



FULL TRAVEL PLAN

OAK VIEW NURSING HOME

Care Home

2025-05-08-TP01-6745

May 2025

Prepared on Behalf of English Oak Care Homes



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CONTENTS

1	INTRODUCTION	5
1.1	Overview	5
1.2	Current Site and Planning Context	5
	APP/20/00002 – First floor rear extension to provide 11 additional rooms	6
	APP/24/00157 – Proposed first-floor side extension and provision of three additional bedrooms	6
1.3	Scope of Travel Plan	6
1.4	Travel Plan Purpose	6
1.5	Travel Plan Policy	7
2	SITE ACCESSIBILITY CREDENTIALS	8
2.1	Pedestrian Accessibility	8
2.2	Cycle Accessibility	9
2.3	Accessibility by Bus	10
2.4	Accessibility by Train	10
2.5	Baseline Staff Travel Survey	10
3	PROPOSED DEVELOPMENT	12
3.1	Overview	12
3.2	Access	12
3.3	Car Parking Provision	12
3.4	Cycle Parking Provision	12
3.5	Staff Requirements	12
4	AIMS, OBJECTIVES AND TARGETS	13
4.1	Aims and Objectives	13
4.2	Targets	13
5	MEASURES AND INITIATIVES	14
5.1	Introduction	14
5.2	Measures and Initiatives	14
	Travel Information	14
	Walking and Cycling	15
	Car Sharing	15
	Public Transport	16
5.3	Remedial 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
7	ACTION PLAN	19



APPENDICES

Appendix A Example Questionnaire

1 INTRODUCTION

1.1 Overview

- 1.1.1 This Travel Plan (TP) has been prepared by Bright Plan on behalf of English Oak Care Homes to provide a sustainable travel strategy to be implemented at Oak View Nursing Home, 47-49 Beach Road, Hayling Island.
- 1.1.2 This TP has been designed to mitigate any long-term effect of traffic impacts associated with the site, and to provide a strategy to encourage staff to use sustainable travel methods as an alternative to private car use. The site location is shown in **Figure 1.1**.



Figure 1.1: Application Site Location

1.2 Current Site and Planning Context

- 1.2.1 The site currently comprises of a 51-bedroom nursing home, which includes a recent extension under planning application APP/20/00002. In addition, the site is currently subject to an application for a further extension under planning application APP/24/00157, which provide an additional 3 bedrooms. Further details of the application are provided below:



APP/20/00002 – First floor rear extension to provide 11 additional rooms

- 1.2.2 This application was supported by a Framework Travel Plan, and was granted planning permission in January 2021. The Decision Notice included the following requirement under condition 3:

“A detailed Travel Plan, as set out in the Action Plan at figure 6.1 of the Framework Travel Plan by Bright Plan dated 13 February 2020, shall be implemented in full with the appointment of a Travel Plan Co-ordinator prior to the commencement of the hereby approved development. The stages of the Travel Plan and surveys shall be adhered to in accordance with figure 6.1 to the satisfaction of the Local Planning Authority. Documentary evidence of the Travel Plan and surveys shall be kept and made available for inspection by the Local Planning, to facilitate monitoring of compliance with this condition.”

APP/24/00157 – Proposed first-floor side extension and provision of three additional bedrooms

- 1.2.3 This application is currently ongoing, however subject to being granted planning permission, would result in a total of 54 bedrooms at the site, with no increase in on-site staff. The application is supported by an updated Framework Travel Plan, however no comments have been received relating to the Framework Travel Plan at this stage.

1.3 Scope of Travel Plan

- 1.3.1 This Full Travel Plan has been prepared as an overarching document for the care home, covering both applications referred to above, and can be updated subject to any further proposals in the future. This report builds on the Framework Travel Plan's submitted as part of the planning applications, and is intended to satisfy condition 3 of planning permission APP/20/00002, as well as any Travel Plan related condition that may be applied to the current application.

1.4 Travel Plan Purpose

- 1.4.1 A TP is a package of measures aimed at promoting sustainable travel choices by reducing reliance on the use of the private car. The implementation 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.
- 1.4.2 The event of starting a new job represents an ideal opportunity for staff to evaluate their travel behaviour and change existing habits.
- 1.4.3 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 journey times to local destinations.
- v. Reduce the cost of travel, or eliminate the need to buy a car.
- vi. Provide a more vibrant community to live in.

