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HAMPTON CARE HOME LIMITED

60-68 STATION ROAD,
HAMPTON, TW12 2AX

TRAVEL PLAN

September 2019

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1.0 INTRODUCTION

- 1.1 Paul Mew Associates is instructed by Hampton Care Home Limited in relation to the proposed development of the former Hampton Police Traffic Unit, 60-68 Station Road, Hampton Village, London, TW12 2AX.
- 1.2 The application site's location is presented on a map in Figure 1 of this report; the site's boundary is displayed on an Ordnance Survey (OS) map base in Appendix A.
- 1.3 The local planning and highway authority is the London Borough of Richmond.

Site Location

- 1.4 The site is located on the north side of Station Road. To the east of the site is the A3008 High Street which feeds into the A308 Upper Sunbury Road immediately to the south. The A308 is the principal road in close proximity to the site which runs between Hampton Court to the east to Sunbury to the west.
- 1.5 The site has a pedestrian access to the existing main building to the front via Station Road and two vehicle accesses also off of Station Road, one of which serves the main traffic unit car park and two end-on bays, and a separate dropped kerb which serves a further three end-on parking bays.
- 1.6 The area adjoining the site comprises of a mixture of low density residential and commercial premises. A short distance to the east of the site adjacent to Beaver Close is the Hampton and Richmond Borough Football Club ground and the Castle Business Village.
- 1.7 The site has a public transport accessibility level (PTAL) score of 2 which is a 'poor' accessibility rating as defined by Transport for London (TfL).

The Development

- 1.8 The proposals comprise of the redevelopment of the site to provide an 89 unit care facility for the elderly (comprising of 67 care bedrooms and 17 one-bedroom care suites and five two-bedroom care suites).
- 1.9 A total of 14 off-street car parking spaces will be provided inclusive of one designated Blue Badge parking bay, one enlarged parking bay, and three electric vehicle (EV) bays. In addition, 22 cycle storage spaces (comprising of 16 long-stay spaces and six short-stay spaces) will be provided within the site.
- 1.10 A refuse and recycling facility will be provided within the site to the south of the car park with collection on-site from the drop-off/delivery area. Delivery of goods will also take place on-site from the drop-off/delivery area.
- 1.11 The proposed site plan is presented in Appendix B of this report.

This Report

- 1.12 This Travel Plan (TP) has been produced to mitigate any traffic and parking impact of the development. In the short term the TP aims to publicise and raise awareness of the health, economic, environmental, and social benefits of greener travel, and resultantly in the longer term aims to physically reduce the number of car borne journeys generated by the site.
- 1.13 The primary focus of this TP will be to minimise and discourage the use of the private car, and especially single occupancy car trips, by employees and visitors from the outset of the development being brought into use, through the promotion of sustainable modes of travel.
- 1.14 This document sets out how the TP scheme will be structured, how it will operate, the alternatives available and their suitability for different users.

I.15 A Transport Assessment and outline Construction Management Statement have also been prepared by PMA for the proposed development, submitted as separate documents within the full planning application.

2.0 TRAVEL PLAN POLICY CONTEXT

2.1 Policy relating to development and transport is set out in a range of publications from the London Borough of Richmond. Policies relevant to the proposed development at the former Hampton Police Traffic Unit are set out below.

London Borough of Richmond

2.2 Richmond Council's planning policy is contained in a hierarchy of policy and guidance documents from the national to the local level, all of which are used to guide and manage development in the borough.

2.3 The Local Plan (previously known as Local Development Framework) sets out the priorities for the development of the borough and is used for making decisions on planning applications. It consists of a number of planning documents and guidance.

2.4 Richmond Council adopted its new Local Plan for the borough in July 2018, which replaces previous policies within the Core Strategy and Development Management Plan. The Plan sets out policies and guidance for the development of the borough over the next 15 years.

2.5 Chapter 11.1 of the Local Plan regards 'Sustainable Travel Choices'. For ease of reference, the section referring to Travel Plans has been copied herein:

"11.1.11 Developments will be expected to continue travel planning after occupation to maximise travel by sustainable transport, including personalised travel planning. Existing schools and large employers will also be encouraged to produce travel plans for their sites to help encourage sustainable travel."

The London Plan

- 2.6 The Mayor of London, through the legislation establishing the Greater London Authority (GLA), has produced a spatial development strategy (SDS) more commonly known as the London Plan. The most recent iteration of the London Plan is the Minor Alterations to the London Plan (MALP) dated March 2016.
- 2.7 Chapter 6 of the MALP relates to London's Transport.
- 2.8 At the regional level Policy 6.3 of the MALP sets out the Mayor's approach to assessing the effects of development on transport capacity. Policy 6.3 is extracted as follows:

"Policy 6.3 - Assessing effects of development on transport capacity

Planning decisions

A). Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.

B). Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account.

C). Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. 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. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans."

- 2.9 This Travel Plan has been prepared in accordance with TfL's Travel Planning Guidance. As TfL are currently in the process of releasing new travel plan guidance in 2019, TfL's Travel Planning Guidance (2013) has been used as guidance on the content of Travel Plans.

2.10 The key summary points from TfL's Travel Planning Guidance (2013) are extracted as follows:

"The overarching purpose of any travel plan should be to influence behaviour change and lead to use of more sustainable modes of travel and/or to reduce overall travel to/from the site. This is critical for new developments in order to facilitate the use of sustainable modes among occupiers and visitors from the outset, or to mitigate the impact of trips generated by the site. Therefore, when preparing travel plans, their authors and local authority officers should consider the overarching purpose of the particular travel plan. Whilst the travel plan should be developed as a standalone document, it should aim to address any issues identified within the associated transport assessment (TA) for the development through the promotion of sustainable transport."

Full Travel Plan

Applicants for developments at or above the strategic-level thresholds shown in Figure 2.1 must by default submit an ATTrBuTE-compliant (see section 3) Full Travel Plan which should include the content set out in section 3.

Travel Plan

Smaller developments that fall below the strategic-level Full Travel Plan threshold but which typically employ 20 or more staff, or comprise over 50 residential units, should submit a Travel Plan Statement. It may not be appropriate to set specific targets within these plans. However, a set of positive measures promoting sustainable transport should be included, together with an action plan for their implementation. The level of information required should be agreed with the local authority planning officer at the earliest opportunity."

