



B R I G H T P L A N

HOTEL FELIX, GIRTON, CAMBRIDGE

80-BEDROOM CARE HOME

Framework Travel Plan

Prepared on Behalf of

Cassel Hotels (Cambridge) Limited

6185

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CONTENTS

1	INTRODUCTION	5
1.2	What is a Travel Plan?	5
1.3	The "Life Cycle" of a Travel Plan.....	6
2	SITE ACCESSIBILITY CREDENTIALS	7
2.1	Introduction	7
2.2	Pedestrian Accessibility.....	7
2.3	Cycle Accessibility	8
2.4	Accessibility by Bus	8
2.5	Accessibility by Train.....	9
3	PROPOSED DEVELOPMENT	10
3.1	Overview.....	10
3.2	Vehicle Access.....	10
3.3	Pedestrian Access	10
3.4	Staffing Requirements	10
3.5	Car Parking Provision	11
3.6	Cycle Parking Provision	11
3.7	Trip Generation	11
4	AIMS, OBJECTIVES AND TARGETS	12
4.1	Aims and Objectives	12
4.2	Targets.....	12
4.3	Redistribution of Trips	13
5	MEASURES AND INITIATIVES	14
5.1	Introduction	14
5.2	Measures and Initiatives.....	14
	Travel Information	14
	Car Sharing.....	14
	Public Transport.....	15
	Walking and Cycling	15
5.3	Remedial Measures	16
5.4	Effectiveness of Travel Plan Measures	16
6	MANAGEMENT, MONITORING AND REVIEW	17
6.1	Introduction	17
6.2	Management.....	17
	Travel Plan Co-ordinator	17
6.3	Monitoring and Review	17
6.4	Action Plan	18



PLANS

Plan 01 Accessibility Plan

APPENDICES

- Appendix A** Bus Route Map
- Appendix B** Proposed Layout
- Appendix C** Staff Rota
- Appendix D** TRICS Report
- Appendix E** 2011 Census Data



1 INTRODUCTION

1.1.1 This Framework Travel Plan (FTP) has been prepared by Bright Plan on behalf of Cassel Hotels (Cambridge) Limited to support a planning application for a proposed care home at Hotel Felix, Girton, Cambridge. This TP provides a 5-year strategy to mitigate the long-term traffic impact and to encourage staff to use sustainable travel modes as an alternative to private car use.

1.1.2 The site is situated on the northwest side of Whitehouse Lane, circa 2.8km to the northwest of Cambridge city centre. The site location is shown in **Figure 1.1**.

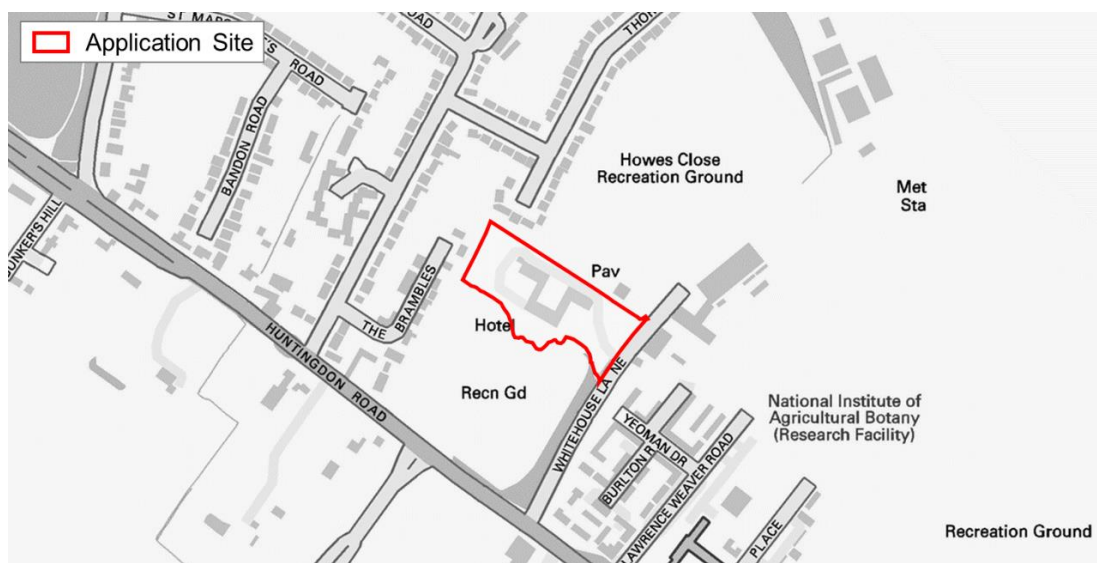


Figure 1.1: Site Location

1.1.3 The site currently comprises of a 52-bedroom hotel which includes a restaurant that is open to the public. The prospective development would involve the demolition of the hotel and restaurant to be replaced by an 80-bedroom care home.

1.2 What is a Travel Plan?

1.2.1 A Travel Plan is a package of measures tailored to the needs of a site and aimed at promoting greener, cleaner travel choices by reducing reliance on the use of the private car. The development of such measures can enable individuals to reduce the impact of travel and transport on the environment, whilst providing a range of benefits to individuals and the local community, including financial savings.

