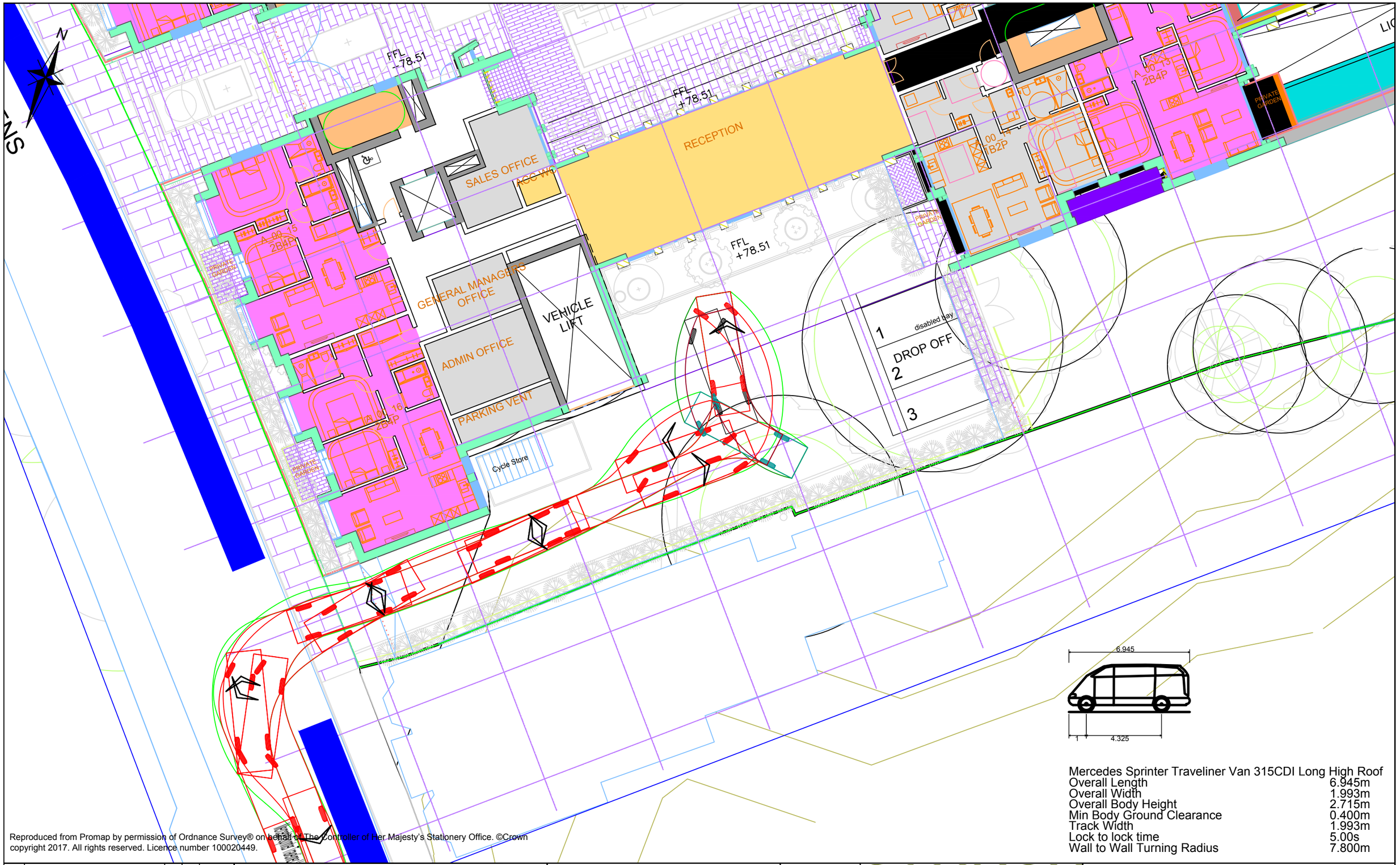
REV: .



Mercedes Sprinter Traveliner Van 315CDI Long High Roof

Overall Length	6.945m
Overall Width	1.993m
Overall Body Height	2.715m
Min Body Ground Clearance	0.400m
Track Width	1.993m
Lock to lock time	5.00s
Wall to Wall Turning Radius	7.800m

REV	DESCRIPTION	CH	PA	DATE
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PROJECT TITLE: PERSEPHONE GARDENS

CLIENT: LIFECARE

DATE: 11/07/17

DRAWING TITLE: DROP OFF AREA

DESIGNED	DRAWN	CHECKED	PASSED	SCALE @ A3
CM	CM	MK		1:200

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DRAWING NUMBER: V361 VSP 008

REV: .

Appendix A
TRICS Assessment

Calculation Reference: AUDIT-243601-170710-0717

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:
01 GREATER LONDON
HO HOUNSLOW 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: Parking spaces
Actual Range: 17 to 17 (units:)
Range Selected by User: 10 to 35 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 17/11/16

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 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Edge of Town Centre 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 1

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

Secondary Filtering selection:

Use Class:
C2 1 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:
25,001 to 50,000 1 days

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

Population within 5 miles:
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:
1.1 to 1.5 1 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 1 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:
6a Excellent 1 days

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

LIST OF SITES relevant to selection parameters

1 HO-05-F-01 NURSING HOME HOUNSLOW
BATH ROAD

HOUNSLOW
Edge of Town Centre
Residential Zone
Total Parking spaces: 17
Survey date: SATURDAY 19/06/10 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
EN-05-F-01	Parking
EN-05-F-02	Parking

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
VEHICLES
Calculation factor: 1 PARKING SPACES
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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	1	17	0.118	1	17	0.059	1	17	0.177
08:00 - 09:00	1	17	0.176	1	17	0.235	1	17	0.411
09:00 - 10:00	1	17	0.176	1	17	0.000	1	17	0.176
10:00 - 11:00	1	17	0.000	1	17	0.000	1	17	0.000
11:00 - 12:00	1	17	0.000	1	17	0.059	1	17	0.059
12:00 - 13:00	1	17	0.059	1	17	0.059	1	17	0.118
13:00 - 14:00	1	17	0.235	1	17	0.176	1	17	0.411
14:00 - 15:00	1	17	0.353	1	17	0.118	1	17	0.471
15:00 - 16:00	1	17	0.235	1	17	0.235	1	17	0.470
16:00 - 17:00	1	17	0.176	1	17	0.176	1	17	0.352
17:00 - 18:00	1	17	0.176	1	17	0.235	1	17	0.411
18:00 - 19:00	1	17	0.000	1	17	0.235	1	17	0.235
19:00 - 20:00	1	17	0.059	1	17	0.235	1	17	0.294
20:00 - 21:00	1	17	0.294	1	17	0.176	1	17	0.470
21:00 - 22:00	1	17	0.118	1	17	0.118	1	17	0.236
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.175			2.116			4.291