Figure 2.1: Development scale guidelines for travel plans

	Travel Plan Statement	Full Travel Plan
A1 (Food/Non-Food Retail)	More than 20 staff but less than 1,000sqm	Equal or more than 1,000sqm
A1 (Garden centres)	More than 20 staff but less than 2,500sqm	Equal or more than 2,500sqm
A2 (Financial Services)	More than 20 staff but less than 1,000sqm	Equal or more than 1,000sqm
A3/A4/A5 (Food/Drink)	More than 20 staff but less than 750sqm	Equal or more than 750sqm
B1 (Business)	More than 20 staff but less than 2,500sqm	Equal or more than 2,500sqm
B2 (Industrial)	More than 20 staff but less than 2,500sqm	Equal or more than 2,500sqm
B8 (Warehouse and Distribution)	More than 20 staff but less than 5,000sqm	Equal or more than 5,000sqm
C1 (Hotels)	More than 20 staff but less than 100 beds	Equal or more than 100 beds
C3 (Residential)	Between 50 and 80 units	Equal or more than 80 units
D1 (Hospitals/Health Centres) ³	Between 20 and 50 staff	Equal or more than 50 staff

2.11 TfL does not prescribe development scale guidelines for C2 land uses. In turn, scale guidelines for C3 (residential) have been applied to the proposed care facility.

2.12 The proposed development will see the creation of 89 (C2) extra care residential units.

2.13 In accordance with the guidance set out in TfL's Travel Planning Guidance (2013), a Travel Plan is required (as the care home comprises of more than 80 units).

National Planning Policy Framework (NPPF)

2.14 On a national level, the National Planning Policy Framework (NPPF) (Feb 2019) sets out national policy. Section 111 relates to traffic movements:

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

2.15 Chapter 9 of the NPPF relates to promotion of sustainable transport. For ease of reference the relevant extracts have been copied herein:

"102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

105. If setting local parking standards for residential and non-residential development, policies should take into account:

- f) the accessibility of the development;*
- g) the type, mix and use of development;*
- h) the availability of and opportunities for public transport*
- i) local car ownership levels; and*
- j) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

"Plans should protect and exploit opportunities for the use of sustainable transport modes 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 cyclists 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 transport¹.*

2.16 In preparing the development proposal and this Travel Plan, the above policies have been considered.

3.0 SITE ACCESSIBILITY

- 3.1 The site is in Hampton Village with good access to local amenities, bus and rail service links that meet residents day-to-day needs.

Local Amenities

- 3.2 The closest amenities in proximity to the site are a small parade of shops immediately surrounding the site on Station Road and a 'Little Waitrose' located on Percy Road just to the west of Hampton Station.
- 3.3 The small parade of shops include a post office, hairdressers, restaurants and a local convenience store. The location of nearby shops, services and amenities is displayed in Figure 2 of this report.

Public Transport

- 3.1 In terms of public transport, in order to demonstrate the accessibility attributes of the application site in the context of its surroundings, a public transport accessibility level (PTAL) assessment has been undertaken.
- 3.2 The PTAL system, widely used by local authorities and the Greater London Authority (GLA), assigns a 'score' to any given location based on the level of public transport accessible from the site within reasonable walking distances and wait times.
- 3.3 Details on how PTAL scores are calculated are set out in TfL's *'Transport Assessment best practice guidance document'*.
- 3.4 TfL provides an online GIS-based PTAL tool on their website. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give a specific point of interest's PTAL score.

3.5 TfL's online GIS-based PTAL tool was used as a basis to research the application site's PTAI and PTAL score. The assessment was taken from the site's frontage onto Station Road. The results illustrate that the application site has a PTAI score of 9.5 and a corresponding PTAL score of 2 which is a 'poor' accessibility rating as defined by TfL. The full PTAI output file is presented in Appendix C.

Bus Accessibility

3.6 Table 1 shows the four London bus routes that can be accessed within a 450 metre PTAL prescribed walking distance from the site; additionally refer to Figure 3 for a plan showing the locations of local bus stops.

Table 1: Local Bus Services

Bus	Route	Frequency (vehicles per hour)	Nearest bus stop	Distance (metres)
111	Heathrow Airport Central - Cranford - Heston - Hounslow - Hanworth - Hampton - Hampton Court - Kingston	7	Hampton Police Station	10
216	Staines - Ashford Park - Ashford - Feltham Hill Road - Sunbury - Lower Sunbury - Kempton Park - Hampton Station - Hampton Court - Kingston	3	Hampton Police Station	10
R68	Hampton Court - Hampton - Hampton Hill - Teddington - Strawberry Vale - Twickenham - Richmond - Kew Retail Park	4	Hampton Church	450

Source: TfL / londonbusroutes.net

Rail Accessibility

3.7 From the site's pedestrian access on Station Road, the site is within a 450 metre (6 minute) walking distance to Hampton Rail Station, located to the west of the site.

3.8 Hampton Station provides rail services to wards Shepperton and London Waterloo at a rate of two an hour in each direction.

Cycle Accessibility

- 3.9 Cycling will be encouraged through the provision of appropriate cycle facilities as discussed later in this report. Secure and sheltered cycle parking will be provided for the development in accordance with local and regional policy guidelines.
- 3.10 The site is outside of the catchment area for TfL's cycle hire scheme.

Vehicle Access

- 3.11 In respect to vehicular access the site is served directly from Station Road, which is a two-way single carriageway orientated in a north-west / south-east direction. Station Road has a carriageway width of approximately eight metres and is subject to a 30mph speed limit. Station Road connects with the strategic road network with the A3008 High Street to the south-east.

4.0 TRAVEL MODE PROJECTIONS

- 4.1 TfL's Travel Planning Guidance states that baseline travel data should be included at the framework stage, based on travel survey data (if there are existing site users) or based on the transport assessment, comparator data drawn from TRICS (Trip Rate Information Computer System), or census data.
- 4.2 In order to assess the traffic impact of the proposed development on the adjoining highway network, a multi-modal trip generation assessment for the proposed development has been formulated using the industry standard TRICS (Trip Information Computer System) traffic database.
- 4.3 The site's former use is a Police Traffic Unit under the Sui Generis land use class. The Police Traffic Unit is now surplus to requirements and has been vacant for some time.
- 4.4 Given that the site has been vacant for a long time, all trips generated will be considered as additional to existing trips on the surrounding transport network.
- 4.5 In terms of the proposed use, a care facility for the elderly is by definition an easily accessible building that caters for people who for reason of age have become disabled. Many care facility residents also have spouses or other close relatives that have limited mobility.
- 4.6 As a result it is highly unusual for residents in a care home to have either a car or mobility scooter. This makes a significant difference from residential apartments such as the proposals subject to the recent planning application in September 2017.

