

Travel Plan for Proposed Nursery Facility
70, Bedhampton Hill, Havant.

1.0 Introduction

The proposal involves the change of use of part of an existing dwelling to provide 254m² nursery facility.

The facility will have visitors with an undetermined frequency and number, and will have delivery access and refuse collection only from Bedhampton Hill. Public access will be from Bedhampton Hill from the existing vehicular access..

2.0 Number of Employees

The staffing level has been identified as a total of 14 staff, some part time and some full time.

3.0 Operating Times

The facility will be operated between 8am and 6 pm on weekdays only.

4.0 Parking, Cycle & Loading Provision

There are 7 proposed staff car parking spaces, and 2 car spaces provided for the residential occupants.

14 no. secure cycle spaces are provided for staff and visitors.

Vehicular access for servicing will be from Bedhampton Hill.

5.0 On Site Facilities

Each facility is provided with a changing room and shower facility, along with a rest room and locker area for staff.

6.0 Promotion of Alternative Travel

Employment of local people who do not have to travel long distances will be encouraged, and any job vacancies would be advertised in local papers or via local agencies.

Personal travel plans would be available to any member of staff who might request one, and a travel pack would be given to each employee, containing:

Bus, train and ferry timetables, indicating approximate distances of bus stops.

Local car park locations and Details of bus/train/ferry ticket prices.

7.0 Public Transport

The facility operators will promote the use of public transport by ensuring local bus, train and ferry timetables are available for staff, and would provide interest free loans so the employee could purchase an annual season ticket and pay for it over 12 months.

The operators would provide details of transport timetables and ticket prices in each staff rest room.

8.0 Cycling

The operator would promote cycling by providing a salary sacrifice scheme (tax free scheme) to purchase cycles and cycling equipment, and could offer a 'bike buddy' system to help the less confident cyclist to build up their confidence.

Bike pools could also be provided for any member of staff to hire. Changing and drying rooms are provided in each unit.

9.0 Walking

The operator promotes walking via the provision of a walking buddy scheme, and the availability of drying areas etc.

10.0 Deliveries

Where possible, the companies would try to reduce the individual numbers of deliveries made each week by combining any deliveries where possible. The delivery vehicles could also be used to transport any staff which needs to attend a different site at the same time a delivery is made.

11.0 Travel Plan Coordinator

The operator would elect a Travel Plan Coordinator who would be responsible for implementing such plans and monitor its success, and keep the plan up to date.

12.0 Targets

The operator would be encouraged to have 50% of staff travel to work by the measures outlined above.

13.0 NurseryOperation

- o The facility will be staffed with 8 full time (including manager) and 8 part time staff working between 8am and 6pm all weekdays.

Car spaces will not be allocated, and staffing will work on shifts of 4 at a time.

Occasional visitors to the development would be able to park within the site.

Deliveries can be made via Bedhampton Hill Road.

The entrance lobbies would have internet access to public transport timetables and fare regimes, and location of local bus stops and car parks identified.

14.0 Transport Statement

The existing residential building had accommodated sufficient parking for six vehicles on open gravel.

Cars and delivery vehicles used the service road regularly to park at varying hours of the day and evening. Bedhampton Hill served as the dropping off point for deliveries and refuse collections. Intuitively, there was historically potentially similar traffic movement than we are likely to generate with our proposal for 9 car spaces, bearing in mind the shift pattern of working as mentioned under 13.00 above..

It is therefore fair to say that the proposal compares favourably with the previously existing situation, and will have little or no impact on the surrounding highway infrastructure.

PGP Architects

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