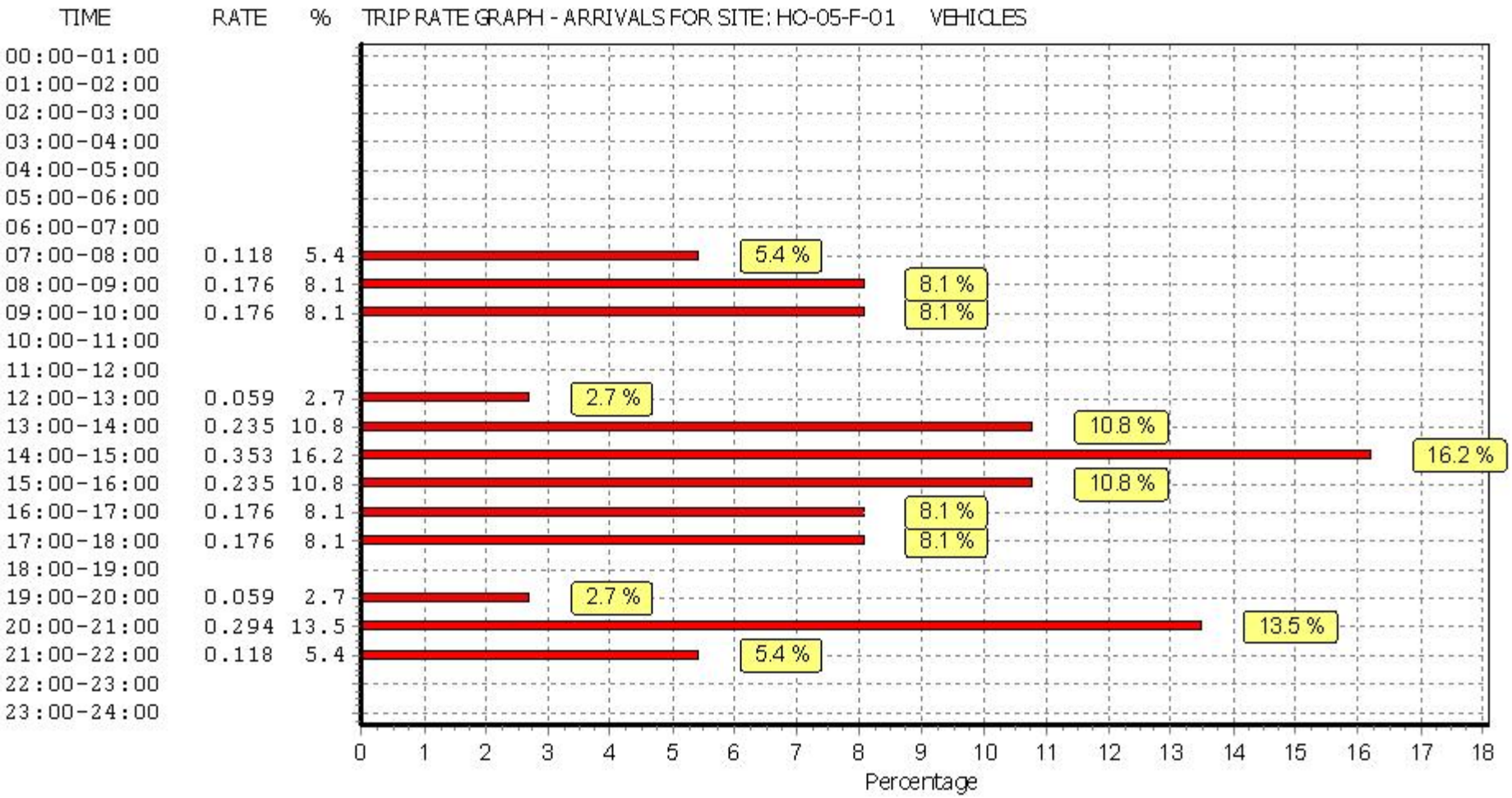
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

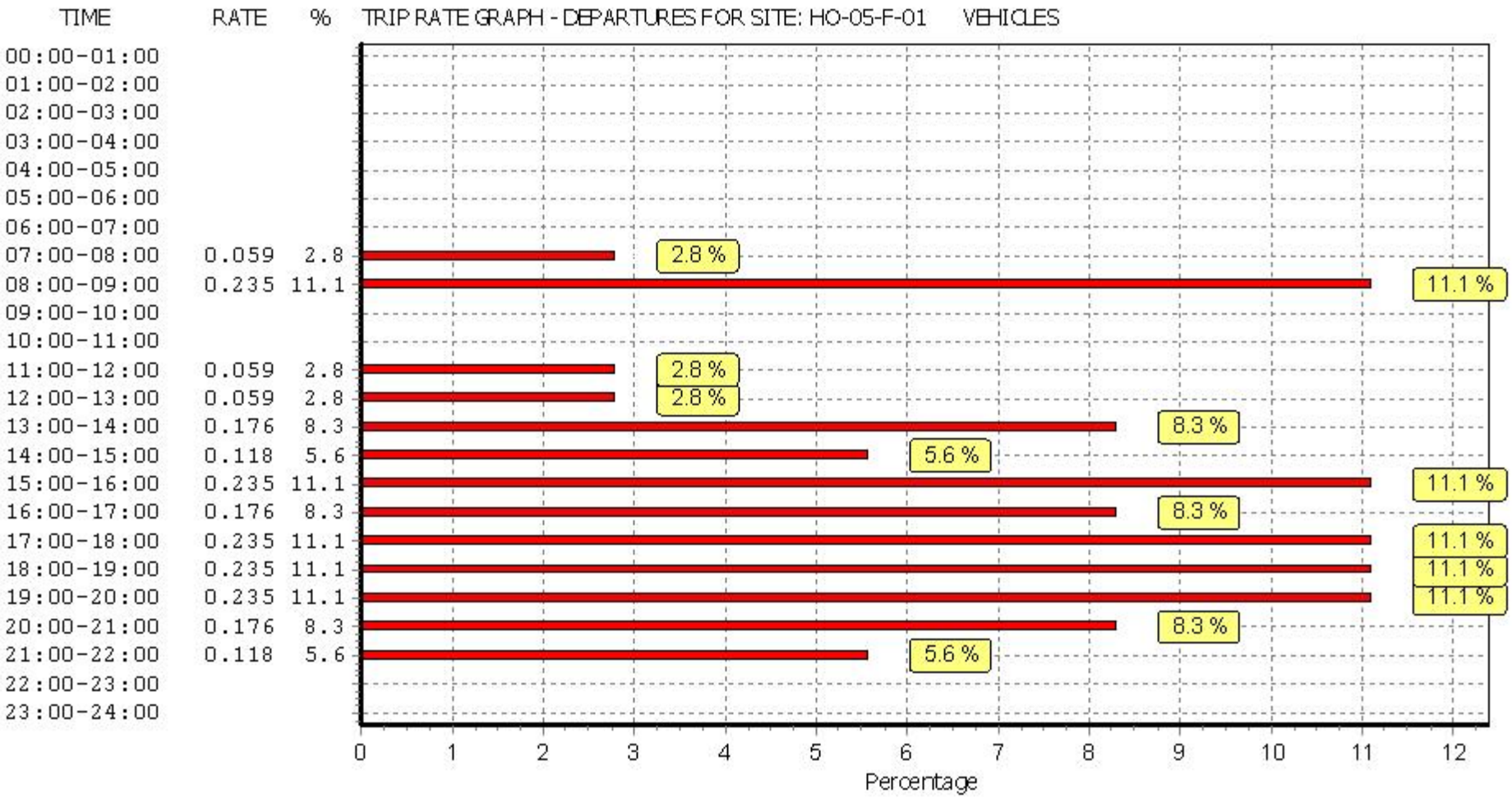
Parameter summary

Trip rate parameter range selected:	17 - 17 (units:)
Survey date date range:	01/01/09 - 17/11/16
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

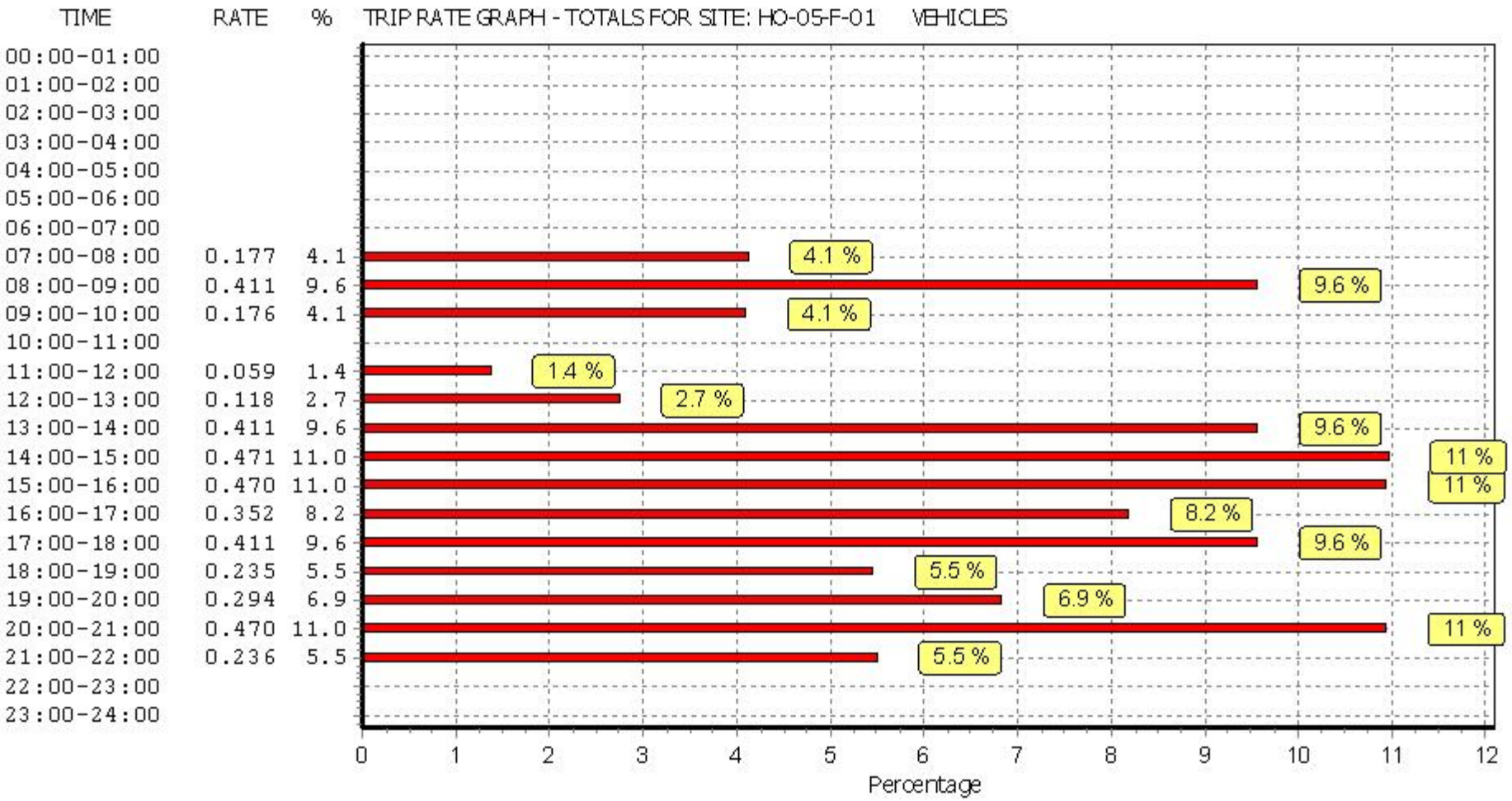
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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.