1.2.2 Travel Plans are introduced predominantly for regular journeys, such as journeys to or from work and to help to raise awareness of the impacts of travel decisions. In some instances, it is not practical to achieve modal shift from single occupancy car to a more sustainable mode, however by promoting existing transport options and providing a range of alternatives, there are opportunities for individuals to contribute to improving the local environment and their own personal health and well-being.

1.2.3 For permanent/long term staff, the key lifetime event of starting a new job represents an ideal opportunity for new staff to evaluate their travel patterns and behaviour, particularly if this is combined with the provision of relevant / up-to-date travel information.

1.2.4 For staff, a TP can:

- i. improve access to essential services and employment opportunities;
- ii. help provide less stressful options for travel, particularly in relation to regular commuter journeys;



- iii. present opportunities to incorporate physical exercise into daily routines;
- iv. reduce commuting journey times;
- v. reduce the cost of travel, or eliminate the need to buy a car; and
- vi. provide a more vibrant community to live in.

1.2.5 For the local community, a TP can:

- i. make local streets less congested, less dangerous, less noisy and less polluted;
- ii. enhance public transport services and associated infrastructure;
- iii. improve the environment and the routes available for cycling and walking; and
- iv. help create a place which is better to live in, work in and visit and which attracts investment.

1.2.6 For developers, a TP can:

- i. satisfy the requirements of local planning and highway authorities, permitting development; and
- ii. enhance an establishment's image ('green credentials' and 'social corporate responsibility').

1.3 The “Life Cycle” of a Travel Plan

1.3.1 A Travel Plan is an evolving strategy and process, which requires continuous input and monitoring, as well as commitment from staff. **Figure 1.2** below illustrates the “life-cycle” of the Travel Plan from its inception, through to the implementation and monitoring stages.

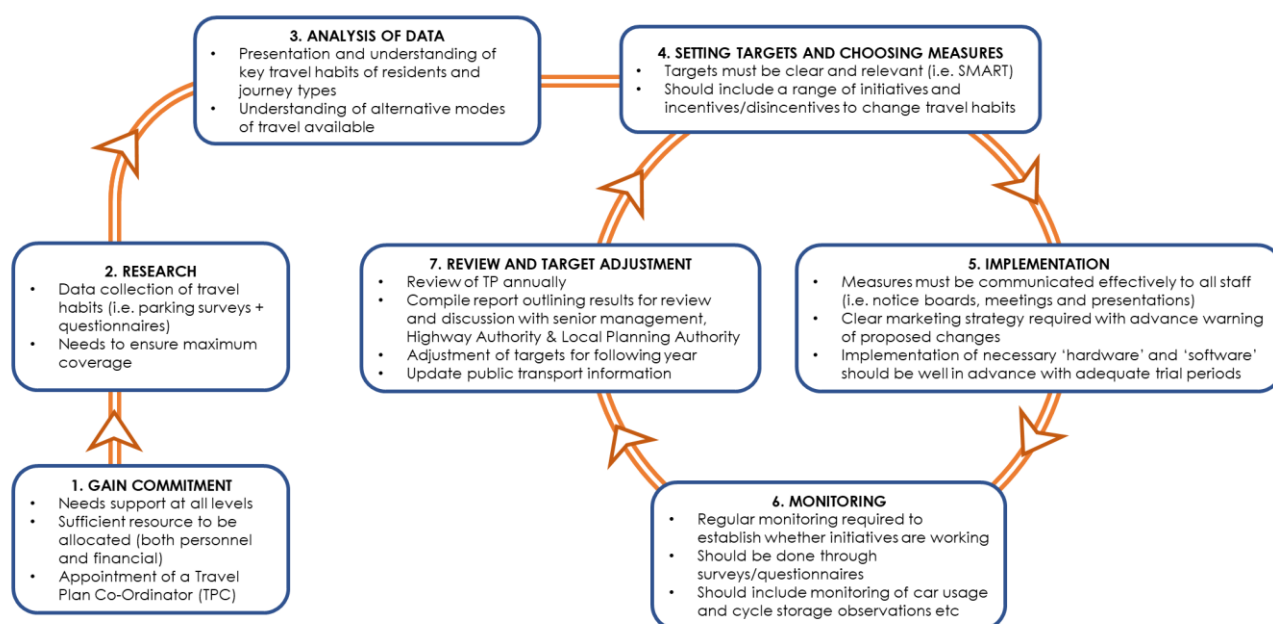


Figure 1.1: Travel Plan 'Life Cycle'

1.3.2 As illustrated by **Figure 1.2**, there are 7 principal stages required to effectively implement a Travel Plan. These are discussed in greater detail within the relevant sections of this document.



2 SITE ACCESSIBILITY CREDENTIALS

2.1 Introduction

2.1.1 This section reviews the existing provision of pedestrian, cyclist and public transport infrastructure, situated within the vicinity of the site.

2.2 Pedestrian Accessibility

2.2.1 Whitehouse Lane is flanked by a c.1.5m wide footway on the northwest side of the road. The footway connects with the wider footway network providing continuous pedestrian access throughout the local area including to Cambridge city centre. The existing pedestrian infrastructure in the vicinity of the site is shown in **Figure 2.1**.



Footway Flanking Whitehouse Lane



Signal Controlled Pedestrian Crossing on A1307

Figure 2.1: Pedestrian Infrastructure in the Vicinity of the Site



2.2.2 The Chartered Institute of Highways and Transportation's (CIHT) publication 'Providing for Journeys on Foot' (2000) states that the average length of a journey on foot is 1km. It further recommends a preferred maximum walking distance of 2km for commuting journeys. As shown on **Plan 01**, a wide range of local services and amenities, including local bus stops, are situated within 1km of the application site and are therefore accessible on foot.

