

Site at London Road, Waterlooville

Sheltered Housing Development for the Elderly:
Travel Plan Statement

June 2015

Churchill Retirement Living

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Elderly: Travel Plan Statement

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1 Introduction

1.1 Background

Churchill Retirement Living is proposing to develop a sheltered housing development at London Road, Waterlooville, to the north of Portsmouth.

The location of the application site is shown in **Figure 1.1**. The site is currently occupied by two private residential properties, numbered 127A and 127B, with the local area having a mixed land use, with industrial units to the north west of the site, residential uses to the north and east and retail/commercial uses in Waterlooville town centre to the south.

Figure 1.1: Site location



Source: Background Mapping - Ordnance Survey data © Crown copyright and database right 2014

As typical of all Churchill Retirement Living sites, the development has been named as a 'Lodge'. The Lodge will accommodate 27 independent living units.

In January 2015 a Transport Statement and Travel Plan Statement were submitted to Havant Borough Council as part of a planning application package for the redevelopment of two residential properties into 27 sheltered apartments. There was an extant permission for 26 sheltered apartments on the site (Havant Borough Council planning application ref. APP/12/00785), so this Churchill Retirement Living site replaces this previously agreed scheme.

Havant Borough Council granted planning permission, subject to compliance with planning conditions. Condition 19 requires that:

“The development hereby permitted shall not be occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be fully implemented in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.”

To address and satisfy this planning requirement, this Travel Plan has been produced. It should be noted that some information is indicative, pending travel surveys of possible future residents and their travel needs and behaviour.

Following this introductory section, the remainder of this report, which is called a Travel Plan, is set out as follows:-

Section 2 – Outlines the Lodge development and the likely travel trends of the prospective residents;

Section 3 – Looks at local policy

Section 4 – Reviews the existing accessibility of the Lodge from the surrounding area;

Section 5 – Sets out the aims and objectives of the Travel Plan;

Section 6 - Summarises the Travel Plan measures which could be implemented;

Section 7 – Sets out a strategy for monitoring the Travel Plan;

Section 8 – Summaries the key elements of a Travel Plan.

2 Development overview

2.1 Overview

The type of housing envisaged, similar to other Churchill Retirement Living developments, would cater for elderly residents, normally over 70 years of age who already live locally and wish to live independently. The purchase of apartments in this type of development is legally restricted by Churchill Retirement Living to those over 60 years of age. It is understood that the average age of residents across all their currently occupied sheltered housing facilities is 79 and 30% are over 80 years of age.

Churchill Retirement Living aim to provide a secure environment for residents with a 24 hour support system available on call, should they need it. A 'Lodge Manager', is available and provides some assistance to residents, particularly on security and property maintenance issues. This is the only permanent member of staff associated with the development, and will be available on weekdays. There will be other occasional staff associated with the development, which includes cleaners for communal areas, maintenance staff when required and gardeners. An owner's lounge is provided for residents as a communal meeting place.

The development comprises 27 sheltered housing apartments, with 19 being one bedroom units and the remaining eight being two bedroom apartments.

A total of six parking spaces are proposed for the use of residents and visitors, with vehicular access being taken from London Road. There will be a dedicated access only point and dedicated exit only point. Pedestrian access into the site will also be provided from London Road. A store for electric buggies is provided, which can also accommodate any bicycles residents have. The site layout is shown in **Figure 2.1**.

2.2 Residents' travel requirements

The prospective residents of the Lodge will all be over the age of 60 and many will be over the age of 70. It is expected that the majority will not be car owners, and therefore will be reliant on public transport opportunities to make longer journeys. It is expected that residents will be making the majority of journeys by foot and would seek to use shopping and other services in the local area.

Considering the likely travel trends of residents, promotion of accessible public transport connections and services within walking distance of the Lodge are considered to be the most important aspects of the Travel Plan initiative.

2.3 Staff travel requirements

There will be one Lodge Manager who will not be a resident on site, but will work at the Lodge overseeing the management of the site and being a point of contact for residents. Should medical assistance be required, there may be visits from nurses and care workers, but this is likely to be sporadic as the accommodation being provided is for the "active elderly". Maintenance, gardeners, delivery personnel etc. will also be travelling to the site, but only as required.