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.



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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
TAXIS
Calculation factor: 1 PARKING SPACES
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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	1	17	0.000	1	17	0.000	1	17	0.000
08:00 - 09:00	1	17	0.000	1	17	0.000	1	17	0.000
09:00 - 10:00	1	17	0.000	1	17	0.000	1	17	0.000
10:00 - 11:00	1	17	0.000	1	17	0.000	1	17	0.000
11:00 - 12:00	1	17	0.000	1	17	0.000	1	17	0.000
12:00 - 13:00	1	17	0.000	1	17	0.000	1	17	0.000
13:00 - 14:00	1	17	0.059	1	17	0.059	1	17	0.118
14:00 - 15:00	1	17	0.000	1	17	0.000	1	17	0.000
15:00 - 16:00	1	17	0.118	1	17	0.118	1	17	0.236
16:00 - 17:00	1	17	0.000	1	17	0.000	1	17	0.000
17:00 - 18:00	1	17	0.000	1	17	0.000	1	17	0.000
18:00 - 19:00	1	17	0.000	1	17	0.000	1	17	0.000
19:00 - 20:00	1	17	0.000	1	17	0.000	1	17	0.000
20:00 - 21:00	1	17	0.000	1	17	0.000	1	17	0.000
21:00 - 22:00	1	17	0.000	1	17	0.000	1	17	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.177			0.177			0.354

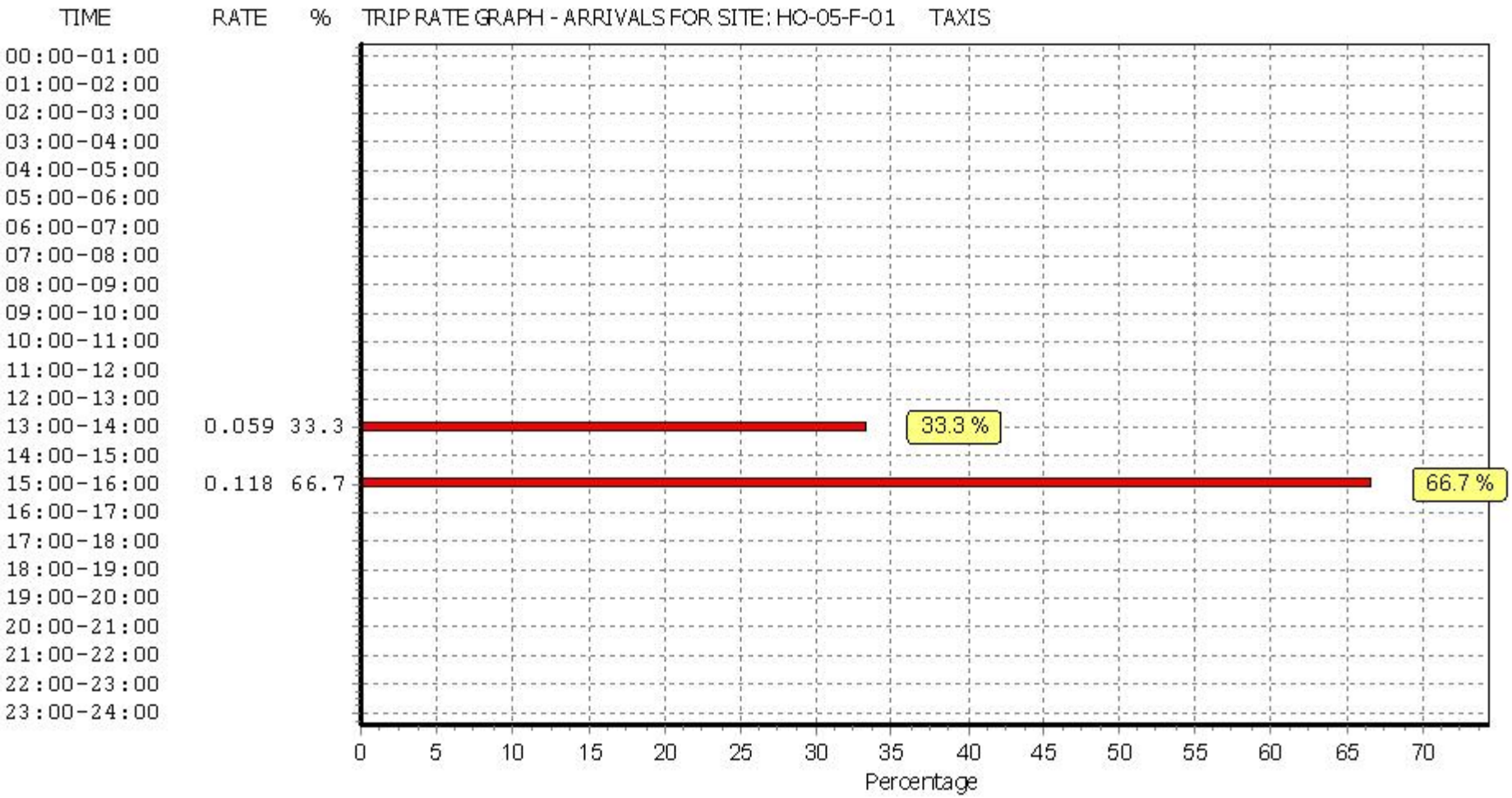
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