- 4.7 For a care home the number of staff on site will vary constantly throughout the day. It is proposed that on a typical weekday 28 care workers and 16 auxiliary Care staff will work at the site. On a weekend day, 28 care workers and 13 auxiliary staff will be employed at the site. Care workers are likely to complete 12 hour shifts from 8am-8pm and 8pm-8am. Auxiliary staff are likely to complete eight hour shifts from 8am-4pm or 9am-5pm.
- 4.8 In order to present multi-modal generation projections for the proposed site use the TRICS database has been interrogated to find trip rate data for other comparable residential care homes in England.
- 4.9 In order to make the assessment as accurate as possible, the sites used in this study have been carefully filtered to match the characteristics of the application site in terms of location and accessibility etc.
- 4.10 The results of the TRICS derived weekday total trip projections for the proposed 89 unit care facility (94 residents) are set out in Table 2. Full details of the weekday TRICS assessment are provided in Appendix D.

Table 2. TRICS Weekday Total Trip Generation Projections

Time Period	TRICS Total Trip Rate Per Resident			Total Trips for 94 Resident Care Facility		
	Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
07:00-08:00	0.06	0.06	0.12	5	5	11
08:00-09:00	0.22	0.09	0.30	20	8	29
09:00-10:00	0.22	0.04	0.26	20	4	24
10:00-11:00	0.15	0.09	0.23	14	8	22
11:00-12:00	0.06	0.12	0.17	5	11	16
12:00-13:00	0.13	0.06	0.19	12	5	18
13:00-14:00	0.09	0.01	0.10	8	1	9
14:00-15:00	0.15	0.22	0.36	14	20	34
15:00-16:00	0.16	0.20	0.36	15	19	34
16:00-17:00	0.13	0.19	0.32	12	18	30
17:00-18:00	0.07	0.10	0.17	7	9	16
18:00-19:00	0.12	0.19	0.30	11	18	29
19:00-20:00	0.07	0.19	0.26	7	18	24
20:00-21:00	0.01	0.09	0.10	1	8	9
Total	1.62	1.64	3.26	152	154	306

NB: Minor arithmetic errors are due to rounding
 Source: TRICS 7.6.2

- 4.11 The results in Table 2 demonstrate that the proposed 89 unit care facility is predicted to generate 306 total two-way trips over the course of a typical weekday as derived from the TRICS database, comprising of 152 arrivals and 154 departures.
- 4.12 Once the proposed development is operational a multimodal trip rate survey will be conducted to ascertain how staff, carers, residents and visitors travel to and from the site, which will be used as the basis for future iterations of the schemes TP.
- 4.13 As the proposed development is not currently built or occupied it is not possible to conduct a baseline travel survey of how staff travel to and from the site. Once the development is occupied a baseline travel survey will be conducted. TRICS derived multi-modal trip rate projections have been used to provide an indication of the mode of travel for a care facility for the elderly.

5.0 TRAVEL PLAN OBJECTIVES, MANAGEMENT & MEASURES

Objectives

- 5.1 The chief aim of this TP is to reduce the use of the private car, especially single occupancy vehicle (SOV) trips, to and from the site by predominantly staff and visitors, and encourage the use of sustainable and public modes of transport. As explained, by reasons of age and health the residents of the care home themselves are highly unlikely to own or drive a car.
- 5.2 The TP objectives will primarily be achieved by promoting and educating the health, social, economic, and environmental benefits of sustainable and active travel choices from the outset of the development being brought into use.
- 5.3 As part of this aim, the developer will endeavour to reduce the number of journeys to and from the site by residents by private car, and increase journeys made on foot, cycle, mobility scooter, and by public transport.
- 5.4 The TP objectives will primarily be achieved by promoting and educating the health, social, economic and environmental benefits of sustainable and active travel choices from the outset of the development being brought into use. The Travel Plan would be submitted to and approved by the local planning authority prior to first occupation of the site.
- 5.5 The final travel mode shift targets would be set once the post occupancy staff, resident and visitor travel surveys have been reviewed and achievable mode shift targets can then be decided. This would also be done in consultation with the Travel Plan Officer.
- 5.6 The TP would be implemented in consultation with the Council's Travel Plan Officer.

Management

- 5.7 The proposals contained in the TP will be promoted by the management of the proposed development, through the appointment of a Travel Plan Coordinator (TPC).
- 5.8 The developer, Hampton Care Home Limited, will instruct a TPC for the ongoing monitoring of the TP, either an independent consultant or an in-house member of staff, prior the development being occupied and will inform the Council of the contact details of the TPC (and if the contact details of the TPC change during the course of the lifespan of the TP).
- 5.9 The responsibility of the TPC will be to encourage and promote the proposed measures of the plan amongst the sites future residents.
- 5.10 The developer will formally instruct the TPC role within three months of the expected final occupation date of the new extra care units. The roles and responsibilities of the TPC are listed as follows:
- Developing and implementing promotional, publicity, and awareness campaigns,
 - Administering the TP measures,
 - Organising the collection, analysis and presentation of any information related to the monitoring and development of the TP or requested by the Council,
 - Liaising with the developer and the key site management personnel,
 - Liaising with the Local Planning Authority on TP progress and development, and
 - Acting as a point of contact for all residents requiring information.

- 5.11 In addition, the TPC will carry out regular monitoring of the plan through resident questionnaires and traffic surveys, and the associated reporting of the findings back to the local planning authority. This would form part of the Final Travel Plan, and the subsequent TP reviews.

Travel Plan Measures

- 5.12 There are a number of ways in which this TP will set out to encourage residents and staff to travel sustainably and to subsequently discourage the use of the private car as a main mode of travel.
- 5.13 The TP measures can be split into two categories, 'hard' and 'soft' measures. Hard measures include those design features that will physically assist in reducing the traffic impact of a scheme whereas soft measures include the management, marketing and promotional measures which are designed to influence peoples travel choices.

Hard Measures

- 5.14 The hard measures that will be implemented as part of the development include a restraint based approach to car parking, as only 14 parking spaces are being provided on site for the total development. Unfettered on-site car parking provision can have the adverse impact of encouraging people to drive / own a vehicle; who may otherwise have an alternative option. Providing sufficient parking to serve the needs of the development as is the case in this instance will ensure that staff and visitors parking demand are adequately managed.
- 5.15 The provision of three 'active' electric vehicle charge points and the underlying electrical infrastructure for the remaining 11 parking bays to be fitted with a charge point in the future will facilitate and encourage the use of ultra-low and zero emission vehicles.

- 5.16 The proposed development is also being provided with cycle parking provision in accordance with Richmond Council's (as per the London Plan) standards. The care facility is being provided with 16 long-stay and 6 short-stay cycle parking spaces. The cycle parking spaces will facilitate trips to and from the site made by cycles.
- 5.17 Staff showering and changing facilities will be provided to encourage 'active' (i.e. walking, jogging, cycling) travel as a main mode of travel for their daily commute.