Figure 2.1: Proposed site layout



Source: Churchill Retirement Living/Planning Issues

3 Policy

Hampshire County Council (HCC) provides guidance on Travel Planning¹ and more specifically when a Travel Plan is required. There are several sections on the website providing guidance and advice:

- *"A travel plan will be required for residential applications of 100 or more households".*

Under the heading 'Residential Travel Plans', the following is stated:

- *"Residential travel plans will take a different form to those for standard employment sites and are likely to achieve the greatest impacts in larger scale development (i.e. over 100 dwellings) although a range of measures will still be required for smaller scale developments"*
- *"The main objectives of a residential travel plan are to:*
 - *address residents' need for access to a full range of facilities and activities*
 - *reduce the traffic generated by the development*
 - *encourage good design principles and support the local community*

The proposed development is for 27 sheltered accommodation units. This is well below the 100 unit threshold stated in HCC's guidance. Furthermore, the proposed development is not a typical residential scheme, but an independent living scheme for the elderly. It is anticipated that many will not own car, and will use the public transport services on offer.

However, a Travel Plan can promote sustainable travel by informing residents of alternatives modes of travel, which will go towards reducing traffic generation associated with the proposed scheme and encourage greener modes of travel. Furthermore, Planning Condition 19 requires a Travel Plan because:

"In the interests of highway safety and in and having due regard to policy DM13 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and National Planning Policy Framework, March 2012."

¹ http://www3.hants.gov.uk/workplacetravel/information_for_developers/when_is_a_travel_plan_required.htm

4 Sustainable travel options

4.1 Public transport access

4.1.1 Bus services

The local bus services are easily accessible from the development site, with the nearest bus stops located on London Road, less than 100m from the site. Further bus services are available from the stops on Hambledon Road, approximately 400m or five minutes' walk from the site.

Table 4.1 summarises the local bus routes and frequencies. The services stopping close to the site are considered to provide a very good frequency of service that will serve the travel needs of the prospective residents. The location of bus stops makes bus travel accessible for residents, shoppers and visitors, and this together with the destinations served by the bus service from these stops would allow residents and visitors to use public transport as an alternative to a car.

Table 4.1: Bus routes stopping in vicinity of proposed development site

Route No	Route Detail	Operator	Mon – Sat Daytime Frequency	Sunday Frequency
7	Southsea - Portsmouth (City Centre) - Waterlooville - Wecock	First in Hampshire	Every 10 minutes. Last service 2336	Every 20 minutes. Last service 2336
	Wecock – Waterlooville – Portsmouth (City Centre) – Southsea		Every 10 minutes. Last service 2259	Every 20 minutes. Last service 2259
8	Gunwharf - Portsmouth City Centre - Cosham - Waterlooville - Cowplain - Clanfield	First in Hampshire	Every 15 minutes. Last service 2354	Every 20 minutes. Last service 2254
	Clanfield - Cowplain - Waterlooville - Cosham - Portsmouth City Centre - Gunwharf		Every 15 minutes. Last service 2234 (2326 Cosham only)	Every 20 minutes. Last service 2134 (2326 Cosham only)
X9	Gunwharf - Portsmouth City Centre - QA Hospital - Waterlooville - Hambledon/Denmead	First in Hampshire	Every 30 minutes. Last service 1855	No service
	Hambledon/Denmead - Waterlooville - QA Hospital - Portsmouth City Centre - Gunwharf		Every 30 minutes	No service
37	Havant - Petersfield - Alton	Stagecoach in Portsmouth	Hourly. Last service 1920	No service
	Alton - Petersfield - Havant		Hourly. Last service 1924	No service
39	Havant – Wecock Farm	Stagecoach in Portsmouth	Every 10 minutes. Last service 2149	Hourly. Last service 1826
	Wecock Farm – Havant		Every 10 minutes. Last service 2128	Hourly. Last service 1749

The Lodge Manager will ensure that the most up-to-date timetable information is available for local bus services. Timetable information will be supplied to new residents, and copies will be held in the Lodge communal areas. The Lodge Manager will check the following link at least every six months to ensure that the information provided is the latest that is available:

http://www.travelinesw.com/swe/XSLT_SELTT_REQUEST

4.1.2 Rail

There is no railway station in Waterlooville, the closest being located in Bedhampton, approximately 5km southeast of the site. However, more frequent rail services are available from Havant, which is accessible from the application site via bus services 37 and 39 (**Table 4.1**). The routes and typical weekday daytime frequencies of services calling at Havant railway station can be summarised as follows:

- Portsmouth to London Waterloo via Petersfield (three trains per hour)
- Portsmouth to London Victoria via Chichester (one train per hour)
- Southampton to London Victoria via Chichester (one train per hour)
- Portsmouth to Brighton via Chichester (one train per hour)
- Southampton to Brighton via Chichester (one train per hour)
- Portsmouth to Littlehampton via Chichester (one train per hour)

Alternatively, Cosham railway station can be accessed via bus service 8 and provides similar rail services.

Residents of the proposed development are unlikely to need to make use of rail services on a regular basis, given they will not be commuting and local shops / services are accessible on foot.

It is recommended that the rail timetables are reviewed in May and December of every year as this is when alterations are usually made to service timings. The following link is are for Trainline, a website which allows the user to plan journeys and routes (with prices to buy online) and First Great Western for timetables:

<http://www.thetrainline.com/stations/cosham>

<http://www.southwesttrains.co.uk/Pocket-timetables1412.aspx>

4.2 Walking and cycling

The application site adjoins a well-used pedestrian and cycle route between London Road, to the north of Hulbert Road Roundabout, and Waterlooville town centre. It forms part of National Cycle Network (NCN) Route 222. This provides a route northwards to Cowplain and southwards to Waterlooville and Portsmouth via a mixture of quiet streets and traffic-free sections. NCN Route 222 crosses Maurepas Way via a shared use underpass, as illustrated in **Photos 4.3** and **4.4**.

Photo 4.1: Access ramp to Maurepas Way underpass



Photo 4.2: Maurepas Way underpass



To ensure that residents are fully aware of the most suitable walking routes in the Waterloooville area, information provided within the following web link will be provided in the Lodge communal areas.

<http://www.mapmywalk.com/gb/waterlooville-eng/>

Due to the age of prospective residents, it is unlikely that cycling will be a primary mode of travel. However, with cycling becoming more popular for all ages, information identifying the most suitable routes will be downloaded from the following links and provided in the communal areas.

<http://www.mapmyride.com/gb/waterlooville-eng/>

<http://www.sustrans.org.uk/ncn/map/national-cycle-network?gclid=CMm7j-jz28ICFU6WtAodG3QA8w>

4.3 Highway access routes

The application site is currently accessed from London Road, with separate access points for the two residential properties. However, the proposed access for the application site is from Maurepas Way and egress to London Road as per the previous extant permission.

Maurepas Way is a two lane dual carriageway with a 40 mph speed limit. It connects with London Road at Hulbert Road Roundabout. London Road is single carriageway with a 30mph speed limit. Parking on both roads is prohibited. Approximately 200m to the north of the site, a toucan crossing enables safe pedestrian access to and egress from the bus stops on London Road.

4.4 Car travel

It is expected that only a minority of residents would regularly use a car, and ownership levels will be low. Residents are not expected to commute to work and therefore are unlikely to contribute towards peak period congestion on local roads. Given this, it is considered that it is unnecessary to discourage residents from car use and that the promotion of alternative modes would be a more positive approach to encouraging an independent lifestyle.