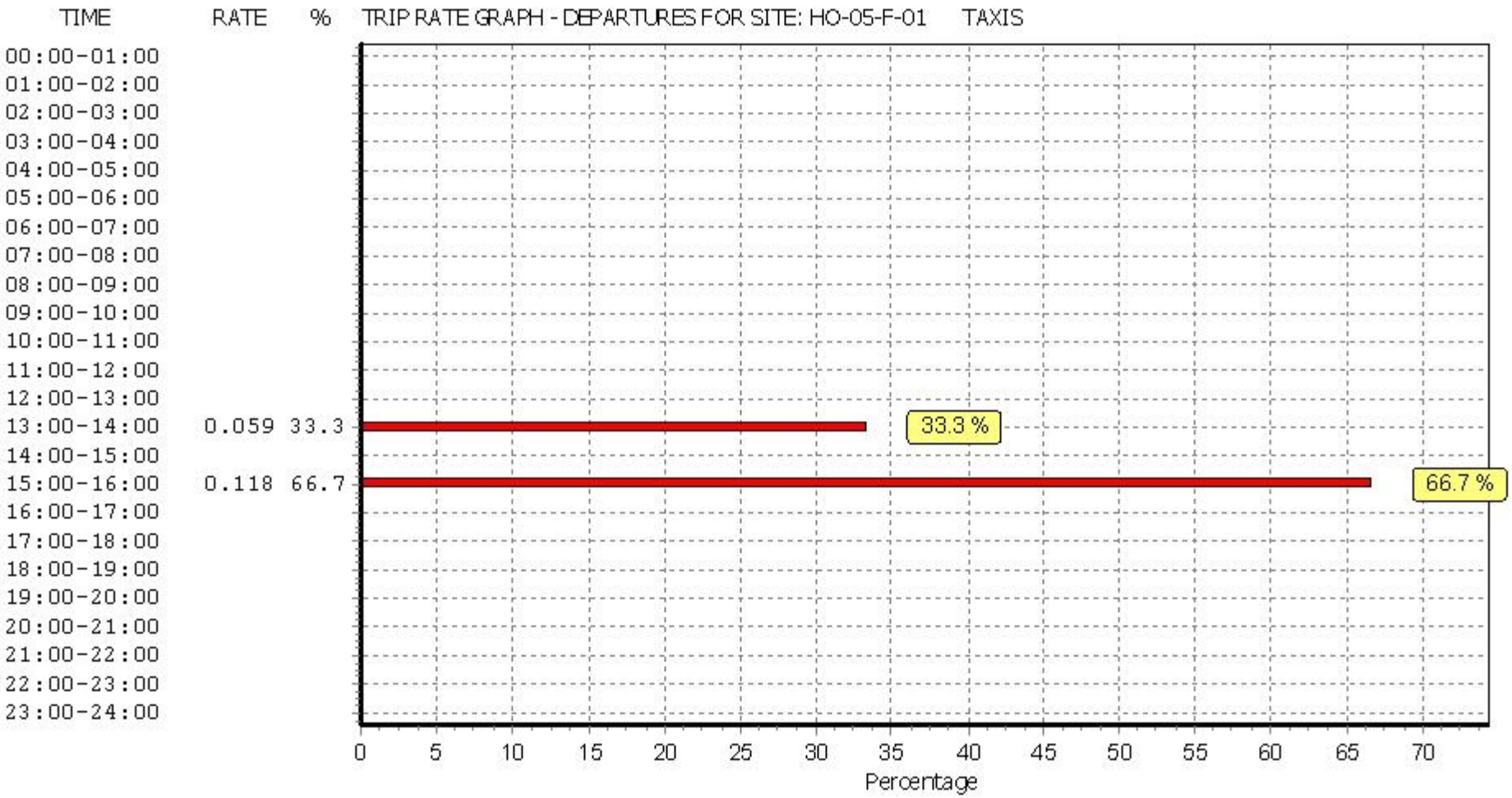
Parameter summary

Trip rate parameter range selected:	17 - 17 (units:)
Survey date date range:	01/01/09 - 17/11/16
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

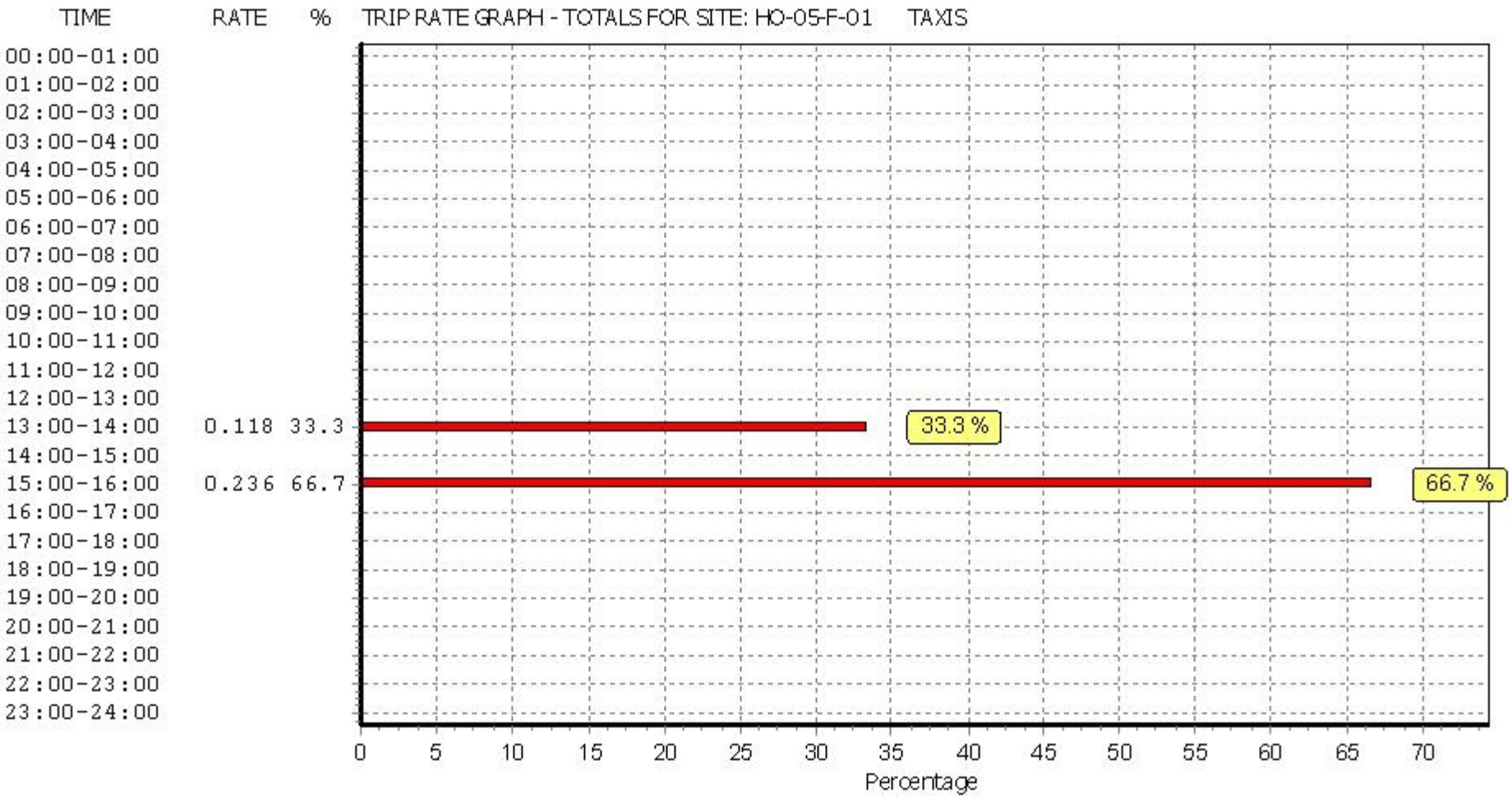
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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.



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.



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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
OGVS
Calculation factor: 1 PARKING SPACES
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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	1	17	0.000	1	17	0.000	1	17	0.000
08:00 - 09:00	1	17	0.000	1	17	0.000	1	17	0.000
09:00 - 10:00	1	17	0.000	1	17	0.000	1	17	0.000
10:00 - 11:00	1	17	0.000	1	17	0.000	1	17	0.000
11:00 - 12:00	1	17	0.000	1	17	0.000	1	17	0.000
12:00 - 13:00	1	17	0.000	1	17	0.000	1	17	0.000
13:00 - 14:00	1	17	0.000	1	17	0.000	1	17	0.000
14:00 - 15:00	1	17	0.000	1	17	0.000	1	17	0.000
15:00 - 16:00	1	17	0.000	1	17	0.000	1	17	0.000
16:00 - 17:00	1	17	0.000	1	17	0.000	1	17	0.000
17:00 - 18:00	1	17	0.000	1	17	0.000	1	17	0.000
18:00 - 19:00	1	17	0.000	1	17	0.000	1	17	0.000
19:00 - 20:00	1	17	0.000	1	17	0.000	1	17	0.000
20:00 - 21:00	1	17	0.000	1	17	0.000	1	17	0.000
21:00 - 22:00	1	17	0.000	1	17	0.000	1	17	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