Soft Measures

- 5.18 Promotion of the TP will be by means of travel information and initiatives being displayed to all staff, visitors, and residents. The first task of the TPC will be to ensure that travel information leaflets are produced and distributed all care units prior / upon occupation of the extra care residential units. Promotion of public and sustainable transport at this early stage will be crucial in influencing peoples travel behaviour at the outset of the development being occupied.
- 5.19 Travel information leaflets will also be produced and distributed to staff.
- 5.20 The information will include the following:
- How to get in touch with the Travel Plan Coordinator to receive a personalised travel plan.
 - Details of all local public transport services including the location of the nearest service access points, timetable information and route maps.
 - The location of nearby Oyster top-up facilities,
 - Promotion of free bus use, tube and train travel to people who are entitled for a freedom pass;
 - Links to the TfL website and TfL's journey planner <http://tfl.gov.uk/plan-a-journey/>
 - The location of on-site cycle parking facilities;

- Details of pedestrian facilities and the walk routes from the site to nearby public transport access points and places of interest / local amenities,
- Details and advice on safe walking routes;
- Details and promotion of active travel will be provided within the leaflet including national and local events that residents and staff will be encouraged to partake in, such as National Walking Month and National Bike week;
- Car sharing will be promoted, staff will be encouraged to sign up to the London Liftshare scheme <http://london.liftshare.com/>;
- Information on how to obtain and use pedometers.

5.21 It will be the duty of the TPC to make this information available to each extra-care unit prior to occupation. The TPC will also have experience of the application process for free travel and as such will be able to offer assistance to residents wishing to apply for free travel.

5.22 In addition to the above, TP promotional posters will be displayed in all communal areas such as in the foyer / lobby and by the cycle stores.

5.23 The posters will include the same level of information that will be contained in the individual booklets – public transport maps, timetables and access points, cycle parking facilities and route maps, car share facilities, and walking routes / times to nearby destinations.

5.24 It will also be the duty of the TPC to ensure that the Travel Plan posters are displayed correctly and kept up-to-date.

5.25 Staff will also have access to a company Oyster card to encourage staff who need to run outside of the care home errands, to do so via public transport rather than by private car.

5.26 To help encourage active modes of travel among residents of the care scheme incentives will be offered, for example pedometers will be provided to residents upon request. Pedometers will help residents to know how many steps they have done each day, and can help to encourage people to walk more to boost the amount of steps that are recorded. Information on how to apply for pedometers and other incentives offered will be provided within the travel information leaflets.

Remedial Measures

5.27 If the TP modal shift / SOV reduction targets are not being met, there will be an organisational commitment to increase investment in the TP by an amount agreed with the Council in prior correspondence.

5.28 Improvement of an underperforming TP could be made with some of the following measures:

- Renewed offer of personal travel planning for residents through the TPC role.
- Increase the level of on-site cycle parking spaces or visitor cycle parking spaces, subject to a review of the usage of the current stock at the time.

6.0 TARGETS, MONITORING & REVIEW

6.1 The full TP modal shift targets would be formulated once data from the post occupancy baseline travel mode survey has been analysed, and would be agreed between the TPC and the Council's Travel Plan Officer. The targets would be SMART (specific, measurable, achievable, realistic and time-bound).

- Specific – the targets will aim to specifically (not exclusively) promote walking and cycling. Those that can combine public transport travel will be actively encouraged. The targets will be set by using the results of the initial travel mode survey.
- Measurable – the targets would be measurable, based on the results of the initial post-development travel mode survey and review surveys to be performed at key intervals during the course of the Travel Plan lifespan.
- Achievable and realistic – the targets would be achievable and not overbearing, again based upon the results of the travel mode surveys.
- Time-bound – the travel plan will have a five year timeframe, with surveys and targets required at yearly intervals and a full review at years 1, 3, and 5. Thereafter the site will continue to observe the general aims and objectives of the Travel Plan.

6.2 In accordance with TfL guidance it is the purpose of the framework TP to present initial targets based on travel mode projections for the development; in this case we have assessed the baseline on TRICS data as set out in Chapter 4.

6.3 The framework TP targets are set out as follows:

- Aim for a reduction in the number of single occupancy car trips daily by 4% within the first year of occupation, by a further 3% within three years of occupation and by a further 3% within five years of occupation,

- To increase the number of staff and visitors walking as their main mode of travel by 5% within 1 year of occupation, by a further 5% by year 3, and by a further 5% by year 5,
- To increase the number of staff and visitors cycling as their main mode of travel by 10% within 1 year of occupation, by a further 5% by year 3, and by a further 5% by year 5.
- To increase the number of staff/visitors/residents using public transport as their main mode of travel by 5% within 1 year of occupation, by a further 5% by year 3, and by a further 2% by year 5.

6.4 The monitoring strategy to review whether targets are being met, and whether the proposed measures are effective, is set out in the following section.

Monitoring

6.5 The TP will be continually monitored through staff/visitors/residents travel surveys. A TRICS SAM compliant post occupancy baseline travel mode survey would be carried out within six months of the development being occupied, or when the development is 75% occupied, whichever one occurs sooner. The survey would be organised and carried out by the TPC with the full support of the site's management.

6.6 It would also be the responsibility of the TPC to collate and send the results of the post occupancy baseline survey to the Council for review as part of the final TP, and to discuss and agree future SMART modal shift targets with the Council's Travel Plan Officer.

6.7 Thereafter at years 1, 3 and 5 post-occupation and at the developer's expense, a Travel Plan Monitoring Report inclusive of new TRICS SAM survey data will be submitted to the Council. The Monitoring Reports will form the basis of the TP's review.

- 6.8 The Monitoring Report shall contain information detailing how the measures have been implemented, comments on whether or not the agreed targets are being met, relevant recommendations on improvements and copies of all literature produced prior to the date of the report designed to encourage staff/visitors/residents to travel to and from the site using walking and cycling as a means of travel and / or public transport.

7.0 ACTION PLAN

- 7.1 The programme for the implementation of the TP measures, as and when they are required for the development, is set out in the action plan.
- 7.2 The action plan for the development sets out tasks, intended implementation dates and funding sources. It is intended to be a live document which will be updated by the TPC to reflect the outcome of consultation with the local planning authority, once the first full multi-modal travel survey has been completed.
- 7.3 The action plan for the development proposal is set out in the following summary table.