1.4.4 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.
- iv. Help create a place which is better to live in, work in and visit and which attracts investment.

1.4.5 For developers, a TP can:

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

1.5 Travel Plan Policy

1.5.1 This Travel Plan accords with the following national, regional and local Travel Plan policy documents:

- i. National Planning Policy Framework (2023)
- ii. Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements' (2014)
- iii. DfT's Manual for Streets (2007)
- iv. DfT's Cycle Infrastructure Design (LTN 1/20) (July 2020)
- v. CIHT's 'Planning for Walking' (April 2015)
- vi. CIHT's 'Buses in Urban Developments' (2018)
- vii. Hampshire's Local Transport Plan (2024)
- viii. Hampshire County Council's 'A Guide to Development Related Travel Plans' (2009)

2 SITE ACCESSIBILITY CREDENTIALS

2.1 Pedestrian Accessibility

2.1.1 Pedestrian access to the site is currently served from c.2m wide footways flanking either side of the A3023 Beach Road. The footways connect with the wider footway network providing continuous pedestrian links throughout the local area, and providing access to local services and amenities on foot. The existing pedestrian infrastructure in the vicinity of the site is shown in **Figure 2.1**.



Footway Flanking Beach Road



Zebra Crossing

Figure 2.1: Pedestrian Infrastructure in the Vicinity of the Site

2.1.2 The Chartered Institute of Highways and Transportation's (CIHT) publication 'Planning for Walking' (April 2015) identifies that 80% of journeys under 1 mile (1.6km) are made by foot, and 26% of journeys between 1-2 miles (1.6km – 3.2km) are made by foot. A wide range of local services and amenities, including local bus stops, are situated within 1km of the application site, and are therefore comfortably accessible on foot.

2.2 Cycle Accessibility

2.2.1 The National Cycle Network (NCN) route 2 is situated c.550m to the west of the site and can be accessed via Station Road or Sea Front. The route runs north-south along the western side of Hayling Island providing continuous off-road cycle access to Havant town centre, including Havant railway station. In addition, local cycle routes provide cycle access along the southern coast and throughout Hayling Island. The local cycle routes are shown in **Figure 2.2**.



Figure 2.2: Local Cycle Routes

2.2.2 The Department for Transport's (DfT) document Cycle Infrastructure Design (LTN 1/20) (July 2020) states that 5 miles (8km) is an achievable distance to cycle for most people. The full extents of Waterlooville, Havant, and Cosham are therefore accessible by bicycle. Havant and Portsmouth (via the Hayling Ferry) are therefore accessible from the site by cycle.



2.3 Accessibility by Bus

- 2.3.1 The application site is within a desirable walking distance of a number of local bus stops, the closest being the 'Barley Mow' stops c.230m to the north of the site. The stops serve the no.30 and no.31 services which provide regular journeys to Havant, Purbrook and Eastoke. Details of the services are provided in **Figure 2.3**.

Service	Route Summary	Typical Frequency	Operating Hours
30	Havant - West Town - Beachlands - Eastoke - Mengham - Havant	Mon-Sat: 1 every 30min Sun: 1 every hour	Mon-Fri: 05:33 – 22:43 Sat: 06:03 – 22:43 Sun: 06:18 – 21:18
31	Havant - Mengham - Eastoke - Beachlands - West Town - Havant	Mon-Sat: 1 every 30min Sun: 1 every hour	Mon-Fri: 06:10 – 00:08 Sat: 06:45 – 00:08 Sun: 07:43 – 22:43

Figure 2.3: Bus Services Available from Local bus Stops

2.4 Accessibility by Train

- 2.4.1 Havant railway station is located c.7km to the north of the site and is accessible via the no.30 and no.31 bus services. The station provides services to Chichester, Portsmouth, Southampton, Brighton, and London Waterloo. A summary of services available from Havant railway station is provided in Figure 2.4.