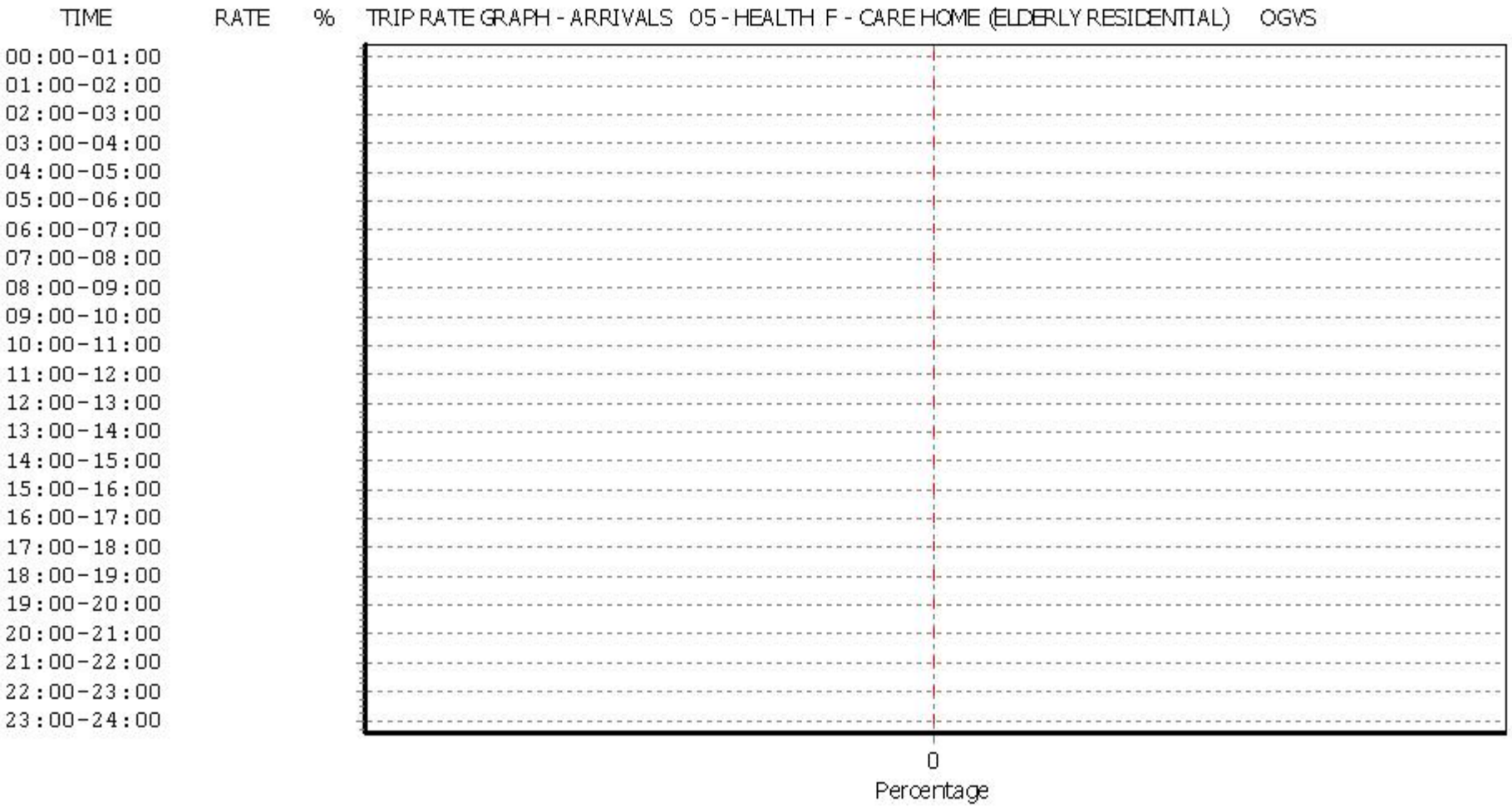
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

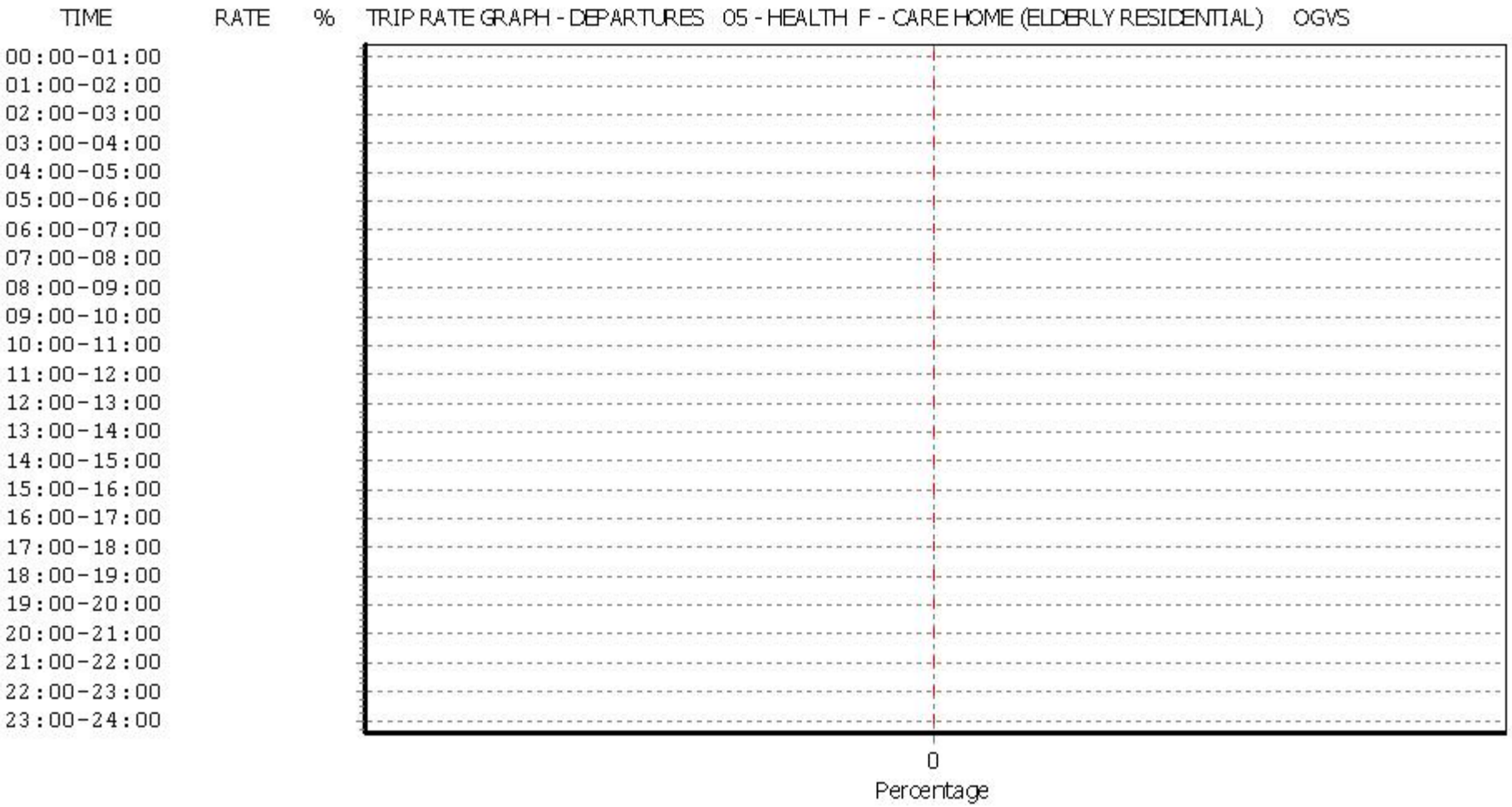
Parameter summary

Trip rate parameter range selected:	17 - 17 (units:)
Survey date date range:	01/01/09 - 17/11/16
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