Table 3. Travel Plan Action Plan

Action	Target	Date	Funding	Indicator	Responsibility
Appointment of the Travel Plan Coordinator (TPC)	N/A	3 months prior to first occupation	The developer	Appointment of instruction sent to Travel Plan Coordinator	The developer
The appointed TPC will notify Richmond Council of their appointment (and any future changes to this role)	N/A	Upon appointment	The developer	Email sent to Richmond Council with a planning reference number	TPC
Provision of 'hard' engineering measures (cycle parking, EV and vehicle parking etc.)	Parking spaces to be provided in accordance with the approved planning application	Prior to occupation of the dwellings	The developer	Completion of parking provision	The developer
Provision of 'soft measures' including the production of 'Travel Information leaflets' for residents, visitors and staff and Travel Plan promotional posters	Issue of travel information leaflet to every residential unit and member of staff, and display of posters around the development site	Prior to occupation of each dwelling	The developer	Leaflets to be provided to each individual flat, and to staff. Travel information posters to be displayed.	TPC
Undertake the TRICS SAM compliant post-occupation travel survey	N/A	Within six months of upon occupation or at 75% occupancy	The developer	Receipt of survey results	TPC

Submit Final Travel Plan for approval to the local Council	N/A	Within 2 months of completion of the post-occupancy travel survey	The developer	Email correspondence with the Borough's Travel Plan Officer	TPC
Agree SMART targets for car driver and other modes	Target subject to negotiations with the Council	1 month after Final Travel Plan submitted	N/A	Receipt of written agreement of targets	TPC
Undertake 1st yearly TP review including a new TRICS SAM survey	To analyse the effectiveness of marketing, measurements and targets	12-15 months from occupation	The developer	Receipt of survey results	TPC
Undertake 3 rd yearly TP review including a new TRICS SAM survey	To analyse the effectiveness of marketing, measurements and targets	3 years from occupation	The developer	Receipt of survey results	TPC
Undertake 5 th yearly TP review including a new TRICS SAM survey	To analyse the effectiveness of marketing, measurements and targets	5 years from occupation	The developer	Receipt of survey results	TPC
Achieve SMART travel mode split targets	Achieve agreed target values	5 years after post-occupancy travel survey completed	The developer	Multi-modal resident/staff/visitor travel surveys conducted in years 1, 3, and 5 after the baseline survey	TPC

Source: PMA

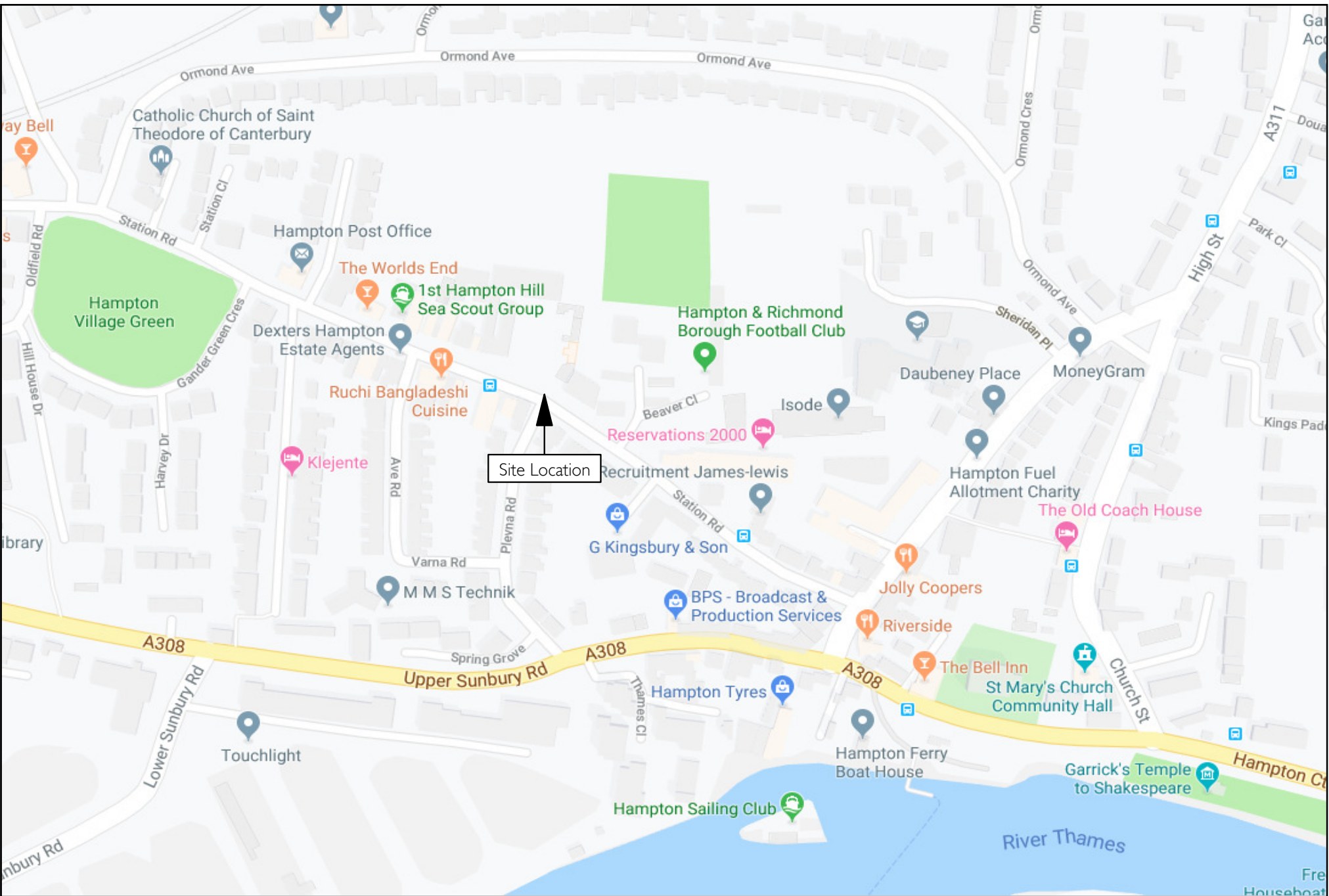
7.4 The TP will be monitored by the site's management team and TPC, and the TP reviewed on a regular basis. Upon each review of the TP the management team and TPC will review if any additional measures are required to help meet / maintain the TP objectives. This could include updating travel information posters around the site, or re-printing and distributing the travel information welcome packs.