2.3 Cycle Accessibility

2.3.1 The National Cycle Route (NCR) no.24 runs along the A1307 to the southeast of the site. The route facilitates cycle access into Cambridge city centre, where it adjoins the wider NCR. In addition, there are a number of local cycle routes providing access throughout the local area. The existing cycle infrastructure is shown in **Figure 2.2**, and the local cycle route network is shown on **Plan 01**.



Figure 2.2: NCR No.24 Cycle Lanes

2.3.2 The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations. The full extent of Cambridge is therefore accessible from the site by cycle.

2.4 Accessibility by Bus

2.4.1 The 'Lawrence Weaver' bus stops (northbound and southbound) are situated on Whitehouse Lane c.280m to the south of the site. The stops are served by the 5 citi and 6 citi buses which provide frequent services to Cambridge city centre. The services connect to a number of other routes available within Cambridge city centre, as well as providing a connection to Cambridge railway station. Details of the services are provided in **Figure 2.3**, and a bus map demonstrating services within Cambridge is attached at **Appendix A**.

Service No.	Route Summary	Typical Frequency	Operating Hours
5 Citi	Fenstanton - Cambridge	Mon-Sat: 1 every 30min Sun: 1 every hour	Mon-Sat: 06:17 – 22:27 Sun: 09:32 – 17:32
6 Citi	Oakington - Cambridge	Mon-Sat: 1 every 30min Sun: 1 every hour	Mon-Sat: 06:52 – 18:22 Sun: 09:02 – 18:02

Figure 2.3: Services Available from 'Lawrence Weaver' Bus Stops



2.5 Accessibility by Train

2.5.1 Cambridge railway station is situated c.4.5km to the southeast of the site and is accessible by bus or cycle. The station provides regular services to a range of locations including Cambridge North, Ely, Stansted Airport, Kings Lynn, Ipswich, London Kings Cross, London Liverpool Street, Norwich, Brighton, and Birmingham. A summary of services available is provided in **Figure 2.4**.

Destination	Route Summary	Typical Journey Time	Typical Frequency
Cambridge North	Cambridge – Cambridge North	4 – 5 min	5 every hour
Ely	Cambridge – Ely	14 – 20 min	4 every hour
Stansted Airport	Cambridge – Stansted Airport	36 – 54 min	2 every hour
Kings Lynn	Cambridge – Cambridge North – Ely – Littleport – Downham Market – Kings Lynn	56 min	1 every hour
Ipswich	Cambridge – Newmarket – Bury St Edmunds – Stowmarket – Needham Market – Ipswich	1 hr 15min	1 every hour
London Kings Cross	Cambridge – Royston – Letchworth Garden City – Stevenage – London Kings Cross	49min – 1 hr 23min	5 every hour
London Liverpool Street	Cambridge – Bishops Stortford – Harlow Town – Broxbourne – Cheshunt – Tottenham Hale – London Liverpool Street	1 hr 12min – 1 hr 25min	5 every hour
Norwich	Cambridge – Ely – Thetford – Attleborough – Wymondham – Norwich	1 hr 19min – 1 hr 40min	3 every hour
Brighton	Cambridge – Royston – Letchworth Garden City – Stevenage – London St Pancras Int. – London Blackfriars – London Bridge – East Croydon – Gatwick Airport – Burgess Hill – Brighton	2hr 23min – 2hr 46min	3 every hour
Birmingham New Street	Cambridge – Peterborough – Stamford (Lincs) – Leicester – Hinckley (Leics) – Nuneaton – Birmingham New Street	2hr 45min – 2hr 51min	2 every hour

Figure 2.4: Services Available from Cambridge Railway Station



3 PROPOSED DEVELOPMENT

3.1 Overview

3.1.1 The proposed development would involve the redevelopment of the site to provide an 80-bedroom care home. The proposed site layout is attached at **Appendix B**.

3.2 Vehicle Access

3.2.1 The site would continue to be served from the existing vehicle access point adjoining Whitehouse Lane. The access allows concurrent car movements, and can accommodate access by emergency and service vehicles. A vehicle swept path analysis has been undertaken demonstrating these manoeuvres in **Drawing 2020/6185/002**.

3.3 Pedestrian Access

3.3.1 Pedestrian access to the site would be served from a 1.5m wide footway flanking the southern side of the site access, tying in with the existing footway flanking Whitehouse Lane. The proposed pedestrian access arrangements are shown in **Appendix A**.

3.4 Staffing Requirements

3.4.1 Staffing requirements for the care home have been obtained from the future operators of the care home, with the maximum number of staff on-site occurring on weekdays. The staffing requirements on the busiest days are summarised in **Figure 3.1**, and the full staff rota is attached at **Appendix C**.