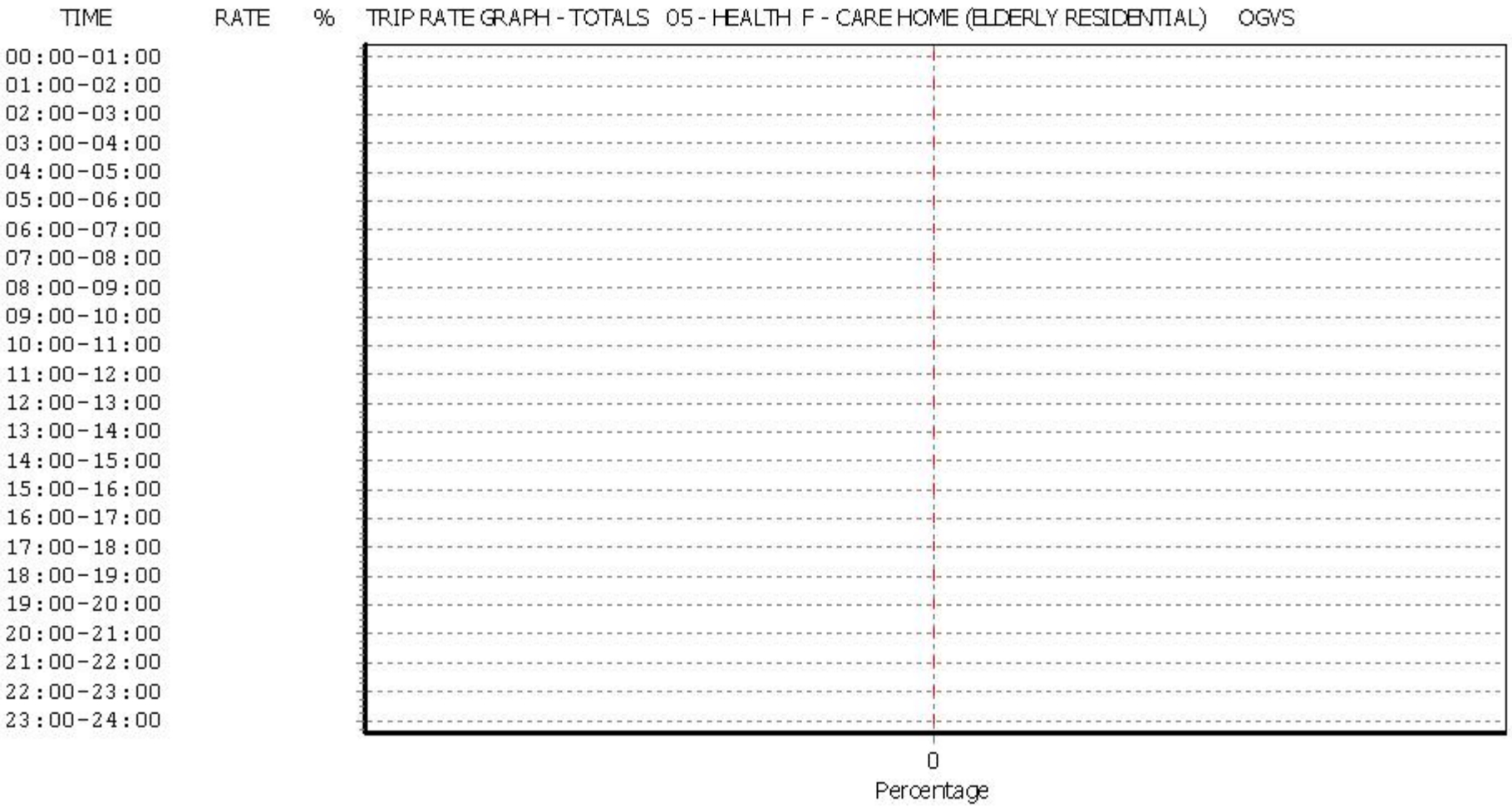
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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.



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.



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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
PSVS
Calculation factor: 1 PARKING SPACES
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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	1	17	0.000	1	17	0.000	1	17	0.000
08:00 - 09:00	1	17	0.000	1	17	0.000	1	17	0.000
09:00 - 10:00	1	17	0.000	1	17	0.000	1	17	0.000
10:00 - 11:00	1	17	0.000	1	17	0.000	1	17	0.000
11:00 - 12:00	1	17	0.000	1	17	0.000	1	17	0.000
12:00 - 13:00	1	17	0.000	1	17	0.000	1	17	0.000
13:00 - 14:00	1	17	0.000	1	17	0.000	1	17	0.000
14:00 - 15:00	1	17	0.000	1	17	0.000	1	17	0.000
15:00 - 16:00	1	17	0.000	1	17	0.000	1	17	0.000
16:00 - 17:00	1	17	0.000	1	17	0.000	1	17	0.000
17:00 - 18:00	1	17	0.000	1	17	0.000	1	17	0.000
18:00 - 19:00	1	17	0.000	1	17	0.000	1	17	0.000
19:00 - 20:00	1	17	0.000	1	17	0.000	1	17	0.000
20:00 - 21:00	1	17	0.000	1	17	0.000	1	17	0.000
21:00 - 22:00	1	17	0.000	1	17	0.000	1	17	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

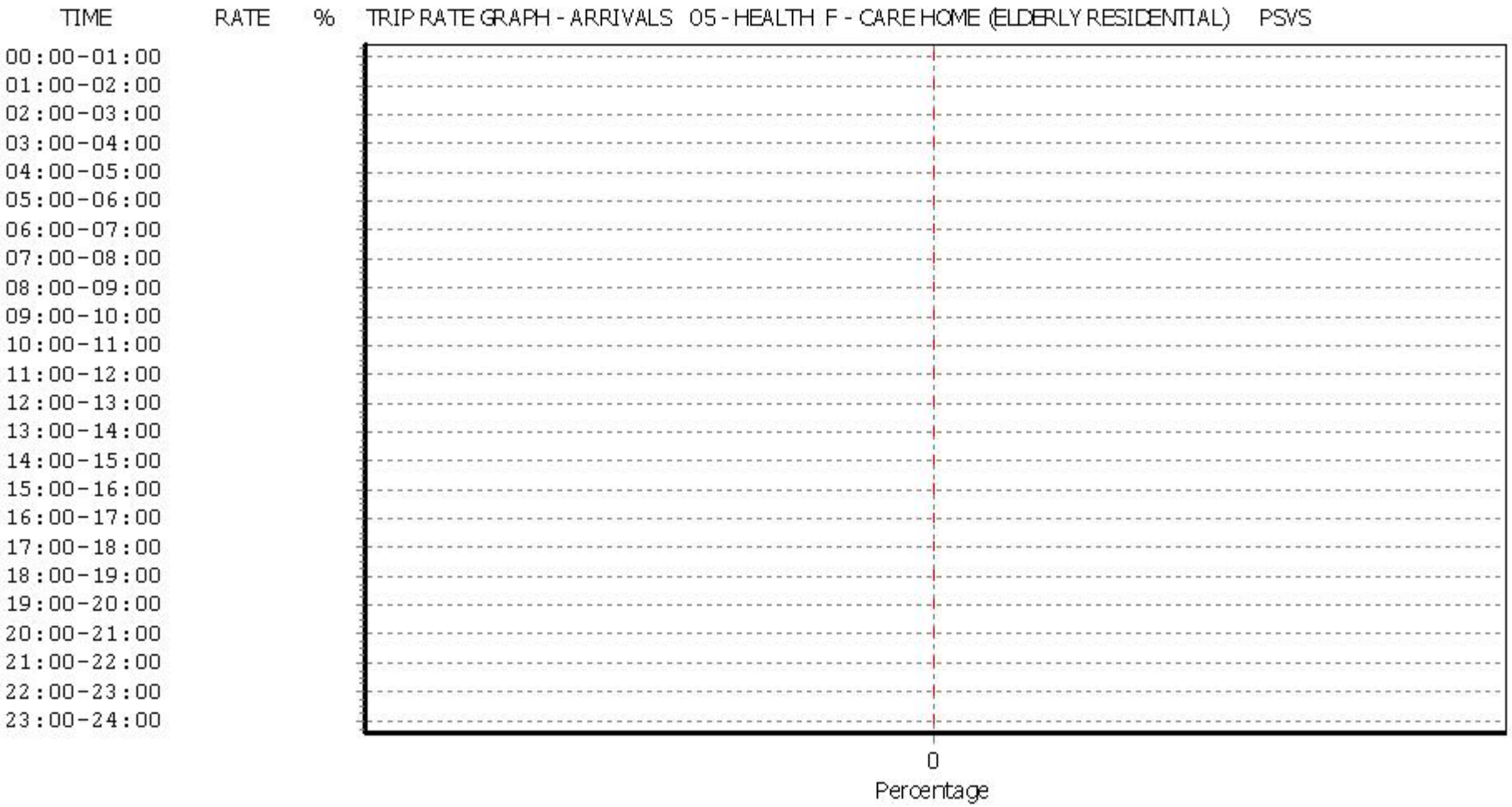
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