8.0 SUMMARY

- 8.1 In summary, the proposals comprise of the redevelopment of the site to provide an 89 unit care facility for the elderly (comprising of 67 care bedrooms, 17 one-bedroom care suites and five two-bedroom care suites). The existing site accesses will be maintained and a total of 14 off-street car parking spaces will be provided inclusive of one Blue Badge parking bay, one enlarged parking bay, and three electric vehicle (EV) bays. In addition, 22 cycle storage spaces (comprising of 16 long-stay spaces and six short-stay spaces) will be provided within the site. A one-way servicing and pick-up/drop-off loop will be provided to the front of the site using the existing established vehicle accesses.
- 8.2 The site is in Hampton Village with good access to local amenities, bus and rail service links that meet the occupier's day-to-day needs. The closest amenities in proximity to the site are a small parade of shops immediately surrounding the site on Station Road and a 'Little Waitrose' located on Percy Road just to the west of Hampton Station.
- 8.3 The developer is committed to reducing the traffic and parking impact of the proposed development through the implementation of this TP.
- 8.4 The site is situated within an area where public transport and sustainable transport links are readily accessible, particularly to the needs of the people whom the development will serve. These links will be heavily promoted as part of the TP.
- 8.5 Thorough and regular monitoring of the TP will identify targets, and assess to what extent they are being reached over the life of the scheme, with the primary aim of minimising the use of private cars.
- 8.6 It is the aim of this TP to influence travel behaviour upon occupation of the development, and to minimise the parking and traffic impact of the proposed development.

- 8.7 The operations contained herein will be implemented prior to first occupation of the development.

FIGURES



Date: July 2019
 Scale: NTS
 Source: Google Maps
 Drawing No: P2170/TA/01

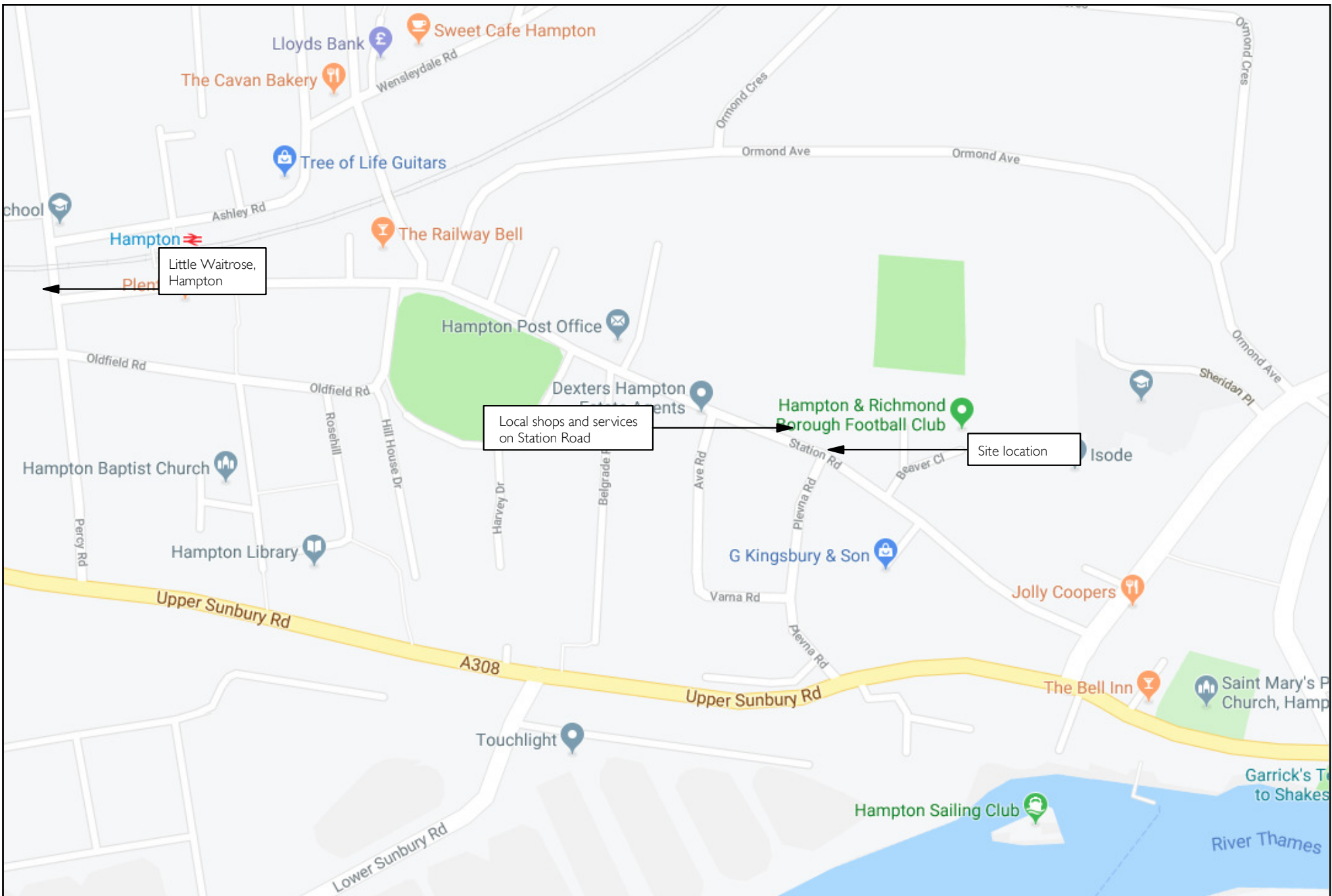


P2170: 60-68 STATION ROAD, HAMPTON, TW12 2AX

Figure 1.
 Site Location.



PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS



Date: July 2019
 Scale: NTS
 Source: Google Maps
 Drawing No: P2170/TA/02

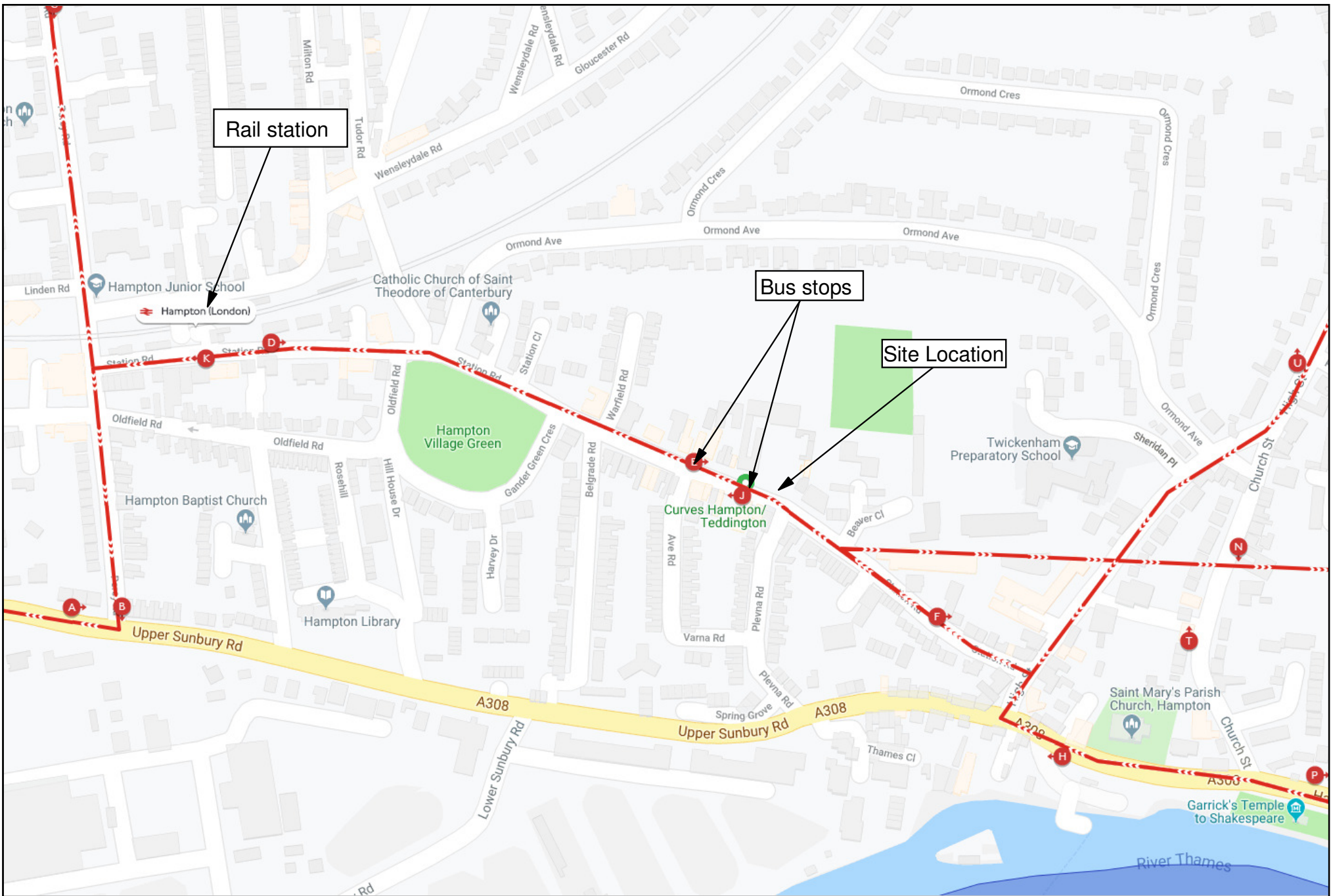


P2170: 60-68 STATION ROAD, HAMPTON, TW12 2AX

Figure 2.
 Local Amenities.



PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS



Date: July 2019
 Scale: NTS
 Source: Google Maps
 Drawing No: P2170/TA/03



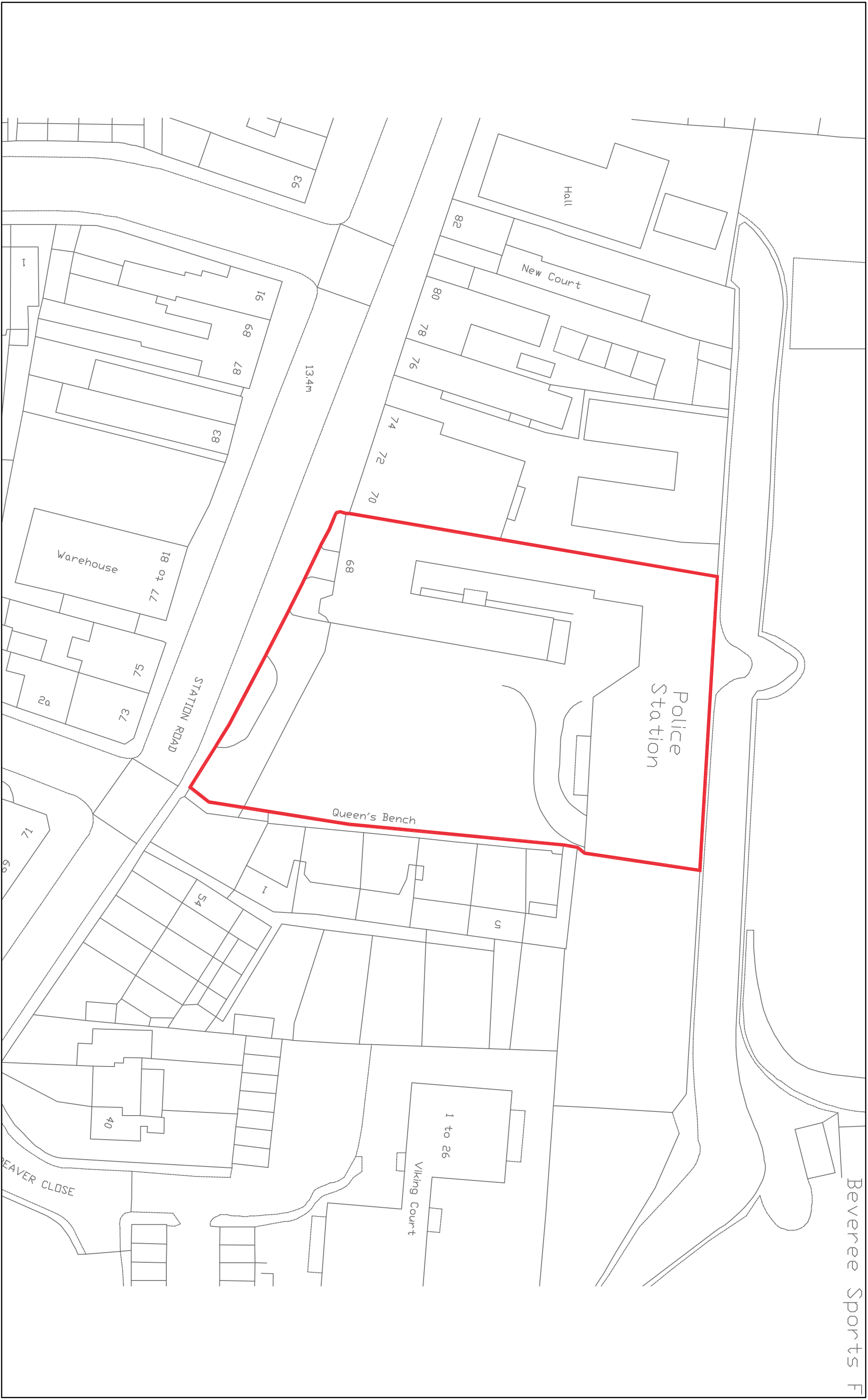
P2170: 60-68 STATION ROAD, HAMPTON, TW12 2AX

Figure 3.
 Public Transport Map.