Destination	Route Summary	Typical Journey Time	Typical Frequency
Chichester	Havant – Emsworth – Southbourne – Fishbourne – Chichester	10 mins	Every 15 mins
Portsmouth	Havant – Fratton – Portsmouth and Southsea – Portsmouth	37 mins	Every 15 mins
Southampton Central	Havant – Cosham – Portchester – Fareham – Southampton Central	42 mins	Every 20 mins
Brighton	Havant – Emsworth – Chichester – Barnham – Worthing – Hove – Brighton	1 hour 11 mins	Every 30 mins
London Waterloo	Havant – Petersfield – Godalming – Guildford – Woking – London Waterloo	1 hour 21 mins	Every 40 mins

Figure 2.4: Services Available from Havant Railway Station

2.5 Baseline Staff Travel Survey

- 2.5.1 As part of this TP, staff travel surveys will be undertaken to establish travel habits of staff, and to monitor progress of the TP. An example questionnaire is attached at **Appendix A**.
- 2.5.2 A baseline survey has been undertaken in February 2025, the results of which are set out in a Monitoring Report completed by the TPC. A summary of the baseline mode share of staff is shown in **Figure 2.5**.



Mode of Transport	Number of Staff	Percentage
Car (driver)	13	33%
Walk	9	23%
Bus	7	18%
Cycle	3	8%
Car (share)	2	5%
Mix of bus/train	1	3%
Mix of walk/cycle/car share	1	3%
Mix of bus/train/car share	1	3%
Mix bus/escooter	1	3%
Mix of bus/car (driver)	1	3%
Total	39	100%

Figure 2.5: Baseline Mode Share of Staff

- 2.5.3 It is identified that only 33% of respondents currently drive to the site, meaning the majority of respondents (67%) use sustainable modes when travelling to the site.



3 PROPOSED DEVELOPMENT

3.1 Overview

- 3.1.1 The proposed development would involve the construction of a first-floor extension to the existing care home, increasing the total number of bedrooms from 51 to 54.

3.2 Access

- 3.2.1 The proposals would have no material impact on the existing access arrangements. Vehicle access to the site would continue to be served from the existing vehicle crossovers adjoining the A3023 Beach Road, and pedestrian access would continue via vehicle crossovers / the dedicated pedestrian access at the south of the site.

3.3 Car Parking Provision

- 3.3.1 The site has 2 car parks served from separate access points. The proposal would include the provision of an additional parking space in the southern car park, bringing the southern car park total to 6. The northern car park has a capacity for 7 cars, meaning the site would have an overall total of 13 spaces.

3.4 Cycle Parking Provision

- 3.4.1 The site has 3 long stay cycle parking spaces for staff, and 16 short stay cycle parking spaces. The proposal would include an additional 2 short stay cycle spaces in the southern car park.

3.5 Staff Requirements

- 3.5.1 Staffing requirements for the care home have been identified by the operators of the care home, as summarised in **Figure 3.1**.

Job	Number of On-Site Staff		
	AM	PM	Overnight
Care Staff	12	11	3
Kitchen	1	1	-
Cleaners	-	3	-
Maintenance	1	1	-
Admin	1	1	-
Management	1	1	-
Total on Site	16	18	3

Figure 3.1: On-Site Staff



4 AIMS, OBJECTIVES AND TARGETS

4.1 Aims and Objectives

- 4.1.1 The aim of this TP 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.
- 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 car trips to and from the site, thereby leading to a corresponding increase in the proportion of staff/visitors travelling by sustainable modes such as public transport, car sharing, walking and cycling.
 - 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 TP 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 ensure that the percentage of staff travelling to work by private car does not increase from the current 33%



5 MEASURES AND INITIATIVES

5.1 Introduction

- 5.1.1 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 In order to raise awareness of the TP and associated measures, information pertaining to all sustainable travel modes will be provided within a Travel Information Pack (TIP) provided to staff. 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. A map showing local walking / cycling routes, local nearest bus stops / rail stations, and facilities within the surrounding area.
 - iv. Details of real time travel information.
 - v. Information about Hampshire's multi-modal journey planning website: www.myjourneyhampshire.com/journeyplanner.
 - vi. Information relating to the benefits of car sharing including details of Liftshare.com.
 - vii. Contact details of the appointed TPC.
- 5.2.2 When recruiting new staff, the operator would be encouraged to provide information on how interviewees can travel to the site by sustainable travel modes. The operator would also be encouraged to include sustainable travel as an item on team meeting agendas.