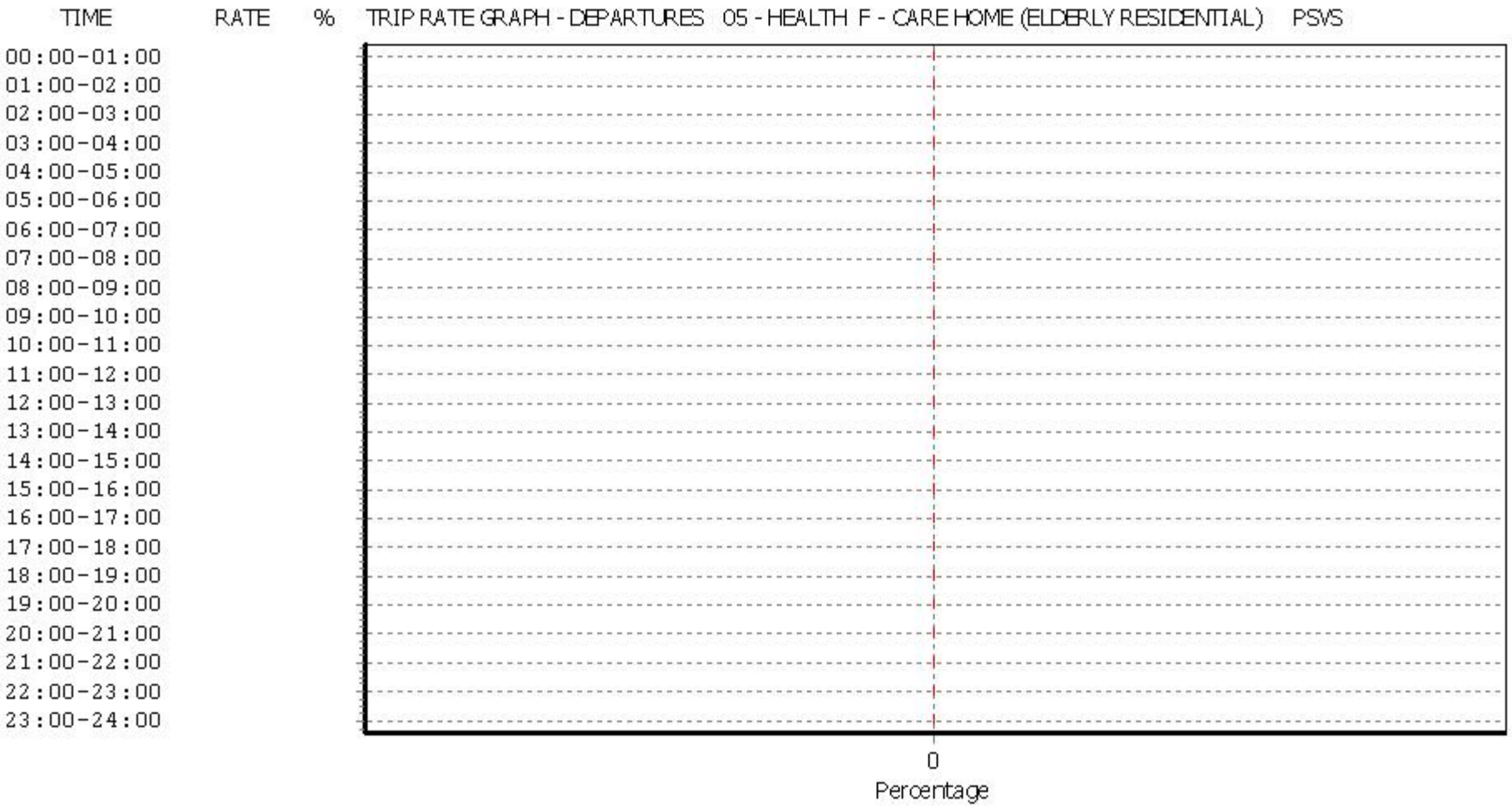
Parameter summary

Trip rate parameter range selected:	17 - 17 (units:)
Survey date date range:	01/01/09 - 17/11/16
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

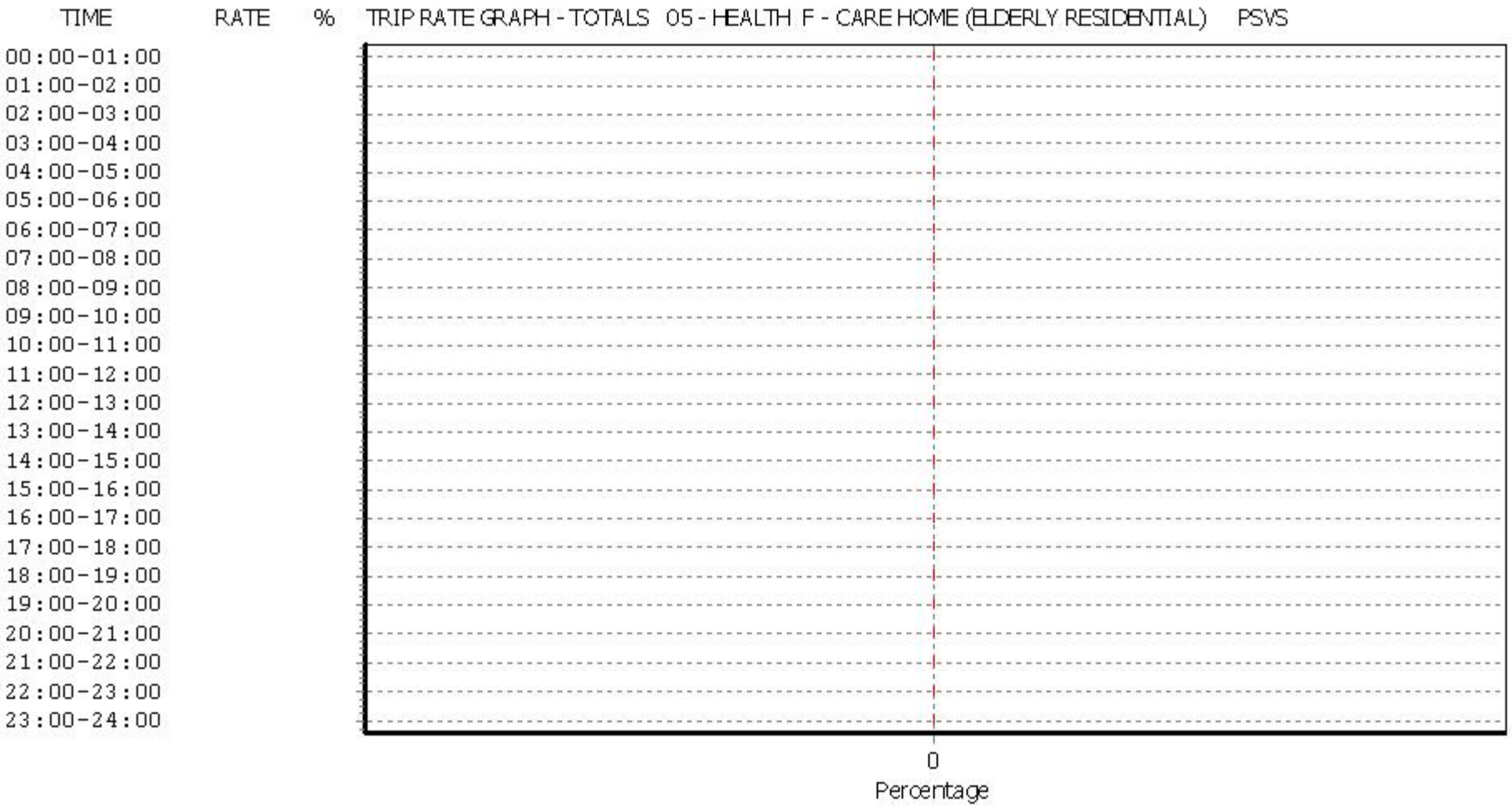
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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.



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.