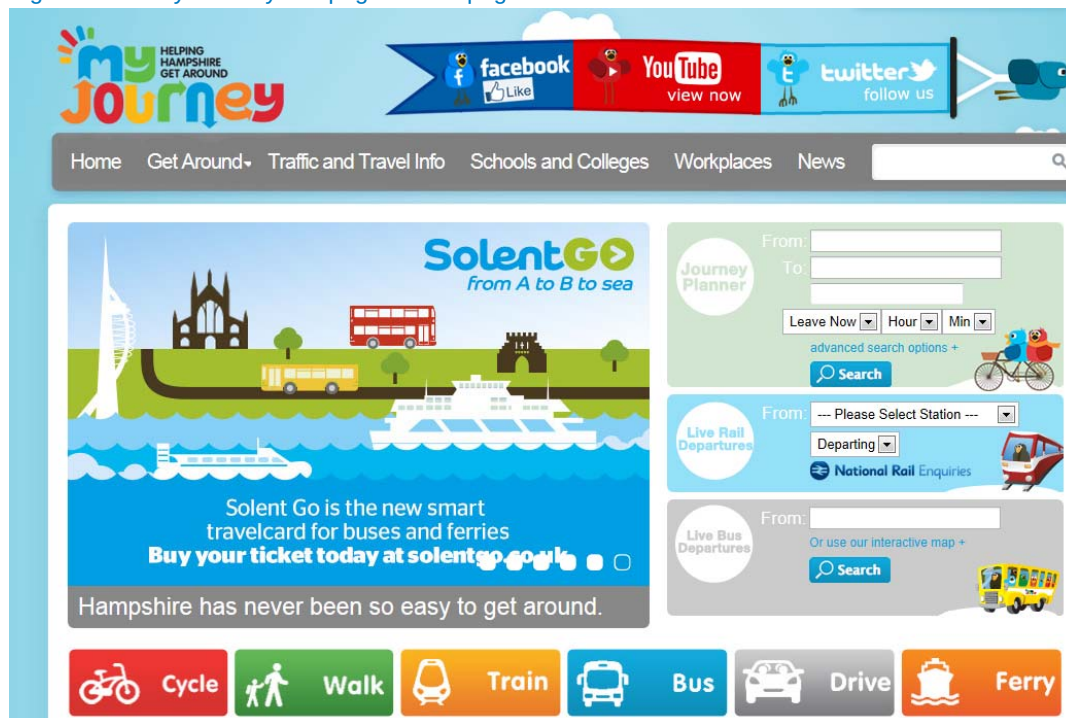
The number of car parking spaces is based on evidence from established Churchill Retirement Living sites. Provision is based on existing travel habits; therefore it is considered that there is no overprovision of spaces, with a suitable level of parking provided for the site, therefore minimising car based travel as there is a fixed number of spaces available.

Car sharing is more suited to employees commuting to a workplace and it is unlikely that the residents would benefit from enrolling in such a scheme. However, as only a small number of residents are likely to own a car, it is recommended that the Lodge promotes its own car sharing scheme, in particular for those residents that need to travel to shopping destinations which are not local to the site.

4.5 My journey

Hampshire County Council designed a webpage to provide travel information and a journey planning service. **Figure 4.1** shows a screenshot of the Homepage, which residents could use to find out bus and train times and cycling and walking routes. The services offered by My Journey, termed a “*one stop destination*”, should be promoted and publicised so residents can plan journeys by non-car modes.

Figure 4.1: My Journey webpage - Homepage



Source: <http://www.myjourneyhampshire.com/>

4.6 Travel audit

It is recommended that a travel audit of the residents is undertaken within three months of full occupation of the site, and then repeated on a regular basis. It is suggested that the audit focuses on the residents' views of the site accessibility and the public transport services that are routed through the local area.

The results of the audit will be submitted to the Travel Plan officer at the Local Authority. The results can be used to identify pedestrian improvements that are needed on local routes and also any suggested enhancements that can be made to local public transport services and community transport provision.

The results of the audit will be displayed in the Lodge communal areas.

4.7 Neighbouring sites

The Lodge is located within a residential area. It is considered unlikely that there are any other properties with active Travel Plans in the local area.

4.8 Deliveries

Given the type of development and in particular mix of residents, deliveries are unlikely to be an issue. The age structure of the residents may limit the use of internet for shopping and banking purposes with residents likely to carry out more frequent, smaller shopping trips in the local area on foot. However, all Churchill Retirement Living Lodges provide residents with a home internet shopping service. This service is co-ordinated by the Lodge Manager and provides all residents with the opportunity to have shopping delivered to their apartment.

4.9 Staff

The Lodge Manager will be the only permanent member of staff associated with the site, and if needed, it is likely that they will be able to park on site. Given that there is only one permanent member of staff, there should be no overspill onto the neighbouring roads.

4.10 Visitors

Visitors are likely to be relatives and friends of the residents and will carry out repeat trips. They are expected to know the local area, might even live nearby, and would be fully aware of the sustainable travel options to get to the site.