Walking and Cycling

- 5.2.3 Where convenient and safe links are available there is significant opportunity to reduce the need for short journeys (i.e. less than 2km in length) by car, thereby reducing the level of traffic on the surrounding highway network.
- 5.2.4 Cycle parking for both staff and visitors would be provided in accordance with local cycle parking standards, increasing the likelihood of staff/visitors using their bicycles to access the site.
- 5.2.5 To encourage travel on-foot and by cycle, the following information would be provided within the TIP:
- i. Maps local walking and cycling routes.
 - ii. Promotion of Hampshire's cycle journey planner which provides turn-by-turn route information for quiet, fast, and balanced routes.
 - iii. Details of free health apps such as Strava, MapMyWalk etc.
 - iv. Details of adult cycle training courses to help those with a lack of confidence and safety concerns to consider cycling as a viable method of travelling to work.
- 5.2.6 The appointed TPC would seek to liaise with local schools to co-ordinate walking/cycling to school events.

Car Sharing

- 5.2.7 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.
- 5.2.8 To encourage staff members to car share with one another, a staff car sharing scheme would be created for the site. This would allow members of staff who live close to one another to easily arrange car sharing to and from work.
- 5.2.9 The operator would also be encouraged to guarantee a ride home to staff who car share in emergency situations.
- 5.2.10 In addition, www.liftshare.com (the UK's largest car share database) will be promoted within the TIP. 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.



- 5.2.11 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.

Public Transport

- 5.2.12 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 would be distributed to staff / displayed on on-site noticeboards. This would include a list of services and destinations available from local stops.
- 5.2.13 Bus service information for the 'Barley Mow' stops, and rail service information from Havant railway station would be provided, listing available destinations, typical journey times and frequencies. Links would also be provided to real time service information.
- 5.2.14 The operator would also be encouraged to guarantee a ride home to staff who travel to work by public transport in emergency situations.
- 5.2.15 The operator could also consider providing short-term 'taster' tickets to enable employees to try commuting via public transport, and could consider providing interest-free loans to enable employees to purchase bus or rail annual season tickets through monthly deductions from their salaries.

5.3 Remedial Measures

- 5.3.1 In the event that the TP 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.
 - 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.



6 MANAGEMENT, MONITORING AND REVIEW

6.1 Introduction

- 6.1.1 This section 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 TP, and would be responsible for undertaking the following key tasks:

- i. Ensuring up to date travel information is displayed on-site
- ii. Providing a basic personal journey planning service for staff.
- iii. Organising the implementation of staff travel surveys.
- iv. Preparing TP Monitoring reports highlighting the main results of each survey and the progress of the TP.
- v. On-going promotion / marketing of the TP and associated measures including the preparation of travel information to be presented to staff.
- vi. Acting as the main point of contact for staff, HCC, HBC, and other relevant stakeholders.

- 6.2.2 To ensure effective communication between staff and other internal / external stakeholders, the contact details of the TPC would be provided within the TIP.

6.3 Monitoring and Review

- 6.3.1 The TP will be monitored for an initial 5-year period, with surveys undertaken biennially to track the progress of the TP. The travel surveys would comprise questionnaires which would include a number of questions relating to travel patterns (i.e. travel modes, distance and journey times). Respondents to the survey would also be requested to provide their comments on existing TP measures as well as suggest potential improvements. An example questionnaire is attached at **Appendix A**.

- 6.3.2 An initial travel survey has been undertaken establishing the baseline travel habits of staff. The results of the survey are set out in a Monitoring Report prepared by the TPC. Follow up surveys will be undertaken on the 2nd and 4th anniversaries of the baseline survey.



- 6.3.3 The TPC would compile Monitoring Reports following each survey which would 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 saved and made available to HCC/HBC for review upon request.
- 6.3.4 To maintain the emphasis of the TP it is suggested that the results of the monitoring / review process are communicated to staff. This could be via a staff 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.