Time of Day	Job Role	No. of Staff
AM	Management	2
	Admin	3
	Nurses	2
	Carers	17
	Service (Bar / Wait Staff)	4
	Kitchen	4
	Ancillary	2
	Housekeeping and Laundry	4
	AM Total	38
PM	Management	2
	Admin	4
	Nurses	2
	Carers	17
	Service (Bar / Wait Staff)	7
	Kitchen	5
	Ancillary	2
	Housekeeping and Laundry	5
	PM Total	44
Night	Nurses	2
	Carers	9
	Night Total	11

Figure 3.1: Anticipated Maximum Number of Staff on Site



3.5 Car Parking Provision

3.5.1 Car parking would be provided in line with South Cambridgeshire District Council's (SCDC) car parking standards as set out in figure 11 of the 'South Cambridgeshire Local Plan' (September 2018). A summary of the required and proposed car parking provision is shown in **Figure 3.2**.

Number of Bed Spaces / Resident Staff	SCDC Indicative Car Parking Standards		Proposed Provision
	Car Parking Standard	Indicative Provision	
80 Bed Spaces	1 space per 3 bed spaces	27	31
0 Residential Staff	1 space per residential staff member	0	0
Total	-	27	31

Figure 3.2: Car Parking Provision

3.6 Cycle Parking Provision

3.6.1 Cycle parking would be provided in accordance with SCDC's cycle parking standards as set out in figure 11 of the 'South Cambridgeshire Local Plan' (September 2018). A summary of the proposed cycle parking provision is shown in **Figure 3.3**.

Max No. of On-Site Staff	SCDC Minimum Cycle Parking Requirement		Proposed Provision
	Minimum Cycle Parking Standard	Spaces Required	
44	1 space per 2 staff working at the same time	22	22

Figure 3.3: Cycle Parking Provision

3.6.2 Cycle parking would take place within a secure, sheltered cycle store situated within the site car parking.

3.7 Trip Generation

3.7.1 The anticipated trip generation associated with the development has been established within the development's Transport Assessment. The anticipated trip generation is shown in **Figure 3.4**, and the full TRICS report is attached at **Appendix D**.

Trip Rate per Resident			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.063	0.070	0.133
PM Peak Hour	0.076	0.108	0.184
Daily Traffic	1.045	1.077	2.122
TRICS Vehicle Trip Generation (80 Residents)			
AM Peak Hour	5	6	11
PM Peak Hour	6	9	15
Daily Traffic	84	86	170

Figure 3.4: Proposed Trip Generation – Care Home

3.7.2 The TRICS assessment suggests that the prospective care home would generate 170 daily 2-way vehicle movements of which 11 would occur during the network's AM peak traffic hour (08:00-09:00), and 15 would occur in the PM peak traffic hour (17:00-18:00).



4 AIMS, OBJECTIVES AND TARGETS

4.1 Aims and Objectives

4.1.1 The aim of this Travel Plan is to reduce the long-term reliance upon the private car by effecting a change in attitude to travel and increasing awareness of alternative modes and the associated benefits of sustainable transport. This Travel Plan would focus on the reduction of trips by staff.

4.1.2 The objectives of this TP can therefore be summarised as follows:

- i. To minimise the number of staff travelling as single occupancy car drivers for various journey purposes to and from the site;
- ii. To identify a range of 'hard' and 'soft' measures that would facilitate a reduction in the generation of private vehicle trips and increase the uptake of sustainable travel modes;
- iii. To promote the financial, environmental and personal health benefits associated with the 'active' travel modes of walking and cycling;
- iv. To promote the TP and encourage participation amongst staff within national travel awareness events such as 'Bike, Walk and Liftshare' week.

4.2 Targets

4.2.1 The DfT's 'Making Residential Travel Plans Work: Guidelines for New Development' (2007) document, states that targets are required as they provide the TP with a clear and measurable direction over the initial 5-year lifecycle.

4.2.2 Site specific targets have been based on the DfT's "SMART" criteria so that the outcomes can be quantified and an assessment of what the Travel Plan has or will achieve can be made. SMART targets should be:

Specific

Measurable

Achievable

Realistic

Time-bound

4.2.3 The principal target for this TP will be:

To achieve a 10% reduction in vehicle trips to the site

4.2.4 The care home is anticipated to generate a total of 170 daily 2-way vehicle movements (see **Section 3.7**). This TP would therefore seek to reduce the number of daily trips to the site by 17 daily 2-way movements (10%).



4.3 Redistribution of Trips

4.3.1 It is expected that the 17-vehicle trip reduction would be redistributed to other modes of travel. The likely modal split has been estimated using 2011 Census data 'Method of Travel to Work' based on existing travel patterns of workers within the South Cambridgeshire 009 output area. The anticipated modal split for the redistributed trips is shown in **Figure 4.1**, and the census data is attached at **Appendix E**.

Mode of Travel	Percentage	Net Change in Trips
Car Driver	-	-17
Bicycle	41%	7
On foot	21%	4
Passenger in a car or van	16%	3
Bus, minibus or coach	13%	2
Train	4%	1
Motorcycle, scooter or moped	6%	1

**Discrepancies due to rounding*

Figure 4.1: Redistribution of Trips



5 MEASURES AND INITIATIVES

5.1 Introduction

- 5.1.1 To assist in achieving the proposed targets, this section considers the Travel Plan initiatives that will be implemented and refined during the 5-year life of the TP. The selected measures are appropriate to the site's location, and surrounding transport infrastructure/ services.
- 5.1.2 The initiatives include 'Hard' infrastructural measures (the provision of on-site and off-site facilities to support sustainable travel behaviour) as well as 'Soft' measures generally involving distribution of travel information and incentives.