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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
CYCLISTS
Calculation factor: 1 PARKING SPACES
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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	1	17	0.000	1	17	0.000	1	17	0.000
08:00 - 09:00	1	17	0.059	1	17	0.059	1	17	0.118
09:00 - 10:00	1	17	0.000	1	17	0.000	1	17	0.000
10:00 - 11:00	1	17	0.000	1	17	0.000	1	17	0.000
11:00 - 12:00	1	17	0.000	1	17	0.000	1	17	0.000
12:00 - 13:00	1	17	0.000	1	17	0.000	1	17	0.000
13:00 - 14:00	1	17	0.000	1	17	0.000	1	17	0.000
14:00 - 15:00	1	17	0.000	1	17	0.000	1	17	0.000
15:00 - 16:00	1	17	0.000	1	17	0.000	1	17	0.000
16:00 - 17:00	1	17	0.000	1	17	0.000	1	17	0.000
17:00 - 18:00	1	17	0.000	1	17	0.000	1	17	0.000
18:00 - 19:00	1	17	0.000	1	17	0.000	1	17	0.000
19:00 - 20:00	1	17	0.000	1	17	0.000	1	17	0.000
20:00 - 21:00	1	17	0.000	1	17	0.000	1	17	0.000
21:00 - 22:00	1	17	0.000	1	17	0.000	1	17	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.059			0.059			0.118

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

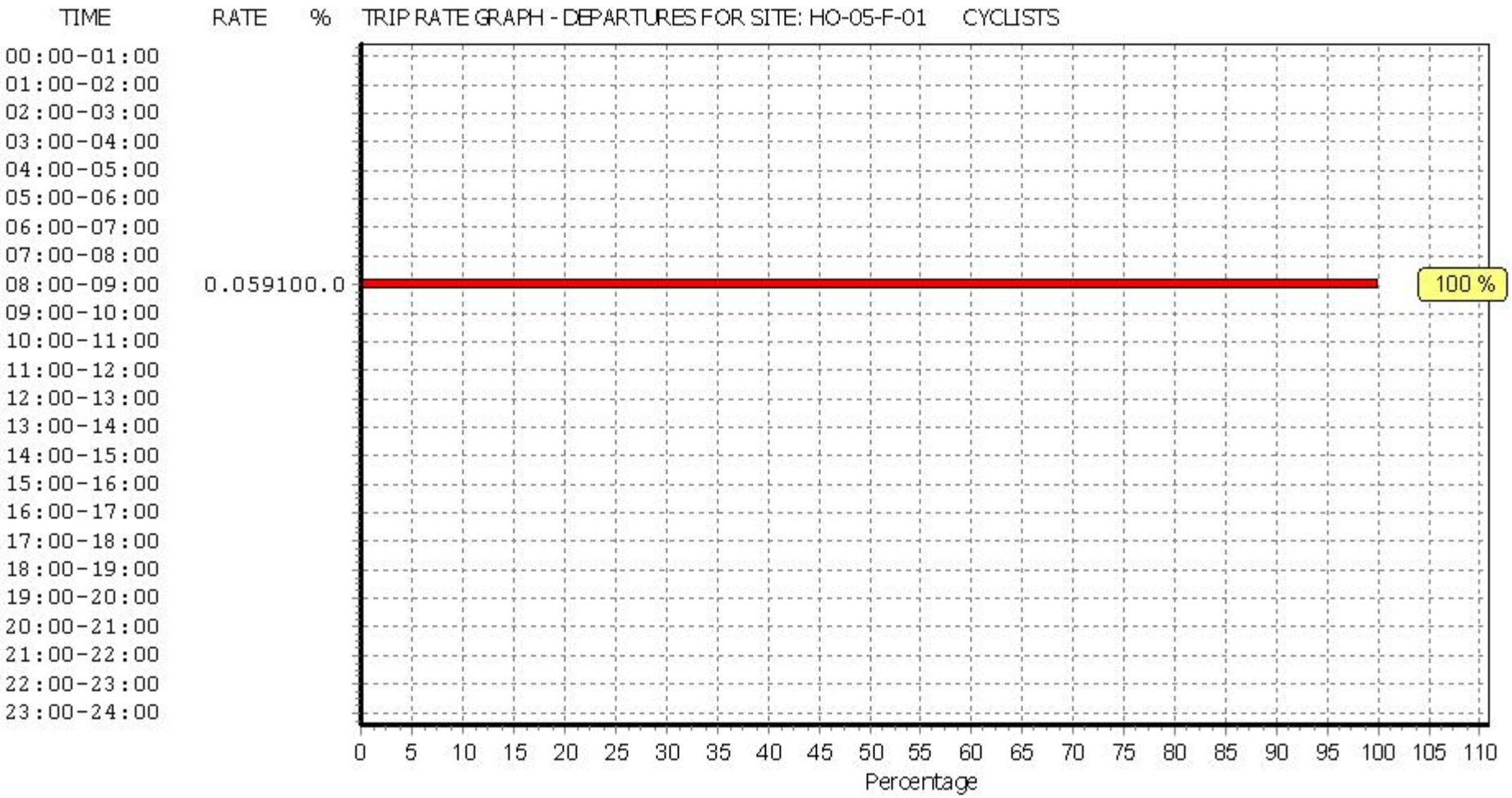
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

Parameter summary

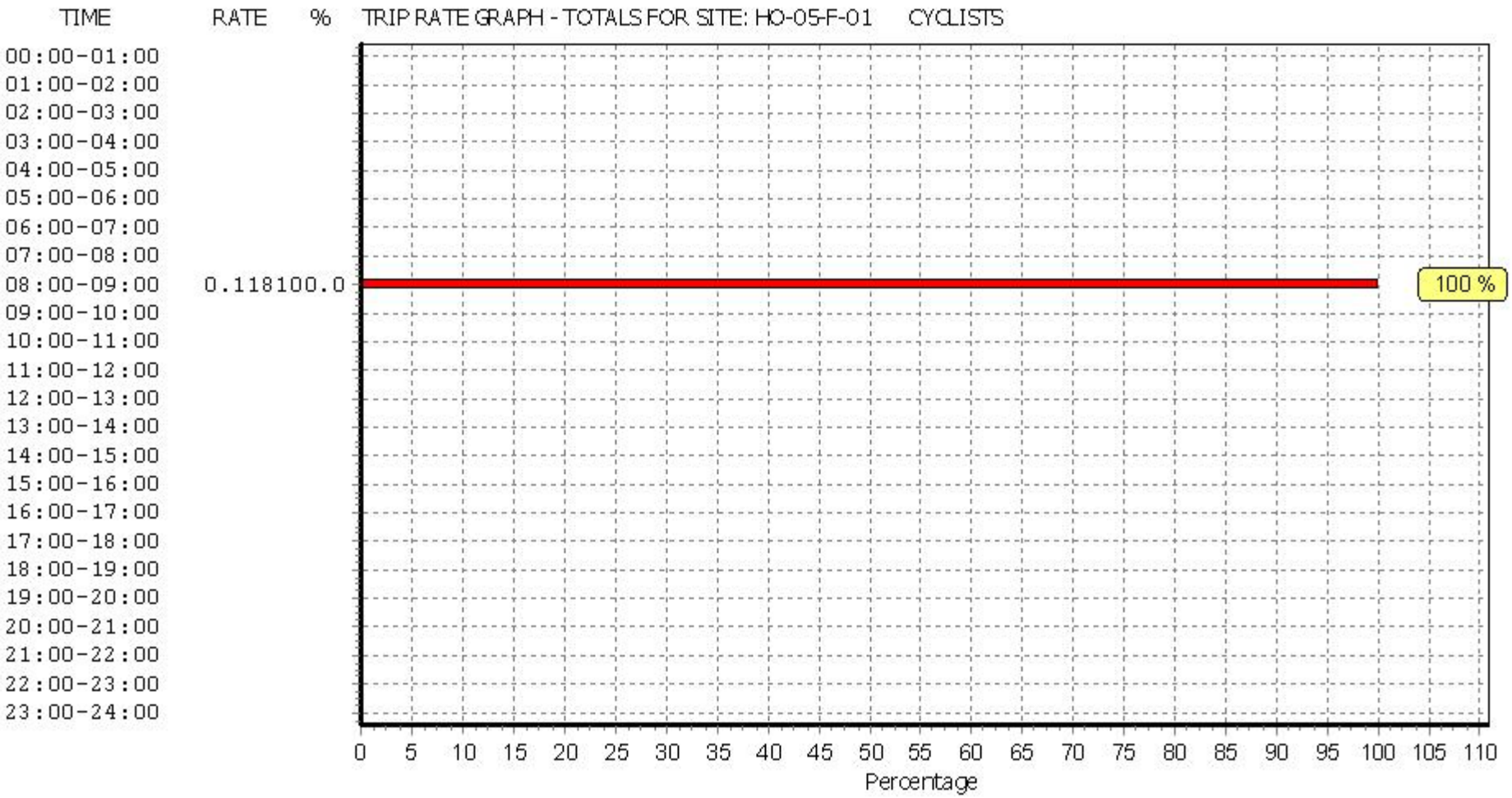
Trip rate parameter range selected:	17 - 17 (units:)
Survey date date range:	01/01/09 - 17/11/16
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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

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.



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.



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.