5 Travel Plan Aim and Objectives

The overall aim of the Waterloooville site Travel Plan is to manage car parking demand by providing residents and visitors with high quality travel information and a choice of transport modes for their journeys. The specific Travel Plan objectives can be summarised as follows:

- Establish procedures to manage the number of visitors arriving by car to the Lodge, to ensure that parking demand is commensurate with the six spaces available;
- Maximise the number of residents and visitors travelling to and from the Lodge by sustainable modes of transport, i.e. modes other than single occupancy private car use; and
- To act as a mechanism for residents to report any concerns with regard to site accessibility, and for possible improvements to be identified to address these concerns.

This report forms the initial Travel Plan – the measures and targets identified in the following sections will be refined once the results of resident travel surveys have been analysed, and a further Travel Plan will then be produced. It is important to stress that the Travel Plan is a living document and as time passes it will evolve to take account of changing circumstances. A process for monitoring and review of the Travel Plan is set out in **Section 7**.

6 Measures and Strategy

6.1 Introduction

In order to achieve the objectives, a strategy to discourage single occupancy car journeys will be implemented. Establishing the Travel Plan strategy at an early stage ensures that where physical works are required, they can be incorporated into the final design.

6.1.1 On-site smarter choices

- Brief new staff and visiting staff on bus timetables and walking routes
- Provide new residents with a bespoke Welcome Pack – containing all the necessary travel information e.g. bus route maps, bus timetables, links to websites which provide travel information, train timetables, location of local services and facilities;
- Copies of the most up to date public transport information to be displayed in the Lodge communal areas; and
- Good broadband connections to facilitate online shopping (refer to **Section 4.8** for information of deliveries).

6.1.2 On-site physical works

- Provide parking in line with the evidence based research carried out at various approved CRL sites;
- Provide secure cycle parking in a covered area;
- Provision of appropriate lighting, natural surveillance and surfacing to create a safer and more convenient environment for pedestrians; and
- Provide a low speed environment to discourage the use of cars on site.

6.1.3 Car park management

- Six car parking spaces are proposed; their usage will be monitored on a daily basis by the Lodge Manager to determine vehicle use and level of car park capacity (and availability).
- It is not common practise at Churchill Retirement Living sites to allocate car parking spaces. Parking provision is based on evidence from established Lodges to accommodate likely demand based on the number of apartments. Residents can park in an available space on an ad-hoc basis. Over time it is likely that residents who own a car will park in the same space as residents manage their own space on a “laissez faire” approach. Also, over time as residents move or leave, allocation will change so demarcating spaces with apartment numbers is not considered sustainable in the long term.

6.1.4 Travel Plan Champion

The Lodge will have its own Manager, and this staff member will be responsible for implementing and promoting the Travel Plan. The Lodge Manager will see residents on a daily basis and will have a good understanding of their needs. If required, they will contact community transport providers to determine which services would benefit the residents, and pass the details on.

6.1.5 Promotion

As well as the measures listed above, it will be necessary to promote and market the plan at regular intervals. Fliers and travel information on how to access the site can promote sustainable travel, for example information packs for new residents will be provided. Up-to-date travel information will also be displayed on boards in the communal lounge.

Provision for initiatives such as assisted walks/cycle/bus trips to local facilities will be on an ad-hoc basis for those residents who request assistance. This is because the development is a retirement facility for the active elderly rather than a care home. The Travel Plan Champion (Lodge Manager) will offer and provide help to those residents who need it.

6.1.6 Action Plan

The proposed Action Plan for the Waterloooville Travel Plan is outlined overleaf in **Table 6.1**. This will be reviewed by the Travel Plan Champion who will refine and amend accordingly.

Travel surveys of Lodge residents will be carried out once 50% of apartments are occupied. The results of the surveys will enable modal split targets to be set, which will be included in the updated Travel Plan.

Table 6.1: Proposed action plan

Measure	Timeframe
Appointment of Travel Plan Champion	3 months prior to occupation
Display travel information in communal lounge	Upon occupation and ongoing
Include travel information in new resident Welcome Packs	Ongoing
Undertake baseline parking demand survey	Once 50% occupied
Arrangement of Travel Surveys for Lodge residents and visitors	Upon occupation and annually
Personalised Journey Planning for Lodge residents	Upon occupation and ongoing
Finalise Travel Plan measures and targets	After completion of first residents' travel survey
Produce Full Travel Plan	After completion of first residents' travel survey and target setting
Participate in travel related events	At least one event per year

7 Monitoring

To monitor the effectiveness of the Travel Plan measures, surveys of Lodge residents and a baseline parking demand survey need to be undertaken. Subject to approval of this initial Travel Plan, the first travel survey will be undertaken once 50% occupied (a draft residents' survey is included as **Appendix A**).