5.2 Measures and Initiatives

Travel Information

- 5.2.1 Research has demonstrated that modal shift away from single occupancy vehicles to more sustainable forms is more effective when targeting regular journeys, which are short in length. Furthermore, the lifetime event of starting a new job which is of relevance to new staff of the site, represents a change in the situational context, providing a 'window of opportunity' for enabling previous habitual travel behaviour (i.e. private car use) to be reconsidered.
- 5.2.2 In order to raise awareness of the TP and associated measures, information pertaining to all sustainable travel modes will be compiled into an information pack by the appointed TPC. The information would be displayed on on-site notice boards. Information contained within the packs would additionally be provided on on-site notice boards. The information will include:
- i. An outline of the main aims / objectives of the TP, the reasons for implementing the TP, and the role of individuals in achieving the aspirations of the TP;
 - ii. Details of the financial, environmental and personal health benefits associated with the 'active' travel modes of walking and cycling;
 - iii. Local walking and cycling route maps;
 - iv. Map showing the location of the nearest bus stops / rail stations and up-to-date service timetables;
 - v. Information for public transport fares including a cost comparison with car travel;
 - vi. Contact details of the appointed Travel Plan Co-ordinator.
 - vii. Details of the Liftshare website.
 - viii. Details of real time travel information.

Car Sharing

- 5.2.3 Car sharing involves two or more people travelling together for all or part of a journey. It represents a relatively convenient, flexible and cost-effective mode of travel if car sharers live and work in similar locations.



- 5.2.4 To encourage staff members to car share with one another, a staff car sharing scheme would be created for the site. This will allow members of staff who live close to one another to easily arrange car sharing to and from work.
- 5.2.5 In addition, 'Cam Share', Cambridgeshire's car sharing community on www.liftshare.com (the UK's largest car share database) will be promoted. This service is free to sign up to and aims to facilitate car sharing on a regular basis by enabling users to contact others who they could potentially share with.
- 5.2.6 The Liftshare website provides a 'savings calculator' to enable members to work out the cost savings of car sharing as part of a regular journey. It is noteworthy that for journeys comprised of 10 miles, an individual can save in the order of £464 per annum when sharing with one other person, and £928 per annum when sharing with two others.
- 5.2.7 Additionally, the operator would offer a guaranteed a ride home to staff who car share in emergency situations.

Public Transport

- 5.2.8 To promote the use of existing public transport services, up-to-date and relevant timetable / route map information would be gathered by the appointed TPC and displayed on on-site noticeboards as well as emailed to staff as part of the travel information packs.
- 5.2.9 Service information for local public transport links would be provided listing available destinations, typical journey times and frequencies, as well as links to real time service information.
- 5.2.10 Information would be provided detailing public transport fares including a cost comparison with car travel.
- 5.2.11 The operator would offer a guaranteed a ride home to staff who travel to work by public transport in emergency situations.

Walking and Cycling

- 5.2.12 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for short journeys, typically less than 2 kilometres in length, to be undertaken by car, thus reducing the level of traffic on the surrounding highway network.
- 5.2.13 To encourage travel on-foot, information on local walking routes, including approximate journey times, will be promoted together with events linked to annual national travel awareness campaigns such as 'Walk-to-Work Week'.
- 5.2.14 To encourage travel by cycle, information would be provided for free health apps such as Strava, Endomondo, etc. alongside promotion of campaigns such as 'Bike Week'.
- 5.2.15 Staff members may be eligible to purchase a bicycle through the 'cycle-to-work' scheme. Details of adult cycle training courses would be provided to help those with a lack of confidence and safety concerns to encourage staff to consider cycling as a viable method of travelling to work.
- 5.2.16 The site would provide secure cycle parking for staff with a capacity for 22 bikes. The site is equipped with shower and changing facilities for all staff. In addition, on-site bike maintenance equipment, including puncture repair kits and bike pumps, would be provided for use by staff.



5.3 Remedial Measures

5.3.1 In the event that the Travel Plan target has not been achieved after the 5th year of Travel Plan implementation, the TPC will initiate the following remedial measures:

- i. Promote staff car sharing and Liftshare to all staff; and
- ii. Provide increased funding to the Travel Plan Co-ordinator for the purposes of organising initiatives in conjunction with national travel awareness events.

5.3.2 The remedial measures listed above represent the final attempt to influence travel behaviour and patterns amongst staff.

5.4 Effectiveness of Travel Plan Measures

5.4.1 The measures and initiatives detailed above would reduce the level of car use associated with the site, consequently increasing the use of sustainable modes and achieving the target set. However, the list is not exhaustive and the appointed TPC is encouraged to investigate other potential initiatives, especially those which would reduce the number of trips made by car.



6 MANAGEMENT, MONITORING AND REVIEW

6.1 Introduction

6.1.1 This section of the report sets out a strategy for managing the implementation of 'hard' and 'soft' measures, as well as a framework for monitoring and reviewing the TP.

6.2 Management

Travel Plan Co-ordinator

6.2.1 The TPC is responsible for implementing and promoting the Travel Plan throughout the 5-year operation of the site. This includes carrying out annual staff travel surveys, ensuring up to date travel information is displayed and communicating with CCC's Travel Plan Officer. The role of Travel Plan Co-ordinator would be undertaken by a member of the care home management staff.