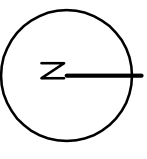


PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS

APPENDIX A Site Boundary



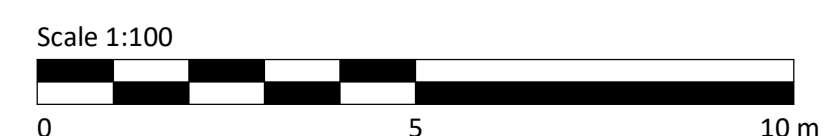
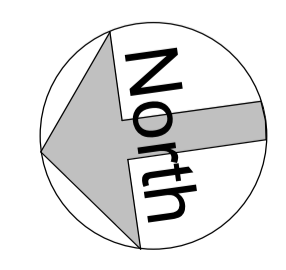
Date: August 2019
Scale: 1:500@A3
Source: Ordnance Survey
Drawing No. P2170/TA/01



P2170: 60-68 Station Road, Hampton, TW12 2AX
Appendix A.
Site Boundary

APPENDIX B
Proposed Site Plan

Revisions:	Drawn / Chkd:	Date:
A - Planning Issue	AM	29.08.2019
B - Parking update	AM	03.09.2019



Client:
Cinnamon Care Collection

Project:
Proposed Care Development
Station Road, Hampton

Drawing Title:
Ground Floor layout



24 Church St. West,
Woking, Surrey,
GU21 6HT
01483 494 350
info@prc-group.com
www.prc-group.com

Scale @ A1:	Checked by:	Date:
1:100	AM	08/28/19
Job No:	Stage_Drawing No:	Rev:
11045	PL_012	B
Issue Status:	<input type="checkbox"/> Construction <input type="checkbox"/> Information <input type="checkbox"/> Tender	
	<input type="checkbox"/> Preliminary <input type="checkbox"/> Approval <input checked="" type="checkbox"/> Final	

APPENDIX C
PTAL Output File

PTAL REPORT

Site Details	Station Road, London, TW12 2AX
Description:	Standard PTAL calculation
Coordinates	513770
	169669
Date:	16/07/2019

Calculation Parameters	
Day of Week:	M-F
Time Period:	AM Peak
Walk Speed:	4.8
Bus Walk Access Time (mins):	8
BUS Reliability Factor:	2
LU Max. Walk Access Time (mins):	12
LU Reliability Factor:	0.75
Rail Walk Access Time (mins):	12
Rail Reliability Factor:	0.75

Data			Calculations							
A	B	C	D	E	F	G	H	I	J	K
Mode	Stop	Route	Distance (meters)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HAMPTON CHURCH	R68	450	4	5.63	9.50	15.13	1.98	0.5	0.99
Bus	HAMPTON POLICE STATION	111	6	7	0.08	6.29	6.36	4.72	1	4.72
Bus	HAMPTON POLICE STATION	216	6	3	0.08	12.00	12.08	2.48	0.5	1.24
Rail	Hampton	'WATRLMN-SHEPRTN 2H09'	450	2	5.63	15.75	21.38	1.40	1	1.40
Rail	Hampton	'SHEPRTN-WATRLMN 2H10'	450	2	5.63	15.75	21.38	1.40	0.5	0.70
Rail	Hampton	'SHEPRTN-WATRLMN 2H92'	450	1	5.63	30.75	36.38	0.82	0.5	0.41

Sum of AI's	9.47
PTAL	

APPENDIX D
TRICS Trip Projection Assessment

P2170: 60-68 STATION ROAD, HAMPTON, TW12 2AX

TRICS ASSESSMENT - MULTI-MODAL - WEEKDAY

No. of beds:	94
--------------	----

Table 1. C2 Care Home - Total Trip Rate Projections

Time	Trip per 1 bed		Trip per 94 beds		
	Arriving	Departing	Arriving	Departing	Total
07:00-08:00	0.06	0.06	5	5	11
08:00-09:00	0.22	0.09	20	8	29
09:00-10:00	0.22	0.04	20	4	24
10:00-11:00	0.15	0.09	14	8	22
11:00-12:00	0.06	0.12	5	11	16
12:00-13:00	0.13	0.06	12	5	18
13:00-14:00	0.09	0.01	8	1	9
14:00-15:00	0.15	0.22	14	20	34
15:00-16:00	0.16	0.20	15	19	34
16:00-17:00	0.13	0.19	12	18	30
17:00-18:00	0.07	0.10	7	9	16
18:00-19:00	0.12	0.19	11	18	29
19:00-20:00	0.07	0.19	7	18	24
20:00-21:00	0.01	0.09	1	8	9
Totals	1.62	1.64	152	154	306

Note: Errors due to rounding

Source: TRICS

Table 2. C2 Care Home - All Modal Trip Rate Projections

Time	Morning Peak (08:00-09:00)					Afternoon Peak (14:00-15:00)					Daily (07:00-21:00)				
	Trip per 1 bed		Trip per 94 beds			Trip per 1 bed		Trip per 94 beds			Trip per 1 bed		Trip per 94 beds		
	Arriving	Departing	Arriving	Departing	Total	Arriving	Departing	Arriving	Departing	Total	Arriving	Departing	Arriving	Departing	Total
Driving a Vehicle	0.06	0.03	5	3	8	0.04	0.06	4	5	9	0.63	0.63	60	60	119
Passenger in a Vehicle	0.01	0.00	1	0	1	0.02	0.06	1	5	7	0.12	0.12	11	11	22
On Foot	0.06	0.06	5	5	11	0.06	0.07	5	7	12	0.42	0.48	39	45	84
Bicycle	0.00	0.00	0	0	0	0.00	0.01	0	1	1	0.06	0.06	5	5	11
Public Transport	0.09	0.00	8	0	8	0.03	0.01	3	1	4	0.39	0.35	36	33	69
Totals	0.22	0.09	20	8	29	0.15	0.22	14	20	34	1.61	1.63	151	153	304

Note: Errors due to rounding

Source: TRICS

Sites Selected	
TRICS Code	Site
EX-05-F-01	Winston Avenue, Southend-on-Sea, Westcliff
TW-05-F-03	Moore Street, Gateshead, Felling Shore