7 ACTION PLAN

7.1.1 An action plan is presented below in **Figure 7.1**, highlighting relevant measures, timescales and the individuals responsible for ensuring the co-ordination / implementation of the TP.

Measures	Timescales	Completed
Appoint Travel Plan Co-ordinator	Upon acceptance of Travel Plan	Yes
Install on-site cycle parking associated with planning application APP/20/00002	Prior to opening of extension (APP/20/00002)	Yes
Display up-to-date travel information within the main reception/staff areas of the building	Prior to opening of extension (APP/20/00002)	Yes
Conduct baseline staff travel survey	Following occupation of extension (APP/20/00002)	Yes
Prepare Monitoring Report and save for review by HCC / HBC upon request	Within 1 month of undertaking the survey	Yes
Conduct second staff travel survey	On the second anniversary of the baseline survey	-
Prepare second Monitoring Report and save for review by HCC / HBC upon request	Within 1 month of undertaking the survey	-
Conduct third staff travel survey	On the fourth anniversary of the baseline survey	-
Prepare third Monitoring Report and save for review by HCC / HBC upon request	Within 1 month of undertaking the survey	-
Install additional onsite cycle parking associated with planning application APP/24/00157 (subject to approval)	Prior to opening of extension (APP/24/00157)	-

Figure 7.1: Action Plan



APPENDICES



Appendix A

Example Questionnaire

STAFF TRAVEL SURVEY

OAK VIEW NURSING HOME

October 2024

6745

BASIC DETAILS

Name	
Email address	
Home post code	

Are you a registered blue badge holder?	
Yes	
No	

What contract do you have with the company?	
Full Time	
Part Time	

CURRENT TRAVEL HABITS

How far do you live from your place of work?					
Less than 1 mile	Between 1 and 2 miles	Between 2 and 5 miles	Between 5 and 10 miles	Between 10 and 25 miles	More than 25 miles

How long does it currently take you to travel to work on an average day?				
Less than 15 minutes	Between 15 and 30 minutes	Between 30 and 45 minutes	Between 45 and 60 minutes	Over an hour

Have you changed your most common mode of transport since starting work at the care home?	
Yes	
No	
If yes, what was the main reason for this change?	

Do you typically travel to work using the same mode of transport?	
Yes	
No	

How do you currently get to work? (Please tick the modes of transport that you use to come to work in the correct columns to show how often you use each mode)					
Method	Every day	More than once per week	About once per week	A few times per month	Never
Walk					
Cycle					
Bus					
Train					
Car (drive)					
Car (share)					
Motorcycle					
Other					

What time do you arrive/leave work each day?		
	Arrive	Leave
Monday		
Tuesday		
Wednesday		
Thursday		
Friday		
Saturday		
Sunday		

ONLY CAR COMMUTERS TO COMPLETE

What are your main reasons for driving to work?	
I drop off/collect children on the way to/from work	
I use the car for other personal business on the way to/from work	
I use my vehicle during the day for work purposes	
I car share/give a lift/get a lift It's quicker than other modes It's cheaper than other modes	
I have a lot to carry	
I have no alternative	
Personal security	
General convenience	
I have a disability that affects my travel choice	
Other	

Where do you normally park your car when you come to work?	
On site parking	
Nearby on street parking	
Nearby free public car park	
Nearby pay and display car park	

Do you ever have difficulty finding a parking space?	
Yes – Frequently	
Yes – Occasionally	
No	

On your journey to/from work do you ever get stuck in a level of traffic that you feel is unacceptable?	
Yes – Frequently	
Yes – Occasionally	
No	

CHANGE TO SUSTAINABLE MODES

Do you consider that you could walk to work?	
Yes	
No	
What would encourage you to walk to work more often?	

Do you consider that you could cycle to work?	
Yes	
No	
What would encourage you to cycle to work more often?	
Are you satisfied with the cycle parking provided on-site?	

Is there a regular bus service you could use to travel to work?	
Yes	
No	
What would encourage you to use the bus more often?	
Would you be interested in an interest-free loan to purchase season tickets paid through salary sacrifice?	

FINAL COMMENTS

Have you got any comments you wish to make in relation to travel options?

Thank you for your time.



BRIGHT PLAN



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