6.2.2 The Travel Plan Co-ordinator would be responsible for undertaking the following key tasks:

- i. On-going promotion / marketing of the TP and associated measures including the preparation of travel information to be presented to employees;
- ii. Provide a basic personal journey planning service for employees;
- iii. Organising the implementation of travel surveys to be undertaken on an annual basis, following the establishment of baseline travel patterns and behaviour;
- iv. Preparing annual TP Monitoring Reports highlighting the main results of each survey and summary of measures enacted over previous year and resources expended on the Travel Plan;
- v. Acting as the main point of contact for staff, CCC's Travel Plan Officer, and other relevant stakeholders.

6.2.3 To ensure effective communication between staff and other internal / external stakeholders, the contact details of the Travel Plan Co-ordinator including telephone number and e-mail address will be displayed on on-site noticeboards.

6.3 Monitoring and Review

6.3.1 The Travel Plan will be monitored on an annual basis for an initial 5-year period. A baseline staff survey will be undertaken within the first 6 months of operation with a follow up survey being undertaken on the anniversaries of the baseline survey. Data gathered from the surveys will be used to track to progress of the Travel Plan and to inform future mode share targets.

6.3.2 The staff travel surveys will comprise a number of questions relating to travel patterns including travel modes, distance and journey times. Respondents to the survey will also be requested to provide their comments on existing TP measures as well as suggest potential improvements.

6.3.3 To ensure a reasonable level of response, a paper version of the staff travel questionnaire will be distributed to each member of staff.



6.3.4 The Travel Plan Co-ordinator will update the TP and compile a Monitoring Report on an annual basis. The report will outline the results of the review and incorporate the findings of on-going monitoring undertaken through the proceeding period. A copy of the report will be issued to CCC's Travel Plan Officer for comment and discussion as well as being filed for records.

6.3.5 To maintain the emphasis of the TP it is suggested that the results of the monitoring / review process are communicated to all staff. This could be done by displaying data on a noticeboard, including an article in a local newsletter or in conjunction with a Travel Plan event e.g. National Liftshare Week (October), European Mobility Week (September) or Cycle to Work events (June) etc.

6.4 Action Plan

6.4.1 An action plan is presented below in **Figure 6.1**, highlighting relevant measures, timescales and the individuals responsible for ensuring the co-ordination / implementation of the TP.

Measure	Timescale	Responsibility
Appoint Travel Plan Co-ordinator to oversee the implementation of sustainable travel measures	Upon acceptance of Travel Plan	Operator of care home
Install notice boards displaying up-to-date and relevant travel information within the main reception areas of the building	Prior to initial occupation	TPC
Provide on-site bike maintenance equipment, including puncture repair kits and bike pumps	Prior to initial occupation	TPC
Submit contact details of appointed TPC to Cambridgeshire County Council	Within the first 3 months of occupation	TPC
Prepare travel information packs	Within the first 3 months of occupation	TPC
Conduct baseline travel survey	Within the first 6 months of occupation	TPC
Update TP with mode share targets and submit to CCC's Travel Plan Officer for review	Within 1 month of undertaking the baseline survey	TPC
Continue to undertake surveys and submit Monitoring Reports to CCC's Travel Plan Officer	On anniversaries of baseline survey	TPC
Ongoing promotion of sustainable travel events	As and when events occur	TPC