The survey will identify the existing travel behaviour of Lodge residents, and obtain their views regarding site accessibility and any suggested enhancements that could be made to local pedestrian routes and public/community transport services to aid the movement of residents. The results of the survey will be displayed in the Lodge communal areas and included within an updated Travel Plan. A 50% response rate is desirable. In order to achieve this, surveys need to be clear, short and carried out at regular but not too frequent intervals. If surveys are too arduous or time consuming, response rates are likely to be low.

At this stage, in advance of the residents' travel survey, it is not possible to identify modal split targets. However, initial targets have been identified as follows:

- Reduce daily motor vehicle trips associated with the site by 10% over a period of five years from the initial travel survey;
- Reduce car ownership level by 10% over a period of five years from the initial travel survey;
- Using the findings from the initial travel survey, identify modal split targets for the first five years.

These targets, based on actual travel behaviour, will be monitored annually to adapt and update as necessary; and

- Conduct snap shot travel surveys four times per year and parking demand surveys for the first five years after first occupation.

It should be noted that a Travel Plan needs to reflect the travel behaviour of residents. Targets need to be both challenging yet realistic. Over time, targets can change in order to maintain an effective Travel Plan in moving away from single occupancy car trips and towards more sustainable modes, such as public transport, walking and cycling. Residents need to be consulted and engaged so they are aware of targets and Churchill Retirement Living's commitment to sustainable transport.

Visitor travel information, including deliveries and visits by Churchill Retirement Living staff will be recorded in a signing in book held at main reception. Draft questions are included as **Appendix B**.

8 Summary

A summary of the key Travel Plan elements relevant to the proposed Lodge at London Road, Waterloooville is provided as follows:-

- It is expected that car ownership levels by the Lodge residents will be low;
- The Lodge Manager will be appointed as the Travel Plan Champion;
- Local public transport facilities are adequate, and information relating to these services will be provided to all residents;
- The Lodge Manager will contact community transport providers to determine which services would benefit the residents. These details will be passed onto all residents;
- There are a range of shops and services local to the site, and information regarding walking routes to these and areas further from the site will be provided to the residents;
- Although cycling is unlikely to be a primary transport mode, details of the routes and how to maintain a bicycle will be provided to all residents;
- A travel audit will be undertaken to record existing travel trends and any problems that inhibit the movement of residents. This information will be provided to the Local Authority and this audit will be updated on a regular basis.

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Appendix A. Draft residents travel survey

Waterlooville Lodge – RESIDENT’S TRAVEL SURVEY

1. Name

2. Do you/your partner (if applicable) own a car?

Yes

No (please go to
question 4)

3. Please write in the space below the main reasons why you still wish to own a car.

.....

4. How do you usually travel to go (please tick ONE box per column):

	Food shopping?	To non-food shops (e.g. bank, post office, clothes shops)?	To visit friends and relatives?	For days out to visitor attractions?	Other regular trips
Walk					
Mobility scooter					
Public bus					
My own car					
Travel in another Lodge resident's car					
Other mode of travel					

5. If you own a car, please think about how you responded to question 4. What measures would encourage you to sell your car? Please write these in the space below.

.....

6. Whether you own a car or not, do you have any general comments about travelling around the local area? If you have, and you can think of improvements that might make it easier for you to travel around, please write these in the space below.

.....

7. Would you like the Lodge to co-ordinate Car Sharing?

.....

Appendix B. Draft visitor travel survey

Waterlooville Lodge – VISITOR TRAVEL SURVEY

1. **Company/organisation (if applicable)**

2. **What is the reason for your visit?**

Visiting a resident

Visiting the Lodge Manager

Making a delivery

3. **How did you travel to Waterloooville Lodge today?**

Car

Van

Car share

Bus

Walk

Bicycle

Other (please state)

4. **Where did you travel from?**

5. **If you travelled by car to Waterloooville Lodge today, where did you park? Please write this in the space below**