

Travel Plan for Proposed Residential Care Facility
42, Bedhampton Hill Road, Havant.

1.0 Introduction

The proposal involves the creation of 3 no. 4 bedroom Care Lodges each 152m² in area, in the grounds of Hill Lodge which will in itself be converted to a 6 bedroom care lodge.

The residential lodges will have occasional visitors with an undetermined frequency and number, and the converted Hill Lodge will have delivery access and refuse collection only from Bedhampton Hill Road. Public access to the development will be from Bedhampton Hill Road from the existing vehicular access..

2.0 Number of Employees

The staffing level has been identified as a total of 9 staff.

3.0 Operating Times

The facility will be operated on a 24 hour basis, seven days a week.

4.0 Parking, Cycle & Loading Provision

There are 9 staff car parking spaces, and 4 car spaces provided for visitors to the residential occupants, one of which is for people with disabilities. In addition, there are two large spaces for minibus and ambulance parking.

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

Vehicular access for servicing will be from Bedhampton Hill Road.

5.0 On Site Facilities

Each residential lodge is provided with a changing room and shower facility, along with a rest room and locker area and disabled toilet for overnight 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

Local car park locations

Indicate approximate distances of bus stops.

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 Residential Operation

- o 6 bedroom main house will have 4 staff during the day (including the manager) + 1 part time. At night 2 staff
- o Each 4 bedroom bungalow will have either 2 or 3 staff during the day + 2 night staff.

Car spaces will not be allocated, and staffing will work on shifts of 3 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 Hill Lodge had accommodated sufficient parking for six vehicles on open tarmac in addition to garage parking for 4 cars.

Cars and delivery vehicles used the service road regularly to park at varying hours of the day and evening. Bedhampton Hill Road 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.