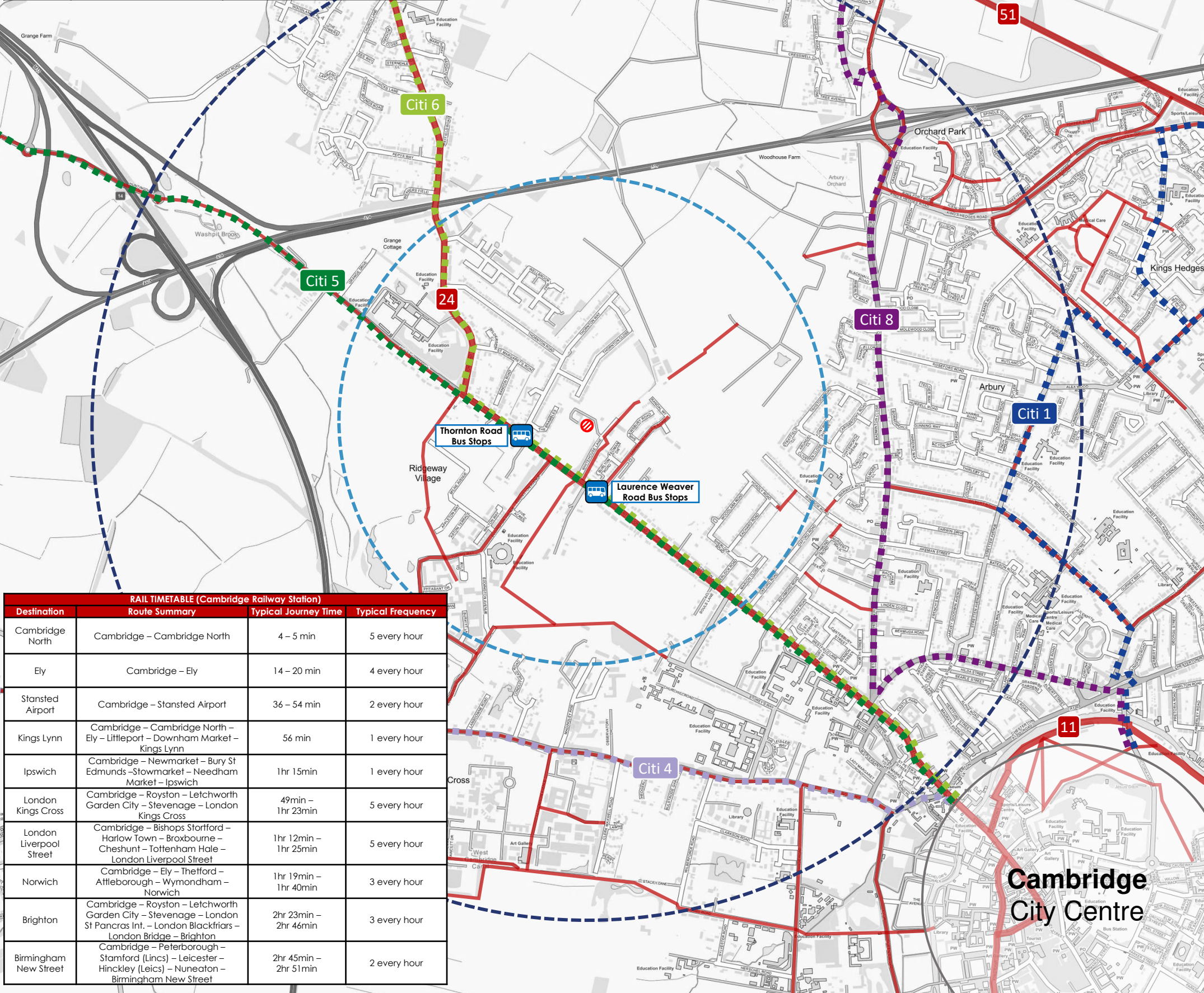
Figure 6.1: Action Plan



PLANS

Plan 01 Accessibility Plan

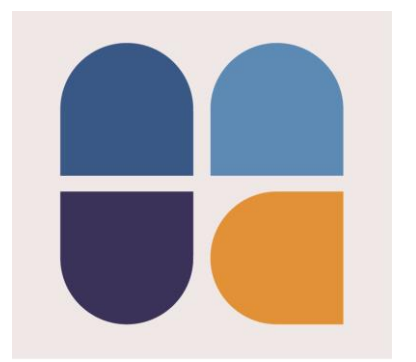
BUS SERVICES (Laurence Weaver Bus Stops)			
Service	Route Summary	Typical Frequency	Operating Hours
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6 Citi	Oakington - Cambridge	Mon-Sat: 1 every 30min Sun: 1 every hour	Mon-Sat: 06:52 - 18:22 Sun: 09:02 - 18:02



LEGEND

- SITE LOCATION
- RAIL STATION
- RAILWAY
- BUS STOPS
- NATIONAL CYCLE ROUTES
- LOCAL CYCLE ROUTES
- 1KM ISOCHRONE
- 2KM ISOCHRONE
- CITI 1 BUS ROUTE
- CITI 4 BUS ROUTE
- CITI 5 BUS ROUTE
- CITI 6 BUS ROUTE
- CITI 8 BUS ROUTE

RAIL TIMETABLE (Cambridge Railway Station)			
Destination	Route Summary	Typical Journey Time	Typical Frequency
Cambridge North	Cambridge - Cambridge North	4 - 5 min	5 every hour
Ely	Cambridge - Ely	14 - 20 min	4 every hour
Stansted Airport	Cambridge - Stansted Airport	36 - 54 min	2 every hour
Kings Lynn	Cambridge - Cambridge North - Ely - Littleport - Downham Market - Kings Lynn	56 min	1 every hour
Ipswich	Cambridge - Newmarket - Bury St Edmunds - Stowmarket - Needham Market - Ipswich	1hr 15min	1 every hour
London Kings Cross	Cambridge - Royston - Letchworth Garden City - Stevenage - London Kings Cross	49min - 1hr 23min	5 every hour
London Liverpool Street	Cambridge - Bishops Cleeve - Harlow Town - Broxbourne - Cheshunt - Tottenham Hale - London Liverpool Street	1hr 12min - 1hr 25min	5 every hour
Norwich	Cambridge - Ely - Thetford - Attleborough - Wymondham - Norwich	1hr 19min - 1hr 40min	3 every hour
Brighton	Cambridge - Royston - Letchworth Garden City - Stevenage - London St Pancras Int. - London Blackfriars - London Bridge - Brighton	2hr 23min - 2hr 46min	3 every hour
Birmingham New Street	Cambridge - Peterborough - Stamford (Lincs) - Leicester - Hinckley (Leics) - Nuneaton - Birmingham New Street	2hr 45min - 2hr 51min	2 every hour



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Client:
 Cassel Hotels (Cambridge) Limited

Project:
 Hotel Felix, Girton, Cambridge

Title:
 Accessibility Plan

Scale: NTS	Date: Nov 2020	Drawn By: EJD	Checked By: ALB
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Plan No: Plan 01	Job No: 6185	Rev: -
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Cambridge City Centre



APPENDICES



Appendix A Bus Route Map



Cambridge dayrider & megarider zone

limit of **dayrider** & **megarider** area continues to Hardwick on **citi 4** and Bar Hill on **citi 5**



limit of **dayrider** & **megarider** area from Sawston **citi 7**

citi 2
from Landbeach & Waterbeach
limit of **dayrider** & **megarider** area
peak times only

citi 3
evening buses on **citi 3** go to both Whitehill Estate & Fison Road and use Thorley Rd instead of Stanesfield Rd

evening buses on **citi 1** run along Cambridge Road when Capital Park is closed

citi 5 buses travel this way through Girton & Oakington in the evenings

- bus stops
- busway stops



Appendix B Proposed Layout



SCHEDULE OF ACCOMMODATION

SITE AREA — 1.39 Ha (3.43 acres)

CARE HOME

GROUND FLOOR 40 BEDS + SERVICE AREAS
 FIRST FLOOR 40 BEDS + SPA
 ROOF SPACE SERVICE AREAS

TOTAL 80 BEDROOMS

GROSS INTERNAL FLOOR AREA




GROUND FLOOR 2,275m²
 FIRST FLOOR 2,100m²
 ROOF SPACE 280m²

TOTAL GIFA: 4,655m²

SPACE PER RESIDENT 58.2m²

PARKING 31 BAYS INCL. 2 DISABLE BAYS

KEY

-  EXISTING TREES
-  PROPOSED TREES
-  EXISTING TREES WITH TPO ORDER

Rev.	Description	Author	Checked	Date
A	ISSUED FOR PLANNING APPLICATION	PK	MM	12.02.2021



CARLESS + ADAMS

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Business Centre,
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Client CASSEL HOTELS (CAMBRIDGE) LIMITED

Project HOTEL FELIX, CAMBRIDGE

Title SITE PLAN C+A no. A-846

scale 1:500 author PK chkd MM date Feb. 10, 21 sheet size A1

project.	org.	zone.	level.	type.	role.	class.	num.	status.	rev.
846	C+A				A		04		A

For construction purposes dimensions shall not be scaled & figured dimensions must be verified on site before work commences.
This drawing is Copyright ©



Appendix C Staff Rota



Appendix D TRICS Report

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	WG WOKINGHAM	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of residents
 Actual Range: 31 to 58 (units:)
 Range Selected by User: 30 to 120 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 02/05/19

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:

Monday	1 days
Tuesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

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

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	4
------------------	---

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	4 days
----	--------

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

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

5,001 to 10,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days
1.6 to 2.0	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	4 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	LC-05-F-02	NURSING HOME	LANCASHIRE
	LYTHAM ROAD		
	BLACKPOOL		
	SQUIRES GATE		
	Edge of Town		
	Residential Zone		
	Total Number of residents:	31	
	Survey date: <i>TUESDAY</i>	27/09/16	Survey Type: <i>MANUAL</i>
2	NY-05-F-05	NURSING HOME	NORTH YORKSHIRE
	SEAGRIM CRESCENT		
	RICHMOND		
	Edge of Town		
	Residential Zone		
	Total Number of residents:	37	
	Survey date: <i>MONDAY</i>	04/03/19	Survey Type: <i>MANUAL</i>
3	WG-05-F-01	NURSING HOME	WOKINGHAM
	BARKHAM ROAD		
	WOKINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	58	
	Survey date: <i>TUESDAY</i>	20/11/12	Survey Type: <i>MANUAL</i>
4	WK-05-F-01	NURSING HOME	WARWICKSHIRE
	CLARENDON SQUARE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	32	
	Survey date: <i>THURSDAY</i>	25/10/12	Survey Type: <i>MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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

VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	40	0.070	4	40	0.057	4	40	0.127
08:00 - 09:00	4	40	0.063	4	40	0.070	4	40	0.133
09:00 - 10:00	4	40	0.095	4	40	0.044	4	40	0.139
10:00 - 11:00	4	40	0.057	4	40	0.082	4	40	0.139
11:00 - 12:00	4	40	0.089	4	40	0.114	4	40	0.203
12:00 - 13:00	4	40	0.076	4	40	0.063	4	40	0.139
13:00 - 14:00	4	40	0.146	4	40	0.057	4	40	0.203
14:00 - 15:00	4	40	0.082	4	40	0.133	4	40	0.215
15:00 - 16:00	4	40	0.089	4	40	0.120	4	40	0.209
16:00 - 17:00	4	40	0.063	4	40	0.070	4	40	0.133
17:00 - 18:00	4	40	0.076	4	40	0.108	4	40	0.184
18:00 - 19:00	4	40	0.057	4	40	0.070	4	40	0.127
19:00 - 20:00	4	40	0.038	4	40	0.051	4	40	0.089
20:00 - 21:00	4	40	0.044	4	40	0.038	4	40	0.082
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.045			1.077			2.122

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.

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Parameter summary

Trip rate parameter range selected: 31 - 58 (units:)
 Survey date range: 01/01/12 - 02/05/19
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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



Appendix E 2011 Census Data

WP703EW - Method of travel to work (2001 specification) (Workplace population)

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population	All usual residents aged 16 to 74 in employment in the area the week before the census
units	Persons
area type	2011 super output areas - middle layer
area name	E02003783 : South Cambridgeshire 009

Method of travel to work	2011
All categories: Method of travel to work (2001 specification)	2,120
Work mainly at or from home	522
Underground, metro, light rail or tram	6
Train	16
Bus, minibus or coach	61
Taxi	5
Motorcycle, scooter or moped	27
Driving a car or van	1,124
Passenger in a car or van	72
Bicycle	184
On foot	94
Other method of travel to work	9

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.